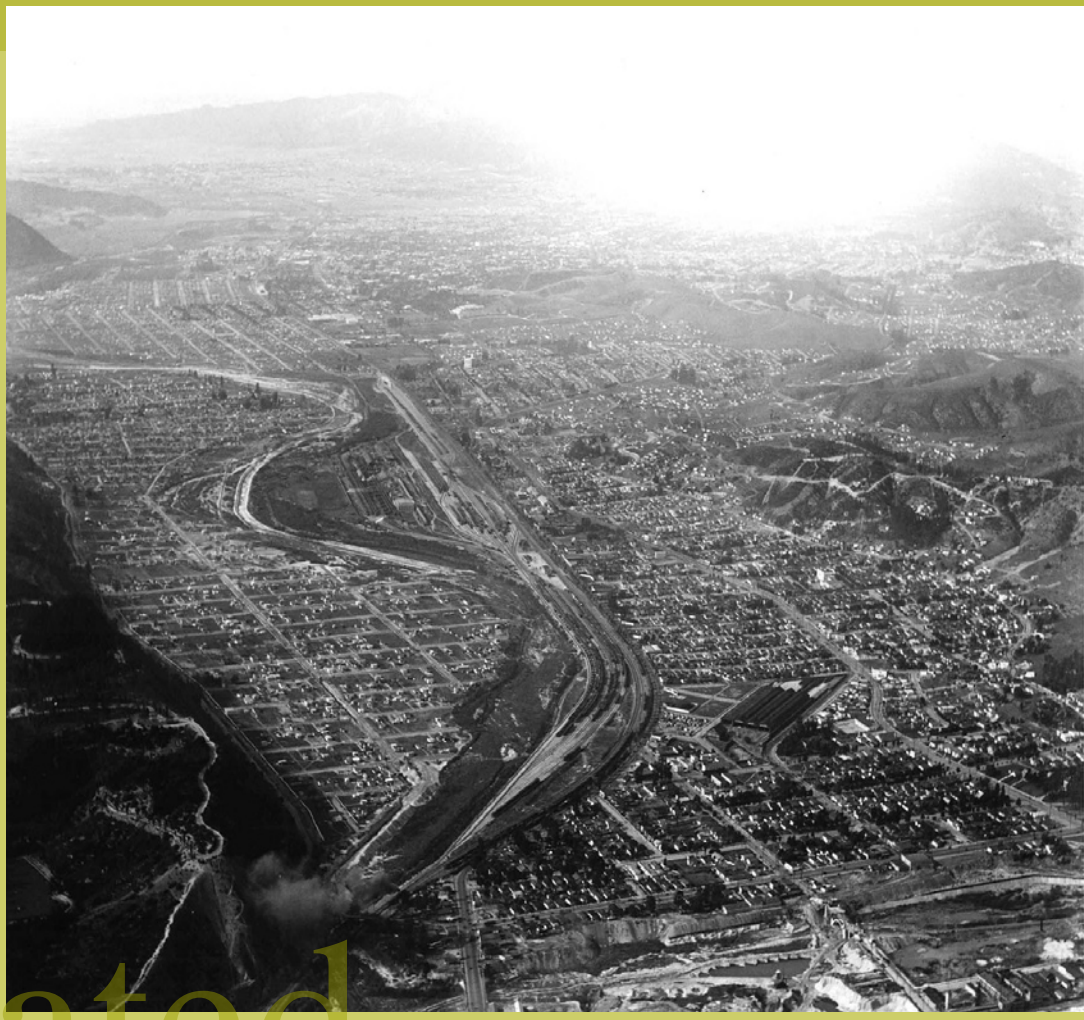
Exhibit 4: Mitigated Negative Declaration

TAYLOR YARD

park development



mitigated negative declaration

final mitigated negative declaration

EDAW

Lead Agency:

State of California Department of Parks and Recreation
Southern Service Center
8885 Rio San Diego Drive #270
San Diego, CA 92108
February 2004

Responsible Agency:

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Bureau of Engineering
250 E. 1st Street
Los Angeles, CA 90012-2601

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TAYLOR YARD PARK DEVELOPMENT PROJECT

Final
Mitigated Negative Declaration

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MAY 2004

TAYLOR YARD PARK DEVELOPMENT PROJECT
FINAL MITIGATED NEGATIVE DECLARATION

The Taylor Yard Park Development Project Draft Mitigated Negative Declaration (Draft MND) was circulated for public review between February 27, 2004 and March 29, 2004. During this public review period, a total of five timely letters of comment were received from public agencies and one timely letter of comment was received from a citizen. Two late letters of comment were received from public agencies. In response to these comments, minor revisions have been made to the Draft MND; however, no substantial changes in the environmental analysis occurred. In addition, none of the significance determinations have changed since the Draft MND and no new mitigation measures have been added. The changes to the Draft MND include:

- The analysis of CO concentrations has been expanded in the Final MND (see page 4-8). As discussed in the Draft MND, the project would not result in any CO hotspots. The CO model output data has been included in Appendix A.
- The discussion of groundwater conditions under the site has been updated to include the results of boring samples conducted by the City. These subsurface explorations verified the conclusions of the Draft MND that the probability of encountering groundwater during construction is low (see page 4-19).
- Focused surveys for the Western spadefoot toad were conducted at the request of the California Department of Fish and Game (CDFG). The surveys were conducted on April 8, 2004 by a qualified State Parks biologist. The results of the survey were negative. A copy of the survey report is provided in Appendix E.
- Supplemental vegetation surveys were conducted on Parcel D at the request of CDFG. The surveys were conducted on April 20, 2004 by State Parks and EDAW biologists to further characterize the riparian plant communities present onsite. The results of the surveys are consistent with the Draft MND analysis which stated that the site is not subject to ACOE or CDFG jurisdiction. The survey report is included as Appendix F of this MND.
- Figure 1 was inadvertently omitted from the Appendix B of the Draft MND. This figure is included in this Final MND.

The aforementioned revisions and text changes have been incorporated directly into the Final MND. The Final MND includes the revised Draft MND sections as well as two new sections. Section 7.0, Response to Comments, includes copies of the Draft MND comment letters and corresponding responses from the State. Section 8.0, Mitigation Monitoring and Reporting Program, provides a checklist to fulfill the project's mitigation monitoring and reporting requirements under the California Environmental Quality Act (CEQA).

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C Cultural Resources Technical Report
D Traffic Study
E Western Spadefoot Toad Survey Report
F Supplemental Vegetation Survey Report

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SECTION 1.0
INTRODUCTION

This Final Mitigated Negative Declaration (MND) evaluates the potential environmental impacts associated with the Taylor Yard Park Development project, a 40-acre active and passive recreation project. The proposed parkland is located in the City of Los Angeles (City) and is owned by the California Department of Parks and Recreation (State). Approximately 20 acres would be operated by the State as a passive park, and the remaining 20 acres would be leased by the City for active park uses. This MND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code §21000 *et seq.*, and the CEQA Guidelines, California Code of Regulations (CCR) 15000 *et seq.* The State is the CEQA Lead Agency for this MND, with the City serving as a Responsible Agency under CEQA.

The proposed project includes the development of a park on a 40-acre portion of the former Southern Pacific railyard in the City, referred to as Parcel D. Parcel D is one of ten parcels on the 247-acre Taylor Yard complex. The proposed improvements, described in detail in Section 2.0, include:

- Development of active recreation, including ballfields, courts, and multi-purpose field;
- Development of passive recreation, including natural parkland and drainage/riparian natural area;
- Construction of support facilities and restrooms;
- Construction of parking and park access; and
- Construction of streetscape improvements.

The development of the park would provide much needed parkland to nearby communities in one of the nation's most park-deficient regions. The proposed park site is situated in the Northeast Los Angeles Community Plan Area, which includes the communities of Glassel Park, Cypress Park, Atwater Village, and Elysian Valley. The site is located approximately three miles north of downtown Los Angeles, near the Los Angeles River (L.A. River).

1.1 CEQA PROCESS

This Final MND has been prepared pursuant to the requirements of Sections 15063, 15070, and 15071 of the CEQA Guidelines. This document summarizes and addresses the results of the Initial Study prepared to determine if any significant environmental effects would occur from the proposed park development at Taylor Yard. In accordance with CEQA and the State CEQA Guidelines, a 30-day public review period for the Draft MND began February 27, 2004 and concluded on March 29 2004. The Draft MND was distributed to interested or involved public agencies, organizations, and private individuals for review. In addition, the Draft MND was available for general public review at:

- State of California Department of Parks and Recreation (700 North Alameda Street, Room 502, Los Angeles, CA 90012)
- City of Los Angeles Department of Recreation and Parks (200 North Main Street, Room 1250, Los Angeles, CA 90012)
- Los Angeles Central Library (630 West Fifth Street, Los Angeles, CA 90071)

Comments on the Draft MND were submitted in writing prior to the end of the 30-day public review to the following lead and responsible agencies:

Ms. Karen Miner
State of California Department of Parks and Recreation
Southern Service Center
8885 Rio San Diego Drive #270
San Diego, CA 92108

Albert Murillo
City of Los Angeles
Bureau of Engineering
250 East 1st Street, Suite 1005
Los Angeles, CA 90012

During the 30-day review period, the public had an opportunity to provide written comments on the information contained within the Draft MND. The public comments on the Draft MND and responses to public comments have been incorporated into this Final MND (see Section 7). The State and City of Los Angeles City Council will use the Final MND for all environmental decisions related to this project. This MND is required for the following discretionary actions for development of an active and passive park on Parcel D:

- State approval of the Interim Public Use (IPU) plan for the interim development and operation of their 20-acre portion of Parcel D;
- City approval of a park development plan for its 20-acre active park site;
- City approval of streetscape improvements along San Fernando Road;
- City use of any grant funding that may be received under the Proposition K and Proposition 40 (Murray Hayden and Urban Parks) Programs; and
- Other State or City implementing actions or approvals (advertising for bids, award of contracts, encroachment permits, OSHA permits, utility connection permits, fire code compliance, etc.)

1.2 DOCUMENT FORMAT

This Final MND contains eight sections and several technical appendices. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Section 2, Project Description, provides a detailed description of the project location, project background, and project components. Section 3, Initial Study Checklist, presents the CEQA checklist for all impact areas and mandatory findings of significance. Section 4, Impacts and Mitigation Measures, presents the

environmental analysis for each issue area identified on the environmental checklist form. If the proposed project does not have the potential to significantly impact a given issue area, a brief explanation of this conclusion is provided. If the proposed project would result in a potentially significant impact on a resource, a description of potential impacts and appropriate mitigation measures and/or City permit requirements that would reduce those impacts to a less than significant level is provided. Section 5, List of Preparers, provides a list of key personnel involved in the preparation of the MND. Section 6, References, provides a list of reference materials used during the preparation of the MND. Section 7, Response to Comments, provides the comment letters received during the 30-day public review period for the Draft MND, followed by the responses from the State. Section 8, Mitigation Monitoring and Reporting Program, provides a checklist to fulfill the project's mitigation monitoring and reporting requirements under CEQA.

The environmental analysis included in Section 4 is consistent with the CEQA Initial Study format presented in Section 3. Impacts are separated into the following categories:

- ***Potentially Significant Impact.*** This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures could be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required. There are no such impacts for the Taylor Yard Park Development project.

- ***Less Than Significant After Mitigation.*** This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

- ***Less Than Significant Impact.*** This category is identified when the project would result in impacts below the threshold of significance, and would therefore be less than significant impacts.

- ***No Impact.*** This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

The calculations and technical reports that were used to prepare the Air Quality, Biological Resources, Cultural Resources, and Transportation/Circulation sections of this MND are included in the following MND appendices:

A – Air Quality Calculations
B – Biological Resources Existing Conditions Report
C – Cultural Resources Technical Report
D – Traffic Study
E – Western Spadefoot Toad Survey Report
F – Supplemental Vegetation Survey Report

SECTION 2.0
PROJECT DESCRIPTION

This section describes the objectives of the proposed project, the location of the site, and the details of the park development project, including the anticipated construction requirements and construction schedule. This information is the basis for the analysis of environmental impacts included in Sections 3 and 4.

2.1 PROJECT LOCATION

Taylor Yard is located in the City of Los Angeles, approximately 3 miles north of downtown Los Angeles (Figure 2-1). The proposed park site is located on the eastern bank of the Los Angeles River (L.A. River). The L.A. River and this portion of Los Angeles are located in what is referred to as the "Narrows" – the area between the San Fernando Valley and the Los Angeles basin. The Taylor Yard complex is located between the Elysian Park Hills on the southwest and the Repetto Hills to the northeast. It is physically bounded on the north by State Route 2 (SR 2), on the east by San Fernando Road, on the south by Interstate 5 (I-5), and on the west by the L.A. River. Situated within a portion of a former Southern Pacific railyard, the project site is part of the largest undeveloped area along the L.A. River. The 247-acre Taylor Yard complex was historically divided into ten parcels: A, B, C, D, E, F, G, H, I, and J. Many of the parcels have been developed for industrial uses. The proposed park site encompasses the 40-acre Parcel D. Parcels contiguous to Parcel D include C, E, and G-2 (Figure 2-2).

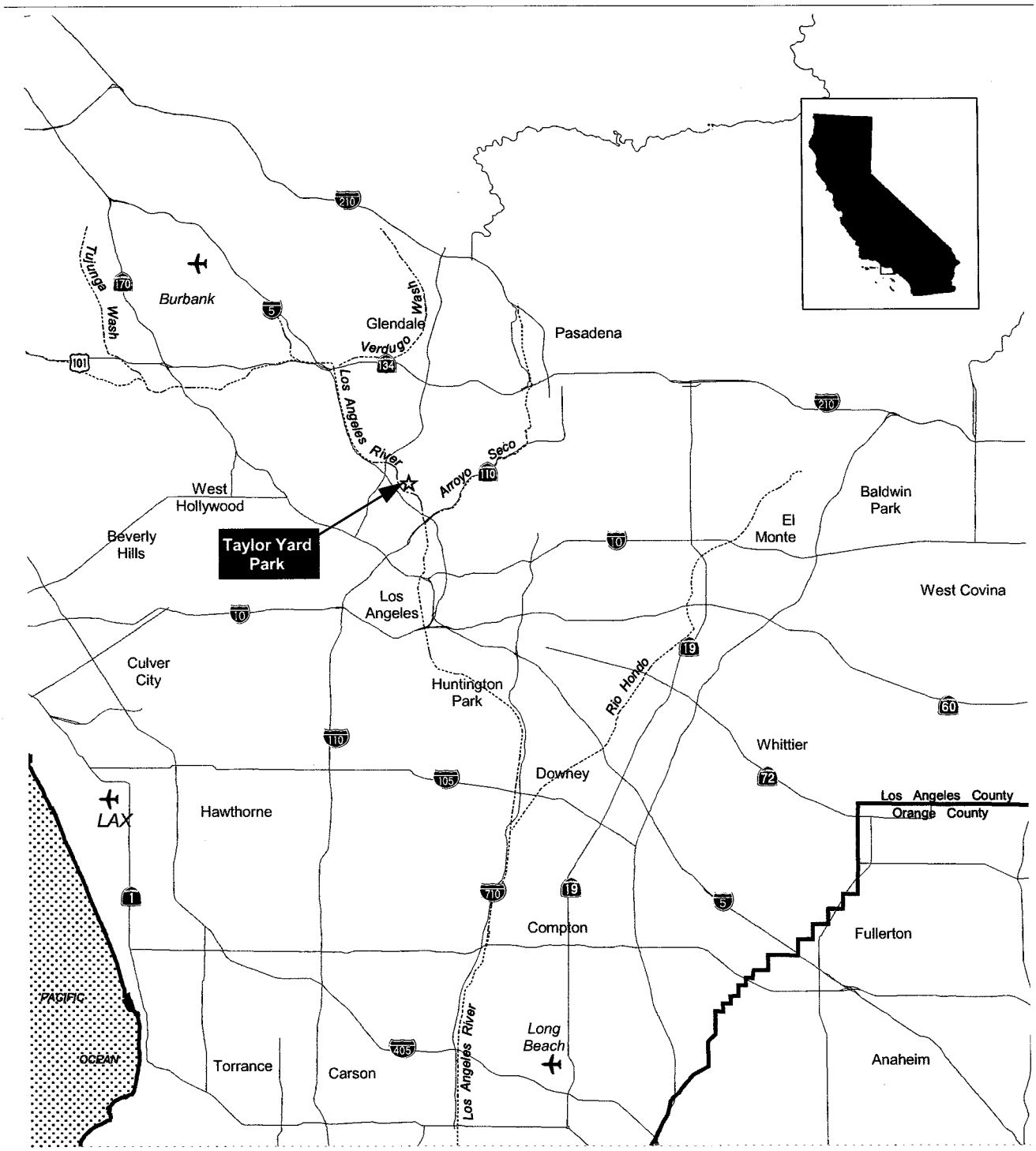
The Taylor Yard complex sits within an intensely urbanized setting that is characterized by a mix of land uses, from high-density residential districts to industrial factories and manufacturing. Several parcels at the complex have been developed with industrial uses, including a Federal Express (FedEx) shipping facility, Metrolink maintenance yard, business parks, and several warehouses. The Taylor Yard complex and vicinity are part of the communities of Northeast Los Angeles and Silver Lake-Echo Park. The neighborhoods surrounding the park include Cypress Park, Glassell Park, Elysian Valley, and Atwater Village.

Parcel D is a 40-acre rectangular parcel bounded by San Fernando Road and commercial development on the east, industrial uses on the south, Amtrak and Metrolink tracks on the west, and a Federal Express (FedEx) facility to the north.

2.2 PROJECT BACKGROUND

2.2.1 History of the Project Site

The history of the project area is as diverse as the communities that surround Taylor Yard. The area has witnessed flourishing Native American communities, early Spanish expeditions, railroad operations, and



Source: California Geospatial Information Library, and Southern California Association of Governments,

Taylor Yard Site
Airport
River
Road
County Line

5 N 0 5 Miles
1 inch = 5 miles

Figure 2-1
Regional Location Map

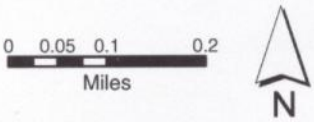


Figure 2-2
Map of the Taylor Yard Complex

modern industrial and residential development. Native Americans once occupied the river valley and hillsides surrounding the present-day Taylor Yard complex.

Occupation of the Los Angeles basin and the area surrounding the Taylor Yard complex occurred at a rapid rate after 1850. The population within the City of Los Angeles grew exponentially in the years following California statehood. Small developments formed in the communities surrounding Taylor Yard, but few houses were built in the vicinity until the 1920s, when the urban sprawl, which characterizes present-day Los Angeles, began. In the 1920s and 1930s, industrial development was occurring at Taylor Yard. During this period, several destructive floods also occurred along the L.A. River, which resulted in a series of flood control measures to protect the developing region. The U.S. Army Corps of Engineers (ACOE) spearheaded this effort and in 1938, the channelization of the L.A. River began. The man-made river, in place of the natural L.A. River, made it possible for the urbanization of Los Angeles to continue, as it provided flood control, irrigation, and groundwater resources. Completion of the channelized river adjacent to the Taylor Yard complex occurred in the 1950s. By 1960, 51 miles of the river had been channelized. Only three portions of the length of the river remain unchannelized today: through the Sepulveda Flood Control Basin in the San Fernando Valley, through Elysian Valley near Griffith Park, and at the estuary in Long Beach where the L.A. River flows into the Pacific Ocean (Los Angeles County Department of Public Works 2002). The portion of the river adjacent to Taylor Yard, while channelized, is an unlined soft-bottom channel.

Shortly after World War I, the Southern Pacific Railroad outgrew its Midway Yard facility and moved to the Taylor Yard complex. Through the 1920s and 1930s, the complex was a railyard and industrial site, used primarily as a freight-switching facility. It also served as a storage area and maintenance facility for rail cars. In addition, several utility shops were constructed on the property, which provided electrical, plumbing, and mechanical support services (California Coastal Conservancy 2002). Rail operations at the Taylor Yard complex began to slow in the 1960s and 1970s, when other rail facilities were opened. By 1985, use of the complex as a freight-switching facility ceased, and for almost two decades, the site has been vacant. As the site was used for freight switching operations and other industrial activities for more than 75 years, it retains none of its natural character. A current photo of the site is provided in Figure 2-3.

The 247-acre Taylor Yard complex was historically divided into ten parcels: A, B, C, D, E, F, G, H, I, and J, many of which have been developed for industrial uses. Currently, within Taylor Yard, Parcel A is an embankment and railroad line used by Metropolitan Transportation Authority (MTA) and Union Pacific Railroad Company (UPRC), which runs through the center of the site. Parcel C is owned by the MTA and is used as a maintenance facility. FedEx owns and operates a facility on Parcel E, Legacy Development developed a portion of Parcel F for light industrial uses, and Parcel G-2 is owned and operated by UPRC. A portion of Parcel F remains undeveloped. Parcels H and J are zoned and developed as industrial uses (City of Los Angeles 1999). Parcel D and Parcel G-1 were purchased by the State for parkland development.

The former railyard was designated as a brownfield by the California Department of Toxic Substance Control (DTSC). In the mid- to late-1990s, DTSC undertook an extensive analysis of the contaminated soils and developed an action plan for remediation of Parcels A, B, C, D, E, and F (Sale Parcels). Since then, Parcel D

has been remediated and given partial site closure, and is cleared for residential or unrestricted use (DTSC 2003b). A more detailed discussion of the site conditions and remedial status is provided in Section 4.7.

2.2.2 History of the Project

A number of redevelopment plans have been proposed for the Taylor Yard complex, including various mixed-use, industrial, and recreational plans for Parcel D. As questions over the use of the Taylor Yard complex arose in the early 1990s, the community voiced a strong sentiment for a new park. With hopes of the complex being converted to land uses other than industrial, numerous public workshops were held, and studies were completed to determine potential uses. In 1992, the first Taylor Yard Area Planning and Urban Design Workshop, sponsored by the American Institute of Architects Los Angeles Chapter, was held in response to requests from local government officials and environmental groups to address feasible land use concepts. The following year, the MTA sponsored a *Taylor Yard Transit Development Study* to evaluate development of their vacant 23-acre lot as well as the other 94 acres (including Parcel D) potentially for sale by Southern Pacific Transportation Company (SPTC). This study was later summarized by a team of planners, architects, and other professionals, and turned into a set of master plan designs. A *Land Use Analysis Workbook* was also developed in 1993 in an effort to solicit more community input and feedback. These studies resulted in several master plan designs, including a mix of commercial, industrial, and residential uses.

In June 1996, the *Los Angeles River Master Plan* (*LARMP*) was prepared by the County of Los Angeles, which identified a vision for the future of the L.A. River by creating a community resource, enriching the quality of life for residents, and recognizing the river's primary purpose for flood control. Also in 1996, the UPRC bought a portion of Parcel G for railroad operation and maintenance facilities. During the late 1990s, a private land developer proposed a commercial development on Parcel D. The development plans were halted by a legal challenge in 2000. Eventually, the State purchased Parcel D in December 2001 with the intention of developing a new state park at Taylor Yard.

In the fall of 2003, the State and City began to organize a planning process that included developing the 40-acre site for active and passive recreation as permitted under the State's mission and the City's mission. The State and City entered into a creative partnership to deliver recreational opportunities traditionally not found in other state parks. Per Public Resources Code 5003.18, the Director of the California Department of Parks and Recreation was authorized to lease 20 acres of Parcel D to the City for development and operation of a local park with regional benefits, containing and providing organized sports facilities that will primarily serve the youth of the Los Angeles region for the duration of the lease agreement. Four public meetings were held to obtain public comments, revise the draft park design concepts, and obtain general feedback. The public planning process culminated at the final meeting on November 18, 2003 with the endorsement of a seamlessly integrated park plan for the entire site that comprehensively addresses the full range of community interest for passive and active recreation. In December 2003, the State purchased Parcel G-1, which is not a part of this MND analysis.

Ultimately, the State will prepare a General Plan and EIR (GP/EIR) for the unleased State-retained acreage on Parcel D and Parcel G-1 (a riverfront parcel not connected to Parcel D). On the leased 20 acres of Parcel D,

the City has agreed to consult and collaborate with the State in the planning for development, construction, and operation of the lease acreage of the city park so that the city park and adjacent state park may be planned and operated in a separate, by cooperative, coordinated, and harmonious manner. The State's GP/EIR will provide a broad, long-term vision for the park and will serve as a guide for its future development, management, and operation. The City intends to fund a portion of the active park development and streetscape improvements with federal, state, and local grants. A CEQA Initial study was prepared by the City for one of these grants, which has been incorporated into portions of this MND (City of Los Angeles 2003a).

2.3 PROJECT DESCRIPTION

The State purchased Parcel D to provide much needed parkland in one of the nation's most park-deficient regions. Currently at about 4 acres per 1,000 residents (City of Los Angeles 2001), the availability of parklands in Los Angeles falls far short of national standards, which range from 6.25 to 10.5 acres per 1,000 people (National Recreation and Parks Association 2000). The site at Taylor Yard is a key park development, contributing to the future L.A. River Greenway, a series of riverfront parks and trails extending from the San Fernando Valley to the Pacific Ocean along the river corridor.

The proposed project involves the development of a 40-acre park on Parcel D as shown in Figure 2-4. The City would lease 20 acres from the State for active park uses. The remaining 20 acres of the site would be developed and operated by the State with passive recreational features. Other project components include streetscape improvements, parking lot construction, lighting, support facilities, and landscaping. The objective of the project is to develop a seamless park design that fulfills the missions of both the State and City for substantial benefit to all stakeholders. The various components of the park are described below.

2.3.1 Active Recreation (City-Operated Park)

The proposed project involves the development of the State and City development of the 40-acre park. The 20-acres of active recreation opportunities at the park would be operated by the City. As shown on Figure 2-4, the active park features would be located on the northern, eastern, and southern portions of the site along the San Fernando Road corridor. Active recreation features include the following:

- Soccer Fields. One regulation (180 feet by 315 feet) turf soccer field and three smaller junior soccer fields would be located on the southern end of the park. The soccer fields would have night lighting.

- Multi-Purpose Sports Field. One multi-purpose competition sports field (360 feet by 180 feet) would be located near the center of the park. The multi-purpose sports field would have night lighting.

Figure 2-3
View of Parcel D from Mount Washington (Facing Southwest)

- Baseball Fields. Two baseball fields, one with a 75-foot to90-foot basepath and 270-foot to 350-foot outfield, and one with a 60-foot basepath and 200-foot outfield, would be located on the northern end of the park. The baseball fields would have night lighting.
- Basketball Courts. Four regulation basketball courts would be located on the northern end on the park, just east of the baseball fields. The basketball court area may accommodate portable skate park facilities, pending completion of permanent facilities at Confluence Park (in progress, located at the confluence of the L.A. River and Arroyo Seco). The basketball courts would have night lighting.
- Tennis Courts. Two regulation tennis courts would be located on the northern end of the park, east of the baseball fields and north of the basketball courts. The tennis courts would have night lighting.
- Running/Bike Path. A running/bike path, with distance markers, would weave through the park and would include connections to a path on San Fernando Road and a future trail connection at the northwest corner of the park.
- Children's Play Areas. Two children's play areas would be developed. One formal play area would be located near the center of the park between the multi-purpose sports field and the baseball fields, and one natural play area would be located in the natural parkland transition zone.
- Children's Water Play Area. A splash pad water feature would be located adjacent to the formal children's play area.
- Restrooms. Up to four restroom buildings would be located in the park, one located near the soccer fields on the southern end of the park, and one located near the baseball fields near the northern end of the park, one centrally located as part of the park office facilities, and one small non-permanent restroom as part of the natural parkland.
- Support Facilities and Park Office. Park support facilities and a room for park employees and storage would be included. This building would also be available for concessions service.

2.3.2 Passive Recreation (State-Operated Park)

The State would operate the 20-acre passive park area shown on Figure 2-4 and described below. This portion would not include any permanent commitment of resources, as it is part of the State's Interim Public Use (IPU) plan for the park. The State would offer a number of passive recreation opportunities, including the following:

- Interpretive Mound/Overlook. An elevated interpretive mound/overlook would be located near the center of the park, north of the multi-purpose sports field. The overlook would provide views of the park and surrounding areas as well as sloped seating for the multipurpose field.
- Transition Parkland and Open Space. The transition parkland and open space would be located in the center of the park, west and south of the multi-purpose field. This landscaped area would provide a

transition from active recreation to the natural parkland. The area would include turf, trees, group picnicking, and open space.

- Natural Amphitheater. The natural amphitheater would be located in the natural parkland on the west end of the park and would be used for special events.
- River Ox-Bow and Nature Walk. A river ox-bow, or riparian natural area, would be located on the west end of the park. The area would have a man-made drainage with riparian vegetation. A nature walk would follow the drainage and the center line of the re-creation of a "dry" river bed. The natural parkland area and nature walk would be planted with landscape plants that are native to the Los Angeles basin.
- Educational Panels. Education panels would be located in the nature parkland area to educate park visitors about the history of the surrounding area and the L.A. River.

2.3.3 Parking and Park Access

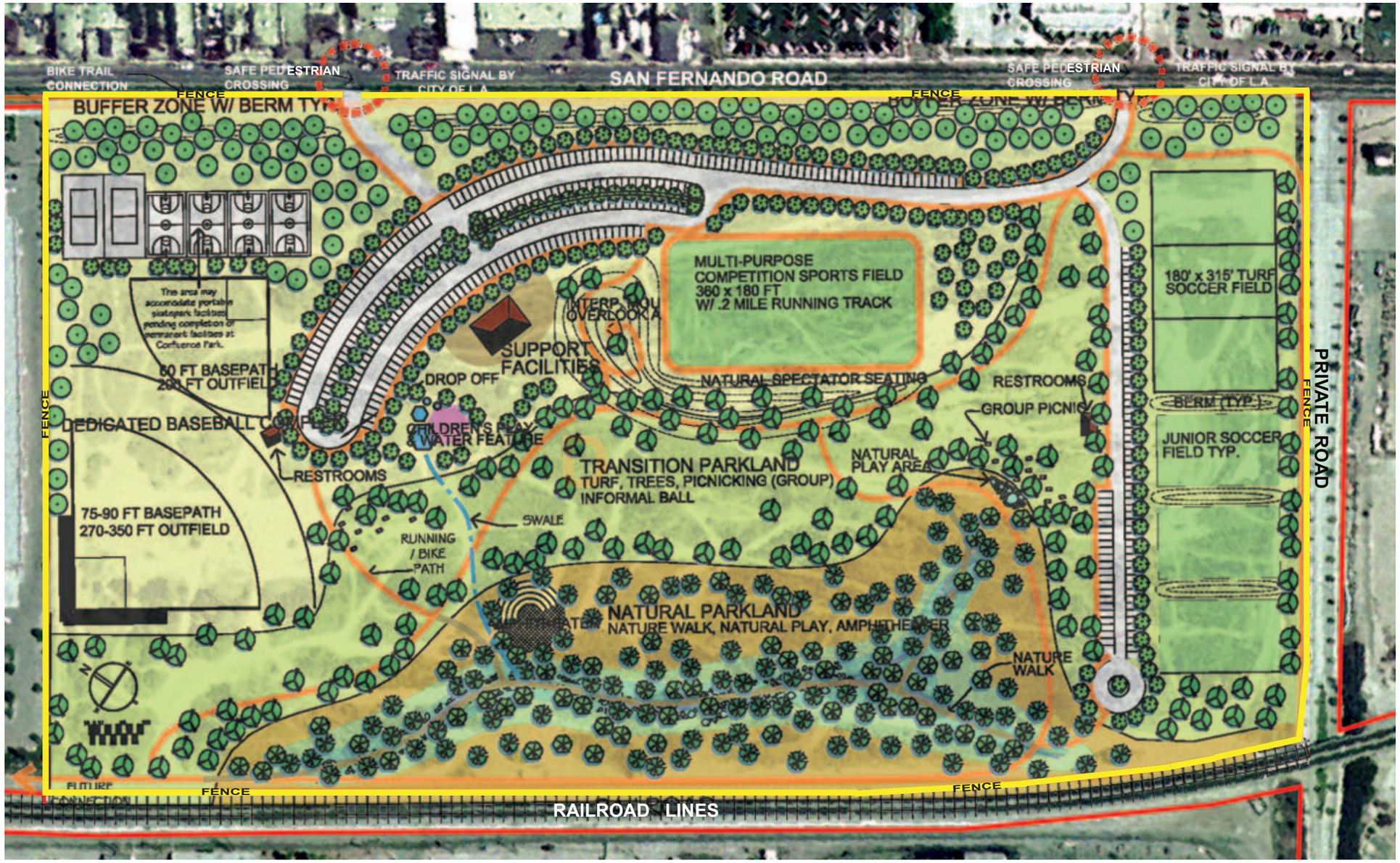
A total of 361 parking spaces would be provided at the park as shown on Figure 2-4. Parking would stretch across the park and would be located in close proximity to all active recreation facilities. The parking lots would be paved with semi-pervious material. ADA parking spaces would be dispersed across the parking area. Two park access entryways, including a safe pedestrian crossing, would be available via San Fernando Road. A perimeter fence would be installed around the entire park for safety. Traffic signals would be installed on San Fernando Road at the intersections of Future Street and Macon Street to increase safe park access. Park hours would extend from sunrise to 10:00 p.m.

2.3.4 Streetscape Improvements

Streetscape improvements would occur along San Fernando Road to provide a buffer between street traffic and the park. A berm would be built, and trees and shrubs would be planted along San Fernando Road to create the buffer zone. As described above, two new traffic signals would be installed along San Fernando Road.

2.4 CONSTRUCTION REQUIREMENTS

The proposed project would require approximately 18-21 months to complete. The street improvements, including traffic lights and street lights, would take 6 months to complete. Site grading for the park would take 3 months and may be concurrent with the last 3 months of the street improvements. Construction of park facilities and landscaping is estimated to last approximately 12 months. No construction would take place on Sundays or national holidays. Construction activities would not occur before 7:00 a.m. or after 9:00 p.m. on weekdays or before 8:00 a.m. or after 6:00 p.m. Saturdays. These hours of construction are consistent with the City of Los Angeles Noise Ordinance §41.40, Noise Due to Construction, Excavation.



Note: City to develop active recreation components, including ballfields, tennis courts, basketball courts, children's play areas, support facilities, multi-purpose field, adult and youth soccer fields, and parking. State to develop natural parkland components, including nature walk, natural play area, ampitheater, transition parkland, and parking. See Figure 2-2 for demarcation of City/State park.

Figure 2-4
Park Concept Plan

It is expected that grading for the project would be balanced on site, though settling may dictate that some import may be required. Cut and fill is estimated at approximately 100,000 cubic yards (CY). The following off-road equipment would be used at the project site during grading:

- Bulldozers
- Dump Trucks
- Water Trucks
- 1.8 CY Loaders
- Graders
- Compactors

The following construction equipment would be used at the project site during construction of park facilities and landscaping/exterior finishes:

- Backhoe
- Loaders
- Concrete Pump
- Dozers
- Water Pump
- Paver
- Truck Crane
- Material Delivery Trucks (10/day; average 40 miles round trip)

Construction crews would implement standard Best Management Practices (BMPs) during construction and adhere to all applicable construction safety guidelines. All construction activities would conform to the California Building Code requirements and Americans with Disabilities Act (ADA) guidelines and would be undertaken in a manner consistent with all applicable federal, state, and local regulations regarding the handling and disposal of hazardous materials. Project design and construction efforts would comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and hydrants.

Demolition debris would be recycled or disposed of at local landfills. The two nearest landfills to the project site are Bradley landfill in Sun Valley, and Sunshine Canyon landfill near Granada Hills. Construction-related truck-trips would be restricted to off-peak hours (9:00 a.m. to 4:00 p.m.) when possible.

2.5 ENVIRONMENTAL COMMITTMENTS

The project would comply with a number of environmental commitments in addition to the construction requirements shown in Section 2.4 above, including the following:

- The City's portion of the project would comply with applicable regulations related to solid waste. Construction and operation of the project components would be subject to the requirements set forth in the County of Los Angeles' Solid Waste Management Program. The City of Los Angeles Department of Public Works would review the plans and specifications for the project to ensure that source reduction techniques, procurement of recycled building materials, and the development of recycling programs during construction and operation of the facility are considered and implemented whenever possible. A comprehensive recycling program, including the use of bin enclosures and recycling containers, for glass, metal, and plastic containers as well as vegetative materials would be created to reduce the solid waste going to landfills and would be included in the project design in accordance with California Solid Waste Reuse and Recycle Access Act of 1991, as amended.

- In order to keep the construction impacts to a minimum, a construction staging and traffic plan would be provided to the City of Los Angeles for review and approval for the City's portion of the project. To the degree possible, staging of construction equipment and construction employee parking would be off-street, thus limiting the impact along San Fernando Road and other surrounding streets. Additionally, San Fernando Road would maintain two-way traffic (i.e., at least one lane in each direction) during the construction phase and any construction that would disrupt San Fernando Road would be coordinated with applicable emergency service providers (LAPD and LAFD). Should lane closures be required in order to accommodate construction activities, these closures would occur outside of the standard peak periods of street traffic. Also, access to local businesses would be maintained during the construction period. The plan would include but is not limited to, hours of construction (limit to off peak hours), identification of haul routes, potential for off-site parking/staging areas, and shuttle bus to transport workers to/from remote parking area.

- The project would be required to comply with the following water quality regulations:

    - State Water Resources Control Board Order No. 99-08-DWQ, NPDES General Construction Permit No. CAS000002
    - Regional Water Quality Control Board—Los Angeles Region 4 Order No. 01-182, MS4 permit No. CAS004001. Standard Urban Stormwater Mitigation Plan (SUSMP) for Los Angeles County

SECTION 3.0
INITIAL STUDY CHECKLIST

1. Project title: Taylor Yard Park Development

2. Lead agency: State of California Department of Parks and Recreation
Southern Service Center
8885 Rio San Diego Drive #270
San Diego, CA 92108

3. Contact person: Ms. Karen Miner

4. Project Sponsor: N/A

5. Project location: Taylor Yard Park
1900 N. San Fernando Road
Los Angeles, CA 90065

6. General plan designation: Heavy Manufacturing

7. Zoning: Light Industrial (M2-1)

8. Description of project: The proposed project includes five elements: active recreation; passive recreation; support facilities; parking and access; and streetscape improvements. Active recreation opportunities include soccer fields, baseball fields, a multi-purpose field, basketball courts, tennis courts, and children's play areas. Passive recreation opportunities include a natural parkland area with drainage/riparian natural area, picnicking areas, and landscaped open space. Support facilities include a community center and restrooms. Parking would be available inside the park with easy access to all active recreation areas; access to the park would be available from two locations on San Fernando Road. The streetscape improvements on San Fernando Road would provide a buffer between the park and the street.

9. Surrounding land uses and setting: The project area is in the vicinity of a mixed set of uses, including residential, industrial, transportation infrastructure (freeways and railroad lines). The project site and vicinity is part of the communities of Northeast Los Angeles and Silver Lake-Echo Park. The neighborhoods surrounding the park include Cypress Park, Glassell Park, Elysian Valley, and Atwater Village. These neighborhoods are characterized by a mix of residential and industrial uses. Parcel D is a 40-acre rectangular parcel bounded by San Fernando Road and commercial development on the east, industrial uses on the south, Amtrak and Metrolink tracks on the west, and a Federal Express (FedEx) facility to the north.

Within the Taylor Yard complex, Parcel A is an embankment and railroad line used by MTA and UPRC, which runs through the center of the site (Figure 2-2). Parcel C is owned by the MTA and is used as a maintenance facility. FedEx owns and operates a facility on Parcel E, Legacy Development developed a portion of Parcel F for light industrial uses (an additional portion of Parcel F is being evaluated as a potential school site), and Parcel G-2 is owned and operated by UPRC. Parcels H and J are zoned and developed as industrial uses. The L.A. River and its bank are zoned as open space (City of Los Angeles 1999).

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

As discussed in Section 1.1, the State and City of Los Angeles City Council will use the Final MND for all environmental decisions related to this project. This MND is required for the following discretionary actions for development of an active and passive park on Parcel D:

- State approval of the Interim Public Use (IPU) plan for the interim development and operation of their 20-acre portion of Parcel D;
- City approval of streetscape improvements along San Fernando Road;
- City approval of a park development plan for its 20-acre active park site;
- City use of any grant funding that may be received under the Proposition K and Proposition 40 (Murray Hayden and Urban Parks) Programs; and
- Other State or City implementing actions or approvals (advertising for bids, award of contracts, encroachment permits, OSHA permits, utility connection permits, fire code compliance, etc.)

In addition to approvals granted by the State and the City, the following approvals of other public agencies would be required:

- Regional Water Quality Control Board (NPDES Permit)
- Regional Water Quality Control Board (Standard Urban Stormwater Management Plan)
- Regional Water Quality Control Board (Stormwater Pollution Prevention Plan)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Signature _____ **Date** _____

Printed Name _____

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?		X		
2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				X
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?		X		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?				X
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?				X
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b. Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
7. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
8. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?				X
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				X
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X
9. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
10. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
11. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
12. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
13. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X
14. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
15. TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?				X
f. Result in inadequate parking capacity?				X
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
16. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	
17. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X		

SECTION 4.0
IMPACTS AND MITIGATION MEASURES

4.1 <u>AESTHETICS</u> - Would the project:

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

No Impact. The proposed 40-acre urban park would include soccer fields, baseball fields, tennis courts, multipurpose sports field, running track, support facilities, picnic areas, outdoor amphitheater, trails, habitat restoration areas, and parking areas. The site was used for freight switching operations and other industrial activities for more than 75 years and retains none of its natural character. It is currently a vacant, unimproved parcel in an intensely urban area, bound by San Fernando Road on the east, industrial uses on the south, railroad tracks on the west, and a FedEx facility to the north. The site is characterized by ruderal vegetation, debris, trash, and other features common in vacant urbanized areas. The surrounding uses are a mix of industrial, commercial, and residential. The development of the 40-acre park and its facilities would improve the visual character of the area by creating a quality park and open space area. The new park would be visible from many surrounding vantage points including Mount Washington and Elysian Park. The proposed project would not have an adverse effect on a scenic vista, and no impact would result.

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

No Impact. As discussed in 4.1(a), the area surrounding the park is primarily industrial and very urban. No scenic resources such as groves of trees, rock outcroppings, or historic buildings are located on the site. Furthermore, the proposed project is not visible from a state scenic highway. The nearest designated scenic highway is Route 110, also known as the Arroyo Seco Historic Parkway, which is located approximately 1 mile southeast of the project site. The Angeles Crest Highway (Highway 2) is located approximately 10 miles north of the project site in the San Gabriel Mountains (Caltrans 2003). The project site is not visible from these or any other designated scenic highways and the park would not damage any scenic resources; therefore, no impact would result.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The proposed improvements would substantially improve the existing visual character and quality of the site and its surroundings by developing a park and recreation area on a visually unattractive vacant site. The project site is currently covered with weeds, grass, and highly degraded ruderal habitat and is surrounded by a dilapidated chain link fence (Figure 4-1). Clearing the site and building a park

would have a beneficial impact on the long-term visual quality of the project area. During construction, however, the proposed project has the potential for short-term aesthetic effects, due to grading and construction activities, and the storage of construction equipment and materials on site. Because these effects would be temporary, and the construction activities would not appear out-of-place in this highly industrialized area, the impacts would not be significant. Accordingly, no impact would result.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant after Mitigation. There is currently no lighting on the project site. The proposed park would include lighting for security and recreational facility usage. The new recreational lighting would be operated regularly, depending on the schedule of sporting activities at the park. The lights would not be used after park closing hours (10:00 p.m.); therefore impacts would not occur after 10:00 p.m. The nighttime lighting fixtures that would be installed would direct the majority of the light within the park site; however, spillover impacts would potentially occur at surrounding properties. Land uses adjacent to the park are industrial and commercial, and no sensitive land uses would be directly affected by the new sources of nighttime lighting. Due to the height of the proposed light fixtures, however, light would be visible from surrounding residential areas. Mitigation measures are provided to reduce potential light trespass and pollution from sport facility lighting. Accordingly, the proposed park would not adversely affect sensitive residential uses or nighttime views, and no significant lighting impacts would result.

Mitigation Measures

Incorporation of the mitigation measures provided below would reduce the potential light pollution impacts to a less than significant level.

AES-1 Use technologies to reduce light emissions that include full cutoff luminaries and low-reflectance surfaces. Low-angle spotlights would also be used.

AES-2 Reduce the height of the outdoor light fixtures where possible to reduce light trespass and pollution.

4.2 AGRICULTURAL RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural and farmland. Would the project:

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

Figure 4-1
Photographs of Existing Conditions

No Impact. According to the Farmland Mapping and Monitoring Program of the California Resources Agency, there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance located on the project site or in the project vicinity (City of Los Angeles 2001). The project is located in a dense urban environment and there is no agricultural land present. No impacts to farmland would result.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The proposed project area is zoned for residential and industrial uses; there is no farmland in the project vicinity (City of Los Angeles 2001). No impacts to farmland would result.

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

No Impact. The existing site is not used for agricultural purposes. The proposed project involves no changes in the existing environment that could result in conversion of farmland to non-agricultural use. The project would result in no new population or employment growth that could create a need for new housing development on agricultural land. No impacts would result.

4.3 <u>AIR QUALITY</u> - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact after Mitigation. California is divided into 15 air basins for the purposes of managing the state's air resources on a regional level. The City of Los Angeles is within the South Coast Air Basin (Basin), which consists of four counties – San Bernardino, Riverside, Los Angeles, and Orange. The Basin includes all of Los Angeles and Orange counties and the urbanized portions of San Bernardino and Riverside counties. The distinctive climate of the Basin is determined by its terrain and geographic location. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around the rest of its perimeter. The general region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.

The South Coast Air Quality Management District (SCAQMD) is the agency responsible for protecting the public health and welfare through the administration of federal and state air quality laws, regulations, and policies in the South Coast Air Basin.

Included in the SCAQMD's tasks are monitoring of air pollution, preparation of the State Implementation Plan (SIP) for the Basin, and promulgation of its Rules and Regulations. The SIP includes strategies and tactics to be used to attain the federal O_3 standard in the Los Angeles – South Coast Air Basin area. The SIP elements are taken from the 1997 Air Quality Management Plan (AQMP), with 1999 amendments, the SCAQMD plan for attaining the state O_3 standard. The Rules and Regulations include procedures and requirements to control the emission of pollutants and to prevent adverse impacts.

State and federal agencies have set ambient air quality standards for certain air pollutants. National Ambient Air Quality Standards (NAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$) and lead (Pb). The state standards for these criteria pollutants are more stringent than the corresponding federal standards.

Areas are classified under the Federal Clean Air Act as either "attainment" or "non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the state standards is determined by the California Air Resources Board (CARB). The project site is located in the Los Angeles County portion of the Basin. Los Angeles County is designated as a non-attainment area for O_3, CO, and PM_{10}, and an attainment area for SO_2, NO_2, and Pb.

Air quality impacts associated with this project were evaluated using the thresholds of significance established by the SCAQMD and presented in the *CEQA Air Quality Handbook* (SCAQMD 1993).

Construction Emissions

The SCAQMD's thresholds of significance for the criteria pollutants are shown on Table 4.3-1. The principal sources of pollutant emissions during construction are fugitive dust and engine exhaust from construction equipment. Fugitive dust would be created during site clearing; excavation and grading; vehicle travel on paved and unpaved roads; and material blown from unprotected graded areas, stockpiles and haul trucks. Fugitive dust includes PM_{10} and $PM_{2.5}$, which are potential health hazards, and often contribute to visibility and nuisance impacts which occur when dust from construction activities is deposited on residences, vehicles, and vegetation. In construction equipment exhaust, the principal pollutants of concern are NO_x and ROC, the primary constituents in the formation of ozone, a pollutant for which the region is currently considered in nonattainment.

As described in Section 2.4, construction equipment used for park development would primarily consist of dozers, backhoes, loaders, trucks, pavers, and cranes. However, all of these pieces of construction equipment would not be used concurrently. A different mix of the pieces of equipment identified above would be used during grading, paving, building construction, and landscaping. It is anticipated that project construction would occur for approximately 18 months; no construction activities would be conducted on Sundays or national holidays. As shown in Table 4.3-2, the majority of construction-

related emissions generated by the proposed project would remain below the SCAQMD thresholds of significance, with the exception of NO_x and PM_{10} emissions during construction (Appendix A). Although these emissions would be temporary and would cease at the completion of construction activities, they would temporarily increase local criteria pollutant concentrations in the project area, particularly NO_x levels. Without mitigation, this would result in a short-term significant impact on air quality.

Table 4.3-1. SCAQMD Air Quality Impact Significance Thresholds

Pollutant	**Project Construction**		**Project Operation**
Carbon Monoxide (CO)	24.75 tons/qtr	550 lbs/day	550 lbs/day
Reactive Organic Compounds (ROC)	2.5 tons/qtr	75 lbs/day	55 lbs/day
Nitrogen Oxides (NO_x)	2.5 tons/qtr	100 lbs/day	55 lbs/day
Particulates (PM_{10})	6.75 tons/qtr	150 lbs/day	150 lbs/day
Sulfur Oxides (SO_x)	6.75 tons/qtr	150 lbs/day	150 lbs/day

Note: No significance threshold is established for ozone as it is not emitted directly but is a secondary pollutant produced in the atmosphere through a complex series of photochemical reactions involving ROCs and NO_x.
lbs/day - pounds per day
SOURCE: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993.

Table 4.3-2. Estimated Construction Emissions

	Estimated Emissions				
	CO	**ROC**	**NO_x**	**PM_{10}**	**SO_x**
Average Maximum Daily Emissions (lbs/day)[1]	105.28	15.52	134.12	132.32	0.00
Daily Thresholds for Construction Emissions (lbs/day)	**550**	**75**	**100**	**150**	**150**
Exceedance of Daily Thresholds (lbs/day)	0	0	34.12	0	0
Average Quarterly Emissions (tons/quarter)	2.0	0.29	2.40	8.68	0.00
Thresholds for Construction Emissions (tons/quarter)	**24.75**	**2.5**	**2.5**	**6.75**	**6.75**
Exceedance of SCAQMD Thresholds (tons/quarter)	0	0	0	1.93	0

[1] An assumption was made that the construction period for the grading and park construction would be approximately 18 months (396 construction days).
Source: URBEMIS 2002.

As shown above, the project would result in potentially significant concentrations of NO_x (daily emissions) and PM_{10} (quarterly emissions) during construction. Table 4.3-3 shows the estimated project emissions after mitigation, which would be reduced to less than significant levels.

With the implementation of the mitigation measures identified below, the proposed project would not conflict with or obstruct the implementation of the AQMP. Due to the relatively limited amount of earthwork and the short duration of construction activities, air quality impacts resulting from the proposed

project would not alter state or federal attainment status for criteria pollutants. Impacts from construction would be less than significant after mitigation.

Table 4.3-3. Estimated Construction Emissions after Mitigation

	Estimated Emissions				
	CO	**ROC**	**NO_x**	**PM_{10}**	**SO_x**
Average Maximum Daily Emissions (lbs/day)[1]	100.25	14.75	87.75	26.51	0.00
Daily Thresholds for Construction Emissions (lbs/day)	**550**	**75**	**100**	**150**	**150**
Exceedance of Daily Thresholds (lbs/day)	0	0	0	0	0
Average Quarterly Emissions (tons/quarter)	1.91	0.27	1.57	1.73	0.00
Thresholds for Construction Emissions (tons/quarter)	**24.75**	**2.5**	**2.5**	**6.75**	**6.75**
Exceedance of SCAQMD Thresholds (tons/quarter)	0	0	0	0	0

[1] An assumption was made that the construction period for the grading and park construction would be approximately 18 months (396 construction days).
Source: URBEMIS 2002.

Operational Emissions

Operational emissions are typically associated with vehicle trips generated by a land use. The recreation land use generates peak vehicles trips on weekends, which does not correspond with peak vehicle trip days (Monday-Friday) (See Appendix D, Traffic Study). The proposed project would generate the greatest number of additional trips on the weekends during heavy use periods of the park. As shown in Table 4.3-4, all operational emissions generated by the anticipated vehicle traffic would remain below the SCAQMD thresholds of significance.

Table 4.3-4. Estimated Operational Emissions

	Estimated Emissions				
	CO	**ROC**	**NO_x**	**PM_{10}**	**SO_x**
Average Maximum Daily Emissions (lbs/day)	59.71	4.90	5.42	4.23	0.05
Daily Thresholds for Operational Emissions (lbs/day)	**550**	**55**	**55**	**150**	**150**
Exceedance of Daily Thresholds (lbs/day)	0	0	0	0	0

As described above, the proposed project would not result in significant impacts to regional air quality as a result of the operation of the proposed project. Operation of the proposed project would not conflict with or obstruct the implementation of the AQMP or alter state or federal attainment status for criteria pollutants.

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

No Impact. As discussed in the Traffic Study (Appendix D), the project would not generate a significant number of trips to and from the project site. Two of the study intersections would operate at a Level of Service (LOS) E or LOS F in the future without the proposed project; however, the project would not generate any significant impacts at nearby intersections (see Section 4.15 (a) below). As shown in Table 4.3-5, project-generated traffic associated with the development and operation of the park would not increase CO concentrations or create a CO hot spot at any one of the modeled intersections and would not cause the exceedance of the one-hour or the eight-hour average CO standard. This impact would be less than significant.

Table 4.3-5. Estimated CO Concentrations*

Intersection	Existing	2006 Without Project	2006 With Project	Change in 2006 Concentrations
San Fernando Road and Fletcher Drive	8.9	9.1	9.1	0.0
San Fernando Road and SR-2 Southbound Ramps	8.6	8.9	8.9	0.0

* data in parts per million

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

Less than Significant Impact. Net construction and operational emissions due to the project, when combined with pollutant emissions from other projects, could result in significant cumulative air quality impacts. However, the proposed project would not induce growth beyond that projected by the Southern California Association of Governments (SCAG) and would be consistent with the AQMP, which addresses the cumulative air quality impacts of growth within the air basin.

d. *Expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact. Although there is a potential for construction of the proposed park to generate emissions in excess of the SCAQMD significance thresholds during construction, the nearest residents to the project area are approximately 370 feet away, on the northern portion of the parcel. The residences are located far enough away that they are not expected to be exposed to substantial pollutant concentrations. In addition, the proposed project would not result in CO hotspots, as discussed in

Checklist Item 4.3 (a) above. Consequently, the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

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

No Impact. The proposed project is a recreational facility, which would not generate objectionable odors.

Mitigation Measures

The following mitigation measures would reduce the potential impacts to air quality during construction to less than significant.

AIR-1 All construction vehicles shall be properly maintained and operated.

AIR-2 Aqueous diesel fuels shall be used in all construction equipment, where feasible.

AIR-3 Diesel oxidation catalysts shall be used in all construction equipment, where feasible.

AIR-4 The following measures shall be incorporated into the project to minimize emissions of fugitive dust, including PM_{10} and $PM_{2.5}$:

- Land disturbance shall be minimized to the extent feasible.
- Haul trucks shall be covered when loaded with fill material.
- Surfaces of dirt piles shall be stabilized if not removed immediately.
- Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried from the project site.
- Disturbed areas that will not be paved as part of the proposed action shall be revegetated to prevent soil erosion.

AIR-5 During high wind conditions (greater than 25 miles per hour), the following measures shall be incorporated into the project to minimize emissions of fugitive dust:

- Cease all earth-moving activities or apply water to soil not more than 15 minutes prior to moving such soil.
- For disturbed surfaces to be left inactive for several days, apply water with a chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of 6 months; or apply chemical stabilizers prior to wind

event; or apply water to all unstabilized disturbed areas three times per day; or utilize a combination of these actions.

- For unpaved roads, apply chemical stabilizers prior to wind event, or apply water once per hour during active operation, or stop all vehicular traffic.
- For open storage piles, apply water once per hour, or install temporary coverings.
- For paved road track-out, cover all haul vehicles, or comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.

4.4 <u>BIOLOGICAL RESOURCES</u> - Would the project:

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

No Impact. Sensitive plant species are those that are candidates, proposed, or listed as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS) or the CDFG, and those plants that are considered sensitive species by the California Native Plant Society (CNPS). There are several plant species known for the area around Taylor Yard that are considered to be sensitive; however, all are thought to be locally extirpated due to extensive development in the region. No sensitive plants have previously been detected within the park site, and none were observed during the recent reconnaissance surveys. None are expected to occur within Parcel D; therefore no impacts to sensitive plants would occur. Information about past observations of the sensitive plant species within the vicinity of the park, based on the CNPS database, is included in Table 1 in Appendix B.

Sensitive wildlife are those animal species, which are candidates, proposed, or listed as threatened or endangered by the USFWS or the CDFG, and those animals that are considered species of concern or are listed as protected or fully protected by the state. Additionally, raptors protected under the federal Bald Eagle Protection Act are also considered sensitive species. Although no sensitive species have been documented on site, there is one sensitive reptile species, and ten sensitive bird species known to occur along the lower L.A. River (CCC 2002). All of these species, and their potential for occurrence at the park, are presented in Table 2 in Appendix B. Based on the relatively disturbed and isolated nature of the Taylor Yard area, these species are not expected to occur on-site. No impacts to sensitive wildlife species would occur as a result of the proposed project.

b. *Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less than Significant after Mitigation. Due to past grading and railroad operations within Parcel D, numerous dirt roads crisscross the site, berms and other landform alterations are evident, and areas of extensive soil compaction are present. As a result, nearly all of the vegetation within Parcel D would be considered disturbed habitat or ruderal habitat. Both of these vegetation communities develop as a result of repeated past disturbances in an area, which alter, and in some cases, eliminate, native plant species. In addition to ruderal and disturbed areas, which cover approximately 35.4 acres of the site, Parcel D contains small isolated patches of mulefat scrub (1.5 acres), disturbed riparian woodland (1.7 acres), freshwater marsh (1.3 acres), and disturbed coastal sage scrub (0.7 acre). These vegetation communities are described and are shown on Figure 1 in Appendix B. Impacts to disturbed riparian woodland and freshwater marsh are addressed below.

Riparian communities are typically situated along stream courses and adjacent banks, and along urban drainages. Most riparian species are restricted to areas of a high water table and require moist, bare mineral soils for germination and establishment, much like the conditions following periodic flooding (Holland 1986). The low-lying areas and localized drainages present within the site are artifacts of the past activities and remediation work on the property, which have created isolated mesic conditions appropriate for supporting tree species such as willows (e.g., arroyo willow, *Salix lasiolepis*; and black willow, *Salix goodingii*), Fremont cottonwood (*Populus fremontii*), and Mexican elderberry (*Sambucus mexicana*), many of which exceed 25 feet in height. Due to the disturbed conditions at the site and the native species composition, these areas were mapped as disturbed riparian woodland. Other species occurring within these areas include tree tobacco, tamarisk (*Tamarix* sp.), mulefat, toyon (*Heteromeles arbutifolia*), and laurel sumac (*Malosma laurina*). No wetland delineations were conducted as part of the reconnaissance survey. Most of the plant species noted above are considered wetland species; however, due to the isolation of the mesic areas from the L.A. River, or from urban drainages that flow into the river, the areas mapped as disturbed riparian woodland are not considered federal and state jurisdictional wetlands, and thus not protected by the CDFG and U.S. Army Corps of Engineers (ACOE) wetland regulations. Under CEQA, however, the habitat provided by these vegetation communities would be considered sensitive.

Freshwater marsh is dominated by perennial, emergent monocots (flowering plants that have one seed leaf), which grow in standing fresh water. During the reconnaissance survey, two areas of ponded water were noted in the southern portion of Parcel D within an area where past vehicle activity appears to have been severe, and soil compaction is evident (Figure 1). Because the reconnaissance survey was conducted within a few days of heavy precipitation, ponded water was observed on site; however, no streams or other drainages are known to occur on the site. The two ponds occur within a higher portion of the site; therefore, it is presumed that the soil compaction has contributed to the seasonal ponding in this area. The center of these two areas was open water at the time of the survey; however, the outer portions support cattails (*Typha* sp.), sand-spurry (*Spergularia* sp.), Australian saltbush (*Atriplex semibaccata*), mulefat (*Bacchris salicifolia*), and scattered saplings of black willow and arroyo willow.

Grading and construction activities would result in the removal or disturbance of most of the vegetation on Parcel D, including approximately 1.7 acres of riparian woodland and 1.3 acres freshwater marsh areas described above. Because of the disturbed nature of the site, the isolated location of these areas, and the lack of any connection to streams or natural water courses, these areas would be not considered federal (ACOE) and state (CDFG) jurisdictional wetlands. However, the marsh and disturbed woodland provide habitat, albeit disturbed, that is limited in the project vicinity and diminished regionally; therefore, removal of the marsh and woodland vegetation would result in a potentially significant impact under CEQA. One of the primary components of the passive recreation area includes habitat restoration and creation of a natural wash in the state-operated portion of the park. Mitigation measures would be incorporated into the design and construction of the natural parkland area (including the natural wash), that would reduce impacts associated with riparian habitat loss to a less than significant level.

Indirect impacts to the remaining stands of riparian vegetation along the L.A. River may also result from short-term edge effects caused by dust, noise, lighting, construction related soil erosion and runoff, or introduction of exotic species. Because of the past history of disturbance, lack of well-developed native vegetation, and large spatial extent of bare soil areas, short-term indirect effects would not be significant. Implementation of construction BMPs including dust and erosion controls and a native species landscape design would be implemented to minimize these effects.

Long-term indirect effects associated with implementation of the proposed project would be minimized by several of the project features. The project involves native landscaping and planting, which would limit the need for pesticides and herbicides. In addition, the quantity and quality of runoff from the project site is not expected to change significantly due to the limited amount of new impervious surfaces that would be developed on site. As discussed above, the project would improve the biological resource values of the currently degraded site through habitat creation and native landscaping. As such, long-term impacts to biological resources would be less than significant.

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

Less than Significant after Mitigation. The project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, given that the project site is not hydrologically connected to any jurisdictional waters of the United States. See Section 4.4b above.

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

Less than Significant after Mitigation. Because the site has long been isolated from native habitats, any potential habitat connections are highly constrained (*e.g.*, San Fernando Road to the east and disturbance and development to the south, north, and west). Plant and wildlife species that currently inhabit the Taylor Yard site are either persistent species that have remained since the habitat was reestablished or are highly mobile species capable of movement through urban and disturbed lands. In order to increase the opportunity for wildlife movement in this area, native landscaping would occur in the natural parkland area and along the nature trail. The proposed project features would not alter the current, limited functionality of the connections to the west and south along the L.A. River. As a result of these conditions, no significant impacts to habitat linkages or movement corridors would result from the proposed project.

Because the existing site is undeveloped and maintains minimal vegetation, there is potential for nesting birds to use the site. Grading operations are scheduled to take place outside of breeding bird season, which generally runs from March 1-August 31 (as early as February 1 for raptors) to avoid take of migratory nongame native bird species protected under the Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Park construction activities may occur during the breeding season; however, these activities are not expected to involve major ground disturbance or tree removal. If grading operations or tree removal would occur during the breeding season, mitigation provided below would ensure that no nesting birds protected under the MBTA are significantly affected.

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

No Impact. The City of Los Angeles has an oak tree ordinance that prohibits the removal or destruction of oak trees without a permit. There are no oak trees on site; therefore, no impacts would occur.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Taylor Yard is not included in any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved plan.

Mitigation Measures

Incorporation of the following mitigation measures would reduce potential impacts to biological resources to a less than significant level.

BIO-1 To compensate for the impacts to the isolated areas of freshwater marsh (approximately 1.3 acres) and disturbed riparian woodland (approximately 1.7 acres), the native plant species in these communities lost via site development should be incorporated into features of the proposed

buildout. The area of the earthen-bottom channel, or river ox-bow, proposed in the project design, and other features incorporated into the natural parkland area, shall provide a minimum 1:1 compensation for the marsh and riparian woodland areas impacted. To the extent feasible, individual willows, cottonwoods, and other native tree and shrub species should be salvaged and re-planted into appropriate areas onsite.

BIO-2 Should tree removal or grading operations occur during the breeding season (generally March 1-August 31, as early as February 1 for raptors) for migratory nongame native bird species, weekly bird surveys would be performed to detect any protected native birds in the trees to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The surveys would be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting breeding bird surveys. The surveys would continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the City/State would delay all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel would be instructed on the sensitivity of the area. The results of this measure would be recorded to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

4.5 CULTURAL RESOURCES - Would the project:

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

No Impact. A records search was conducted on May 28, 2002, for the proposed park site and surrounding area. The results of that inquiry were negative. No historical or archaeological resources are recorded in the project area or within 0.5 mile radius of the property boundaries. Nine previous archeological studies have been conducted within 0.5 mile radius of the property and most have yielded negative results; six of these studies overlap the current boundaries of Parcel D. None of the studies yielded positive results within the proposed project boundaries. While no historic resources are recorded within 0.5 mile radius of the Taylor Yard property, it is possible that historic features or trash related to the historic use by the railroad might be still buried, although intact features would be unlikely.

The project site has an extensive historic background, which is uniquely connected to the early history of Los Angeles. A detailed history of the site is contained in the Cultural Evaluation (Appendix C). There were several known Tongva or Gabrieliño ethnographic villages in the general area of Taylor Yard.

Given the location of the Taylor Yard parcel in the L.A. River floodplain, it would not have been a primary location for an aboriginal village or a camp. Historic resources from these villages are unlikely to occur on the site.

In addition, due to the extensive remedial action that has occurred on Parcel D (see Section 4.7); it is unlikely that any cultural feature survived or would still exist with any integrity. Almost 18 inches of soil was treated and at least 5 feet of clean fill was added to the parcel to remediate environmental concerns. Any cultural material would have to be at least 7 feet deep, and no significant prehistoric or historic deposits are known on the parcel. It is unlikely that any significant resources would be encountered during construction because site excavations would be shallow and site topography would not be substantially altered; therefore, impacts to historical resources would not occur.

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

No Impact. The records search did not identify archaeological resources recorded in the project area or within 0.5 mile radius of the property boundaries. Archaeological resources are not anticipated to be found on site; therefore, impacts would not occur. See also Section 4.5(a).

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

No Impact. The proposed project site is situated upon a deep layer of artificial fill underlain by recent alluvial sediments, which have a low paleontologic sensitivity. These recent sediments may overlie older Pleistocene or Miocene sediments in the subsurface. These sediments have the potential to contain significant paleontologic resources (City of Los Angeles 2000); however, excavations for the proposed park would be relatively shallow and would not likely disturb native soils. Past development on the project site has undoubtedly disturbed soils within a few feet of the surface; during site remediation contaminated soils were excavated and the excavated areas were filled with clean soil. It is highly likely that undisturbed Pleistocene or Miocene deposits remain present at depth. Should unique paleontologic resources be encountered during construction, they would be handled in accordance with the City of Los Angeles Bureau of Engineering's Special Order S002-0590, Guidelines for the Protection of Archaeological and Paleontological Resources to ensure that significant or potentially significant impacts would not occur.

d. Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. No formal cemeteries or other places of human interment are known to exist within the proposed project area. If human remains are exposed during construction, the Los Angeles County Coroner would be contacted in accordance with Section 7050.5 of the State Health and Safety Code. State Health and Safety Code 7050.5 states that no further disturbance shall occur until the County

Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. The project would be confined to a strip of land previously used as a railroad yard. Consequently, encounters with buried human remains are not expected to occur.

4.6 GEOLOGY AND SOILS - Would the project:

a. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

No Impact. The project site is located within the seismically active Southern California region where there are numerous faults of various type and magnitude potential. An analysis of the historic earthquake database developed by the California Department of Conservation, California Geological Survey (CGS) shows that this area has been subject to relatively few low-magnitude earthquakes (3.0-3.9) between the years of 1932 to 2000. The most recent earthquake (magnitude 3.2) occurred approximately 1 mile to the west of the project site in 1998. The site is located approximately 1.8 miles southwest of the Raymond Fault, 1.3 miles south of the Hollywood Fault, and 4.3 miles south of the Verdugo Fault, the maximum magnitudes being 6.5, 6.4, and 6.7, respectively. Other small, discontinuous fault traces are known to be present in the project vicinity, but their locations are uncertain because they are concealed by younger geologic materials. The proposed park is not located within an Alquist-Priolo Special Studies Zone. The nearest Alquiest Priolo Special Studies zone is located along the Raymond Fault. Thus, the potential for ground surface rupture to occur at the site is considered low.

ii) *Strong seismic ground shaking?*

Less than Significant Impact. The project features would be designed to withstand seismic events that may occur in the Los Angeles area. Construction of restrooms, the storage facilities, and concession structures would be regulated by the Los Angeles Building Code, Sections 91.000 through 91.7016 of the Los Angeles Municipal Code. The Los Angeles Building Code provides requirements for construction, grading, excavations, use of fill, and foundation work including type of materials, design, procedures, etc., which are intended to limit the probability of occurrence and the severity of consequences from geologic hazards. Design and construction of the proposed project would conform to all applicable building and seismic codes and the recommendations of the Geotechnical Engineering Report (City of Los Angeles 2003b); therefore, potential ground motion impacts would not be significant.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction occurs when water saturated sediments are subjected to extended periods of shaking. Pressure increases in the soil pores temporarily alter the soil state from solid to liquid. Liquefied sediments lose strength, in turn causing the failure of adjacent infrastructure, including bridges and buildings. Whether a soil would resist liquefaction depends on a number of factors, including grain size, compaction and cementation, saturation and drainage, characteristics of the vibration, and the occurrence of past liquefaction. Granular, unconsolidated, saturated sediments are the most likely to liquefy, while dry, dense or cohesive soils tend to resist liquefaction. Liquefaction is generally considered to be a hazard where the groundwater is within 40 to 30 feet of the surface. Where soil drainage is good, the pore pressure, which builds up when ground motion shakes unconsolidated soil, would be more easily dissipated; thus, soils with good drainage are less likely to liquefy.

According to the California Division of Mines and Geology (CDMG) *Seismic Hazard Zones Map for the Los Angeles* quadrangle (Released on March 25, 1999), the Taylor Yard complex is located in an area of liquefaction potential. This is due to the high water table and soils conditions under the site. Because the site is located in a liquefaction hazard zone, mitigation measures, as defined in Public Resource Code 2693(c), would be required for construction of the park facilities. As a standard practice, a soils report would be prepared and would make foundation design recommendations to minimize the potential for liquefaction impacts. No large structures are proposed for the project. Impacts related to liquefaction would be less than significant.

iv) Landslides?

No Impact. Surface topography of the project site is generally flat; therefore, the potential for landslides is negligible. According to the 1999 Seismic Hazard Zones Map for the 7.5-minute Los Angeles USGS quadrangle, the proposed project site is not located in a landslide zone.

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

Less than Significant Impact. The proposed project would involve excavation, grading and compaction of soil, as well as landscaping and paving. During construction, standard BMPs would be employed to minimize soil erosion and runoff. As discussed in Section 4.8, Hydrology and Water Quality, a Storm Water Pollution Prevention Plan (SWPPP) would be required for the project, which would included these BMPs and other measures, if necessary, to address impacts related to erosion. Consequently, the potential for substantial soil erosion or the loss of topsoil is considered minimal.

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

Less than Significant Impact. The proposed project site is located in a liquefaction zone. However, proper geotechnical engineering and seismic design and mitigation requirements would reduce the hazard of geologic instability to a less than significant level. No on- or off-site landslides, lateral spreading, subsidence, or collapses are anticipated. See 6(a)(iii) above.

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

Less than Significant Impact. Prior to park construction and as a standard practice, a geotechnical evaluation would be prepared which would prescribe methods, techniques, and specifications for: site preparation, treatment of undocumented fill and/or alluvial soils, fill placement on sloping ground, fill characteristics, fill placement and compaction, temporary excavations and shoring, permanent slopes, treatment of expansive soils, and treatment of corrosive soils. In addition, the geotechnical report would make foundation recommendations for the restrooms and concessions buildings. Design and construction of the proposed project would conform to recommendations in the geotechnical evaluation; therefore, impacts from potentially expansive soil would not be significant.

e. *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The proposed project would not include septic tanks or any other type of alternative wastewater disposal system. Wastewater from the site and other facilities in the project vicinity would be transported by the Northeast Interceptor Sewer, which is located beneath San Fernando Road, to the Hyperion Treatment Plant (City of Los Angeles 2003c).

4.7 HAZARDS AND HAZARDOUS MATERIALS - Would the project:

a. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less than Significant after Mitigation. Operation of the proposed park would not create a significant health hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Past industrial activities at the Taylor Yard complex, in conjunction with off-site groundwater contamination, have resulted in groundwater and soil contamination under much of the former railyard.

Studies have been conducted by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), California Water Resources Control Board (WRCB), Los Angeles Regional Water Quality Control Board (RWQCB), and other agencies to determine the level of contamination and the appropriate clean-up levels and remediation methods for the site.

Soil Contamination

The Taylor Yard complex was designated by DTSC as a brownfield site after soils were found to be contaminated through analyzing soil samples, groundwater samples, and installing monitoring wells. As a result, DTSC undertook an extensive analysis of the contaminated soils and developed an action plan for remediation, the *Remedial Investigation/Feasibility Study* (RI/FS). DTSC supervised the toxic clean-up on the Sale Parcels (Parcels A, B, C, D, E, F) in 1997. A number of remediation techniques were used, including soil-vapor extraction and chemical fixation, to rectify the contaminated soil (California Coastal Conservancy 2002).

Following the site cleaning, approval was given for partial site closure while deed restrictions were under negotiation (DTSC 2003b). Environmental Resources Management (ERM) prepared a LEADSPREAD model to evaluate the risk of lead exposure from the soil on Parcel D. On September 16, 1998, DTSC granted partial closure for soil at Parcel D (ERM 2003). Based on the evaluation, DTSC prepared the *Explanation of Significant Differences for Union Pacific Railroad Company Taylor Yard – Sale Parcel Site, Hump Yard Area* [Parcel D], dated January 30, 1998. This report concluded that soil cleanup levels for lead for residential and unrestricted use were established for the site and that residual lead concentrations would not pose an unacceptable risk if the site were developed for residential or unrestricted use. Since the project would involve large quantities of earthwork on site, potentially significant impacts could occur from exposure to buried contaminated soils. Accordingly, mitigation measures are provided to ensure that impacts associated with soil contamination would be less than significant during construction and operation of the park. With these mitigation measures, potential impacts related to contaminated soils at Parcel D have been remediated to a less than significant level.

Groundwater Contamination

It is known that groundwater contamination does exist in the general project area; however, the extent of groundwater contamination beneath the Parcel D is still under evaluation. Recent soil borings were taken on Parcel D to depths of up to 30 feet below existing ground surface. The elevation of the bottom of the soil borings ranged from 326 feet above mean sea level (msl) to 333 feet above msl. No groundwater was encountered in any of the borings. Historical data suggests that groundwater under the site ranges from 20 to 65 feet below ground surface. Given that the lowest elevation of the proposed park site is approximately 345 feet above msl, the probability of encountering groundwater during construction of the park is low. For the same reason, the risk of encountering contaminated groundwater at the surface of the

park after the project is built is also low. The proposed project would not preclude the installation of groundwater treatment facilities at Taylor Yard.

If any excavations encounter groundwater during construction, dewatering and treatment of contaminated groundwater would be required prior to discharge. As discussed above, it is not anticipated that project excavations would be deep enough to encounter groundwater; however, the potential for such impacts remains. Accordingly, mitigation measures to address potential groundwater contamination impacts are provided. These measures would reduce potential impacts related to groundwater contamination to a less than significant level.

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

Less than Significant Impact. Please see the response to 4.7 (a) above.

c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less than Significant Impact. Glassell Elementary School is located approximately 0.25 mile northeast of the proposed project site. In addition, Parcel F is currently being evaluated as a possible school site. This potential school site is located within 0.25 mile of Parcel D. The park would not emit hazardous materials and acutely hazardous materials would not be handled as part of park operation. The proposed project would not result in the emission or use of hazardous materials that would significantly affect Glassell Elementary or the potential school site on Parcel F. Please see the response to 4.7 (a) above.

d. *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less than Significant Impact. An electronic database search of listings maintained by federal, state, and local agencies of sites with known or suspected hazardous material contamination, use of hazardous or toxic materials and regulated wastes, discharge or spillage incidents, discharge permits, landfills, and storage tanks was be performed during preparation of this MND. Due to the industrial nature of the area, many hazardous waste generators are identified in the vicinity of the park. As discussed in 4.7 (a), the project site has been remediated under DTSC supervision and its development as a park is not expected to create a significant hazard to the public or the environment. Mitigation measures are provided under Section 4.7(a) above to reduce potential impacts during construction and operation of the park to less than significant levels.

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

No Impact. The proposed project would not be located within an airport land use plan or within 2 miles of a public airport or public use airport. The nearest airport to the proposed project is the Burbank-Glendale-Pasadena Airport, approximately 10 miles north of the site. Accordingly, no impacts would occur.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The proposed project would not be located within the vicinity of a private airstrip; therefore, no impacts would occur.

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

Less than Significant Impact. The project would be constructed entirely within the existing vacant parcel. Two-way traffic would be maintained on all surrounding streets. Access would be maintained to all homes and businesses, and traffic disruptions during construction or operation of the park would be minimal. Intersection improvements on San Fernando Road may cause minor traffic disruptions; however, the proposed project is not expected to substantially delay emergency vehicle response times, nor interfere with an adopted emergency response or evacuation plan. The proposed project would have a less than significant impact on adopted emergency response plans and emergency evacuation plans.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project would be constructed in a highly urbanized portion of Los Angeles. Land uses adjacent to the project site are industrial and commercial. There are no wildland fire hazard zones on or adjacent to the project site, nor would the project result in additional accumulation of brush, grass, trees, or other fuel sources. In fact, the vacant project site currently is occupied by weeds and ruderal vegetation that is not maintained. The proposed project would result in landscaping and maintenance of the site, which would reduce the risk of brush fires. The proposed project would not include any activities that would expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Accordingly, no impacts would result.

Mitigation Measures

The following measures would reduce potential impacts associated with soil contaminated during construction and operation to a less than significant level.

HAZ-1 Prior to earthwork and construction activities on Parcel D, the State and the City shall submit the project grading plans to DTSC for concurrence that the project is cleared for recreational development and is consistent with approvals described in the *Explanation of Significant Differences for Union Pacific Railroad Company – Taylor Yard – Sale Parcel Site- Hump Yard Area* (January 30, 1998). Approval to proceed with the recreational development on Parcel D shall be documented in writing.

HAZ-2 During project construction, soil sampling shall occur on a weekly basis in areas of heavy ground disturbance to ensure that construction workers and future park users are not exposed to contaminated soil. Samples will be screened for petroleum hydrocarbons, soluble lead, volatile organic compounds (VOCs), and semivolatile organic compounds. If soil contamination levels are encountered that exceed regulatory standards, grading activities in the area(s) of contamination shall be halted until appropriate remediation measures are identified and approved by DTSC.

HAZ-3 If contaminated soils are encountered during construction, operations shall be stopped in the vicinity of the suspected impacted soil. Surface samples shall be analyzed using appropriate collection and sampling techniques. Once an area of contamination is identified, soils shall be segregated, sampled, and tested in order to determine the appropriate disposal and treatment options. If the soils exceed the applicable screening criteria established by the RWQCB or are classified as hazardous (according to Resource Conservation and Recovery Act [RCRA] and CCR Title 22), soils shall be hauled to a Class I landfill or other appropriate soil treatment and recycling facility.

Construction of the park is not expected to result in any contact with groundwater; however, the following measure is provided to reduce potential impacts to less than significant levels in the event that groundwater is encountered during construction.

HAZ-4 If groundwater is encountered during project grading or construction activities, construction shall be halted in the area until appropriate dewatering or avoidance measures are identified. If dewatering is required, the applicant shall procure a permit from the RWQCB for treatment and disposal of groundwater and shall comply with all provisions of the permit.

4.8 HYDROLOGY AND WATER QUALITY - Would the project:

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

Less than Significant Impact. The RWQCB has developed a *Water Quality Control Plan, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura County (Basin Plan)* (1994) to protect the water quality of surface and ground waters of the region. The Basin Plan designated beneficial uses, sets narrative and numerical objectives to protect beneficial uses of water resources, and describes implementation programs. Beneficial uses are processes, habitats, organisms, or features that require water and are considered worthy of protection.

The project site is located within the L.A. River watershed. Beneficial uses in the L.A. River are listed in the Basin Plan as Municipal (MUN), Ground Water Recharge (GWR), Industrial (IND), Water Contact Recreation (REC-1), Non-Contact Water Recreation (REC-2), Warm Freshwater Habitat (WARM), Wildlife Habitat (WILD), and Wetland Habitat (WET).

The majority of the L.A. River watershed is considered impaired due to a variety of point and non-point pollution sources. The 2002 303(d) list for the L.A. River implicates ammonia, coliform, lead, trash, scum, algae, oil, nutrients, odors, and trash in that impairment. Impairment may be due to water column exceedances, excessive sediment, high levels of pollutants, or bioaccumulation of pollutants. The beneficial uses threatened or impaired by degraded water quality are aquatic life, recreation, ground water recharge, and municipal water supply.

The California RWQCB administers permitting procedures for the National Pollutant Discharge Elimination System (NPDES). These regulations apply to stormwater discharges and area-wide generators of urban runoff. An NPDES permit would be required for this project because the overall construction area would be greater than 5 acres. Because the project would involve construction of more than 25 parking spaces, the City's portion of the project would also be required to comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) for Los Angeles County. The general requirements of the SUSMP include:

- Controlling peak storm water runoff discharge rates
- Conserving natural areas
- Minimizing storm water pollutants of concern
- Protecting slopes and channels
- Providing storm drain stenciling and signage
- Properly designing outdoor material storage areas
- Properly designing trash storage areas
- Providing proof of ongoing BMP maintenance

The proposed project would include the following construction related activities: site clearing, excavation, building construction, landscaping, and parking lot pavement. All of these activities, individually or cumulatively, could have a significant impact on the water quality of the nearby L.A. River if construction material is allowed to enter the drainage systems that flow to the river. The construction site would produce construction debris which, if uncontrolled, could also result in the discharge of disturbed sediment/soils into the river, and/or release petrochemicals from construction equipment. To address these potential impacts, the contractor would file a Notice of Intent to obtain NPDES coverage under the WRCB Order No. 99-08-DWQ, NPDES General Construction Permit No. CAS000002 and the RWQCB—Los Angeles Region 4 Order No. 01-182, MS4 permit No. CAS004001. To comply with NPDES Permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and construction site BMPs would be implemented. A short list of possible BMPs that may be used for construction of the proposed project includes:

- Temporary soil stabilization (sandbag barriers, straw bale barriers, sediment traps, and fiber rolls);
- Wind erosion control (portable water, and straw mulch);
- Tracking control (street sweeping and entrance/outlet tire washing);
- Non-storm water management (clear water diversion and dewatering), and;
- Waste management and materials pollution control (vehicle and equipment cleaning, concrete waste management, and contaminated soil management).

Several park features were designed to minimize runoff. For example, a portion of the parking lots would incorporate semi-pervious materials along with stormwater recharge beds and bioswales to allow a large percentage of the precipitation and other runoff to infiltrate into the underlying soil. Despite these features, the existing drainage systems in the project area would convey some surface runoff from the project site to the L.A. River. Stormwater runoff from parking lots can have a toxic mix of motor vehicle related detritus composed of petrochemicals, asbestos (brake pads), antifreeze, and other unknown constituents that may have leaked from vehicles. Parking lots and other totally impervious surfaces on the site would also collect dust, organic debris (e.g., leaves and tree bark), and trash. The City's portion of the proposed project would be required to obtain a Los Angeles County MS4 Permit for the portion of site runoff that is not utilized on site. The primary goal of this permit is to stop polluted discharges from entering the storm drain system and local receiving and coastal waters. The Los Angeles County MS4 Permit requires implementation of the SUSMPs and numerical design standards for BMPs, which municipalities began implementing in February 2001. The City's portion of the project would also be required to comply with the Stormwater and Pollution Control Ordinance of the County of Los Angeles (Ord. 98-0021 § 1 (part), 1998).

Although the project site is located within 0.25 mile of the L.A. River, the project would not violate any water quality standards or discharge requirements, and impacts related to stormwater runoff would be less than significant. Implementation of the NPDES and Los Angeles County MS4 Permit requirements

described above would ensure that potential stormwater runoff impacts would be addressed through proper design and construction management techniques.

b. *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

No Impact. The project site is located within the San Fernando Groundwater Basin which lies within the Upper Los Angeles River Area and encompasses approximately 7.5 square miles. Depth to groundwater ranges from 20 to 65 feet below ground surface. The Pollock Well Field is located within the basin and under the project site, and is a drinking water resource. The Pollock Well Field was designated as part of the San Fernando Valley Superfund site by the U.S. EPA in the 1980s due to groundwater contamination. DWP extracts and treats groundwater from the Pollock Well Field near Fletcher Drive approximately 1 mile north of the project site. Groundwater south of the Fletcher Drive wellhead is not used for drinking water purposes.

Three municipal water supply wells are located up gradient from the Taylor Yard complex. Groundwater monitoring at these sites has shown groundwater contamination with volatile organic compounds (VOCs) at levels exceeding state drinking water standards or Maximum Contaminant Levels (MCLs) (MBE 2001; ERM 2000). The U.S. EPA San Fernando Valley unit includes four National Priority List (NPL)[1] sites: Area 1 (North Hollywood), Area 2 (Crystal Springs), Area 3 (Verdugo), and Area 4 (Pollock). The Taylor Yard complex is within Area 4 (EPA ID# CAD 980894976), a 5,860-acre contaminated groundwater area near the Pollock Well Field in the City of Los Angeles. The groundwater chlorinated VOC contamination is historically linked to industrial waste generated in the San Fernando Valley as early as the 1940s. The SFVGB sites were officially listed by the EPA in 1986. Currently, Area 4 is being addressed through the LADWP Pollock Wells Treatment Plant. The treatment plant restores the use of two Pollock wells by treating the groundwater with Liquid-Phase Granular Activated Carbon (GAC). This process removes VOCs from the groundwater, chlorinates the water and dilutes it with imported water to reduce nitrate concentrations (California Coastal Conservancy 2002). This process attempts to prevent contaminated groundwater from entering the L.A. River. The clean-up efforts at the Taylor Yard complex have not completely treated the contaminated soils and groundwater. The treatment and eventual total site clean-up is an on-going process that will take decades to complete. The proposed park project would not affect the quality of groundwater recharge. However, Parcel D has been remediated; therefore, groundwater percolating through to the watertable could be expected to improve. Consequently, the proposed park use has the potential to improve groundwater quality over time.

1 The National Priority List is a list published by the U.S. EPA of hazardous waste sites in the U.S. that are eligible for clean-up under the Superfund program, a trust fund mandated by the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

The proposed project would increase impervious surfaces and result in the reduction of ground percolation of runoff water. However, the project site is not a designated groundwater recharge area, and the increase in impervious surface area would be relatively minor; therefore, the proposed project would not significantly alter groundwater resources.

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

No Impact. The topography of the project site is relatively flat. There are several stormwater drain inlets located on San Fernando Road east of the project site. The park design includes elements that would utilize stormwater and runoff, such as the river ox-bow on the State's portion of the project. The engineering design for the park, subject to City review and approval, would include all necessary drainage improvements to serve the site. Also see the responses to 4.4 (b) and 4.6 (b) above regarding soil erosion.

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

No Impact. See the response to 4.8 (c). No changes to the course of the L.A. River would occur. The project would involve the creation of a dry river bed with riparian vegetation, in the passive recreational area. The project would not alter drainage patterns or surface runoff in a manner that would result in flooding on- or off-site.

e. *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

Less than Significant Impact. Construction of the proposed park would result in a negligible increase of impermeable surfaces. The park's landscaping design aims to ensure that the majority of runoff from the proposed project would be treated onsite and allowed to infiltrate through to the watertable. Any additional unused runoff would be directed into the existing storm drain system. The proposed project is not located in a 100-year flood zone. At present, the site drains towards San Fernando Road, an improved street with numerous stormwater drains. The project would continue to drain to the surrounding storm drain system and the proposed project would not affect a surface water body. The site is zoned by the City for light industrial uses and the typical percentage of imperviousness (run-off factor) for land zoned M2 is 100 percent (BOE 1986). The proposed project would be almost entirely pervious, including the parking areas, which would be made out of a semi-pervious material. Runoff, which at present can be adequately conveyed from the site via the existing municipal stormwater system, is not anticipated to increase substantially. Consequently, the project would not exceed the capacity of the existing

stormwater system, nor would it introduce substantial sources of polluted runoff; therefore, impacts would be less than significant.

f. Otherwise substantially degrade water quality?

Less than Significant Impact. As discussed in Section 4.8(a), this project would comply with NPDES permit requirements to avoid or mitigate impacts to water resources. In addition, BMPs would be incorporated into the design and construction of the proposed park as part of permit requirements. Because the project would not otherwise substantially degrade water quality, impacts would be less than significant.

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (panel number 0601370056c), the project site is located in an area designated as Zone X, which is categorized as an area that is outside of a 500-year flood zone. The proposed project would not place housing or other development within a 100-year or 500-year flood zone; therefore, no impact would occur.

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project is not located within a flood hazard area (see 4.8(g) above). Accordingly, the project would not impede or redirect flood flows. No impacts would result.

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

No Impact. According to the City and County of Los Angeles General Plan Safety Elements, the proposed project site is located within the Hansen Dam and Eagle Rock Reservoir flood boundaries (DRP 1990). However, the proposed project site is located in a heavily developed urban area, more than 18 miles from the Hansen Dam and 4.5 miles from Eagle Rock Reservoir. The inundation area is based on an assumed catastrophic failure of the dams during peak storage capacity. The inundation boundary shown on the map encompasses all probable routes that a flood might follow after exiting the dam; thus, the map shows a very large and conservative inundation area (DRP 1990b). Hansen Dam and Eagle Rock Reservoir are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the ACOE) to guard against the threat of dam failure. Catastrophic failure of a major dam as a result of an earthquake is regarded as unlikely. Current design and construction practices and ongoing review, modification, and dam reconstruction programs are intended to ensure that all dams are capable of withstanding the maximum magnitude earthquake for the site. Also, because Hansen Dam is used primarily for flood control, the dam is not typically filled to capacity.

Therefore, the potential for the project site to be inundated as a result of a dam failure, and potential exposure of people and structures to flooding due to dam failure, is low. No impacts would occur as a result of the project.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. No impacts related to seiches, tsunamis, or mudflows would occur as described below.

Seiche: Because there are no lakes or other large inland bodies of water in the vicinity of the proposed project site, there is no risk of inundation by seiche.

Tsunami: The project site is located approximately 16 miles inland from the Pacific Ocean at an elevation of about 340 feet above mean sea level. At this distance and elevation, the site would not be at risk of inundation by tsunami.

Mudflow: The 1999 Seismic Hazard Zones Map for the Los Angeles USGS 7½-minute quadrangle indicates that the proposed park would not be located in an area of potential earthquake-induced landslides. Given these conditions, the project site is not at risk of being inundated by mudflow.

4.9 <u>LAND USE AND PLANNING</u> - Would the project:

a. Physically divide an established community?

No Impact. The proposed project would result in the construction of a park on vacant site. As discussed in Section 4.1(a), the site is bounded by San Fernando Road and railroad tracks on the east and west, respectively, and by industrial uses to the north and south. The proposed project would not physically divide an established community, and therefore, no impact would result.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The proposed project site is located entirely within the City of Los Angeles, in the Northeast Los Angeles Community Plan Area. The Northeast Los Angeles Community Plan is one of 35 community plans that comprise the land use element of the City of Los Angeles General Plan. The community plan establishes the goals, objectives, policies, and programs applicable to the Northeast Los Angeles Community Plan Area.

The City's current zoning designation for the proposed project site is Heavy Manufacturing (M-2). Because the site is owned by the State, the City's zoning designation does not strictly apply. Instead, the

land uses are subject to state land use plans and policies. The State is currently preparing a General Plan for the State-retained unleased portion of the 40-acre site at Taylor Yard, which will provide a long-term vision for park uses at the site. The City will consult and collaborate with the State in the planning, development, construction, and operation of the leased 20 acres, so the 40-acre site can be planned and operated in a separate, but cooperative, coordinated, and harmonious manner. The proposed passive park uses are part of the State's IPU, and the land uses are subject to change based on the outcome of the General Plan.

The project is consistent with the goals and policies set out in the City's community plan. The plan advocates the development of parks in the community. Policy 4-2.1 encourages the protection of public open space/recreational activity areas in Taylor Yard and near the Los Angeles River. The plan supports increased accessibility to park land along the Arroyo Seco and along the Los Angeles River (Policy 5-1.2). Therefore, the proposed project would be consistent with land use plans and policies contained in the Northeast Los Angeles Community Plan (City of Los Angeles 1999).

Existing land uses surrounding the project site include heavy and limited industrial uses. Low-density residential land uses are located just east of the limited industrial strip along San Fernando Road. The proposed project is located in an area where open space is limited, especially in residential areas. The community has a long history as a residential and small industrial community, and conflicts between industrial and residential land uses have occurred in the past. The Taylor Yard property is slowly being converted into land uses that are more compatible with nearby residences (i.e., parkland, mixed-use retail and residential uses, and an office park, instead of heavy industrial rail yards). The proposed park would not conflict with planned land uses that would surround the site, and would provide beneficial recreational opportunities for an underserved residential area. Accordingly, less than significant impacts related to applicable land use plans would result.

c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact. There are no adopted habitat conservation plans in the community of Northeast Los Angeles due to its highly urbanized nature (City of Los Angeles 1999). In addition, the project is not located in or near any Natural Communities Conservation Plan (NCCP) areas. Accordingly, no impacts would result.

4.10 MINERAL RESOURCES - Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less than Significant Impact. The primary mineral resources on the site and along the adjacent stretch of the L.A. River are gravel and sand deposits. The area along the L.A. River adjacent to the proposed project is considered inaccessible for mining extraction due to the urbanized character of the area (City of

Los Angeles 2001). Therefore, the proposed park would not result in the loss of availability of a known mineral resource. Accordingly, a less than significant impact would result.

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

No Impact. The site has not been classified as a locally important mineral recovery site. See Section 4.10 (a) above.

4.11 NOISE - Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. In general, construction activities associated with the park would result in increases in ambient noise levels in the vicinity of the construction site. Noise levels would fluctuate depending on the equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between the noise source and listener. Construction noise at a distance of 50 feet from the construction activity could reach intermittent highs of 90 dBA depending upon the activity. Average noise levels are generally less than the equipment levels indicate because the equipment is operated intermittently. Construction could require the use of diesel-powered heavy equipment, such as haul trucks and cement trucks which would generate high noise levels. Most earth moving equipment (i.e., compactors, front loaders, backhoes, tractors, graders, and pavers) produce noise levels of 75 to 89 dBA (decibels) at distances of 50 feet. Material handling equipment (i.e., concrete mixers, concrete pumps, and cranes) produces noise levels of 83 to 89 dBA at a distance of 50 feet. Stationary equipment (i.e., pumps, generators, and compressors) produces noise levels of 70 to 85 dBA at a distance of 50 feet. There are not any noise-sensitive uses (i.e., residences) located within several hundred feet of the construction site. In addition, noise level increases would be limited to daytime hours and would be temporary and intermittent. Therefore, no significant noise impacts would result from construction of the proposed project.

The only permanent increases in ambient noise levels resulting from operations of the proposed park would be related to increased traffic levels and park operational activities. However, the project would not have a significant noise impact unless it resulted in a 3 dBA noise increase. For traffic sources, noise levels generally increase by approximately 3 dBA for each doubling of roadway traffic volume as long as vehicle speeds remain constant. Peak hour traffic volumes on nearby streets would not increase enough to cause a doubling of roadway traffic volume. Based on the results of the traffic study (Appendix D), the increase in roadway noise associated with the project during the weekend peak hour would be less than 0.1 dBA. In addition, the nearest sensitive noise receptor is located approximately 370 feet from the project site across San Fernando Road and behind the commercial development, and is unlikely to be

affected by any changes in ambient noise levels. The loudest operational noise levels at the park would result from recreational activities at the City's park. This would include typical park noises such as yelling, whistling, and announcements over the proposed public address (PA) system. These typical park noises would occur on site, the noise levels resulting from these activities would be not significantly affect sensitive receptors off site or exceed local noise ordinances. Therefore, operation of the proposed project would not result in a significant increase in ambient noise levels at noise-sensitive uses in the project vicinity.

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

Less than Significant Impact. Some minor ground shaking could occur during the construction of the proposed project due to the use of heavy equipment and trucks. However, these impacts are typical for construction projects, would be temporary, would occur only during daytime work hours, and would not be severe enough to result in property damage. Therefore, the impacts would not be significant. Also, see Section 4.11 (a) above.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. See Section 4.11 (a) above.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. Noise generated from construction vehicles and activities would result in periodic increases in ambient noise levels in the vicinity of the construction site. However, these increases would be temporary, intermittent, and limited to daytime hours. Operational traffic noise and noise associated with recreational use of the site would be minor as discussed in Section 4.11(a) above.

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

No Impact. The proposed project would not be located within an airport land use plan or within 2 miles of a public airport or public use airport. Additionally, the proposed project does not include new housing or non- residential development that would substantially increase the residential or employee populations in the area.

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

No Impact. The project would not be located within the vicinity of a private airstrip.

4.12 POPULATION AND HOUSING - Would the project:

a. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?*
Less than Significant Impact. The proposed project would provide additional recreation opportunities for the community of Cypress Park, Glassell Park, and other surrounding communities. The proposed project is not intended to induce development, but instead it would help address existing recreational facility deficiencies by providing much needed park facilities. The proposed project would not directly induce substantial population growth because it does not include a residential or commercial element. Several employees would be hired to maintain and operate the park. The community has a much higher than average unemployment rate, and new positions at the park would be filled by local workers. Therefore, the park would not generate any population growth. The project would create a less than significant impact on population growth.

b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The project would not displace existing housing in the project area. Accordingly, no impact would result.

c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. Homeless people are known to occasionally occupy the proposed project site; however, there are no homes or legal residences on the site. The project would not displace any residents, and therefore, would not necessitate the construction of replacement housing elsewhere. No impacts would result.

4.13 PUBLIC SERVICES

a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

Fire protection?

Less than Significant Impact. The proposed project site is served by the City of Los Angeles Fire Department Station Number 44, located at 1410 Cypress Avenue in Los Angeles. The station is equipped with an Engine Company with a paramedic, a basic life service ambulance, a brush patrol, and swift water rescue. There are a total of 6 firefighters on duty at the station. Major incidents at Taylor Yard would also be responded to by Task Force 50 (which includes 10 firefighters, 1 ladder truck, and 2 engines) from Fire Station Number 50, which is located at 3036 Fletcher Drive (Captain Cruzado 2003). Fire Station 44 and 50 are located approximately 0.2 and 1 mile from the project site, respectively; therefore, the project would have adequate fire service coverage.

The proposed project does not include new housing or non-residential development that would substantially increase the residential or employee populations in the area; thus, the demand for emergency services would not be substantially increased. In addition, the proposed project would not increase fire hazards or substantially increase the demand for fire protection services. In fact the project may reduce fire hazards in the area by maintaining vegetation and landscaping on the project site. As a part of the design process, the City's portion of the project would be reviewed by the Los Angeles Fire Department for compliance with fire, life, and safety standards and the State's portion would be reviewed by the State Fire Marshall. Impacts to fire protection services would be less than significant.

Police protection?

Less than Significant Impact. The proposed project area is served by the City of Los Angeles Police Department, Northeast Division. The Northeast Station is located at 3353 San Fernando Road in Los Angeles, approximately 1.5 miles north of the proposed project site. According to the 2001 LAPD Statistical Digest, there were 255 police officers in the Division. The ratio of residents per officer in the Northeast Division (1031) was substantially higher than the ratio for the department as a whole (703); however, the total number of offenses (4,230) and the number of offenses per officer (17) were lower for the Northeast Division than the average for the other divisions in the department as a whole (6,647 and 21, respectively). Data in the Statistical Digest indicates that despite having fewer officers per resident, police protection in the Northeast Division is on average better than in the City as a whole.

The proposed project would not directly result in an increase in residential populations or a substantial increase in employee populations. The park would generate some calls for police protection services; however, the number of calls from the park is not expected to be significant. The park would be well lit and is easily accessible; therefore, there would be no significant impact on police protection from the proposed project.

Schools?

No Impact. The project would not provide new housing and would provide relatively few employment opportunities. Therefore, it would not generate new students or increase the demand on local school systems. The nearest school, Glassell Elementary School (public elementary school), is located approximately 0.25 mile northeast of the proposed project site. Additionally, Parcel F is being evaluated as a potential school site and is located within 0.25 mile of the site. The proposed project would not adversely affect any existing or planned school facilities. The proposed project would have a beneficial effect on parks by increasing the amount of park acreage in this underserved area.

Parks?

No Impact. Data from the City, Santa Monica Mountains Conservancy, and Santa Monica Mountain National Recreation Area, indicates that public open space within a one-mile radius encompassing the site totals 37.5 acres, or 1.9% of the 1-mile radius. Due to the highly urbanized nature of this area, this is equivalent to 1.3 acres per 1,000 people, well below the City standard of 4 acres per 1,000 people, and significantly below the 6.25 to 10.5 acres per 1,000 people recommended by the National Recreation and Park Association (Wolch et al. 2001). The proposed project is a public park, and it would help accommodate the demand for public park and recreation facilities in the area.

Other public facilities?

No Impact. The park would be jointly operated by the City and the State. No impacts to other public facilities are expected. The facility would require ongoing maintenance; however, it would not require a substantial increase in City services.

4.14 RECREATION

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The proposed project involves the establishment of new park facilities in a densely populated, parkland deficient area. Because the project would satisfy some of the local demand for recreation facilities, it has the potential to decrease the levels of use of other recreational facilities in the area. The nearest existing recreation center, Elysian Valley Recreation Center, is located across the Los Angeles River approximately 0.25 mile west of the proposed project. Also located nearby are the Cypress Park Recreation Center (less than one mile to the south on San Fernando Road) and Glassell Park and Recreation Center (approximately one mile north of the project site on Verdugo Road). The recreational facilities at these sites are heavily used for al types of recreational activities. The proposed park project would not result in increased use of any other existing neighborhood, regional park, or other recreation facility such that substantial physical deterioration of the facility would occur or be

accelerated. In fact, it would reduce the heavy use currently occurring at nearby parks. Accordingly, no impact would result.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. The proposed project is a new 40-acre park. As discussed in section 4.7 and 4.9, the proposed site was previously used for railyard operations. Due to the site's industrial past, the natural environment is degraded. The proposed park would restore the integrity of natural resources on much of the site through habitat restoration in several areas and native landscaping. The proposed project would have a less than significant impact on the environment.

4.15 TRANSPORTATION/TRAFFIC - Would the project:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Less than Significant Impact. A traffic study was conducted (Appendix D) to evaluate the traffic impacts of the proposed project. The study found that the project would result in less than significant long-term operational impacts related to traffic load and the capacity of the street system. The project would also result in less than significant impacts from construction-related traffic.

Methodology/Thresholds of Significance

Four intersections were identified and are analyzed in the traffic study for typical weekend peak hour conditions, when the park would have the greatest number of park users. The study intersections include the following:

1. San Fernando Road/Fletcher Drive
2. San Fernando Road/SR-2 Southbound On/Off Ramps
3. San Fernando Road/Division Street
4. San Fernando Road/Avenue 26

The efficiency of traffic operations at a location is measured in terms of LOS. LOS is a description of traffic performance at intersections. The LOS concept is a measure of average operating conditions at intersections during an hour. It is based on a volume-to-capacity (V/C) ratio. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. The intersection capacity utilization (ICU) method compares the amount of traffic a through lane or turn lane is able to process (the capacity) to the level of traffic during the peak hours (volume). Intersections

with vehicular volumes at or near capacity experience greater congestion and longer vehicle delays. Table 4.15-1 describes the LOS concept and the operating conditions expected under each LOS for signalized intersections.

The City of Los Angeles, who owns and maintains San Fernando Road, considers LOS D acceptable. LOS E and F are considered to be unacceptable operating conditions that warrant mitigation. Mitigation is also required for projects that cause an increase of 0.01 V/C when the intersection is already operating at LOS E or F. A significant traffic impact is defined by the following thresholds:

- Project LOS increase to LOS C, if the change in V/C is greater than 0.04
- Project LOS increase to LOS D, if the change in V/C is greater than 0.02
- Project LOS increase to LOS E or F, if the change in V/C is greater than 0.1

Table 4.15-1. Intersection Level of Service Definitions

LOS	Interpretation	Signalized Intersection Volume to Capacity (V/C) Ratio (ICU/CMA)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches.	0.901 - 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 1997.

Operational Impacts

The proposed project would be developed on an existing vacant site. No vehicles currently access the site. The proposed project includes 361 parking spaces to accommodate the recreational opportunities at the park. Two new traffic signals would be installed on San Fernando Road, which would provide multiple access points to the park.

The traffic study assumed park use would be the highest on weekends. The weekend peak hour (midday) LOS analyses were conducted for the four study intersections based on the measured traffic volumes and the methodologies described previously. The existing conditions, future without project, and future with project LOS analysis results are summarized in Table 4.15-2 for the weekend peak hours.

As shown, none of the four analyzed intersections are currently operating at LOS E or F during the peak hours. The future without project LOS indicates that traffic is expected to increase to an LOS E or F at two of the four intersections. The future with project LOS indicates that the project increase LOS from E to F at San Fernando Road/Fletcher Drive, and from B to C at San Fernando Road/Avenue 26. The LOS would not change at the other two study intersections. As shown in Table 4.15-2, none of the study intersections for future with project increase to significant levels. Accordingly, operational impacts would be less than significant and no mitigation measures would be required.

Table 4.15-2. Existing Conditions and Future Level of Service Summary

	Existing Conditions		**Future without Project**		**Future with Project**			
	Weekend Midday		**Weekend Midday**		**Weekend Midday**			
Intersection	**V/C Ratio or Delay**	**LOS**	**V/C Ratio or Delay**	**LOS**	**V/C Ratio or Delay**	**LOS**	**Change in V/C**	**Significant Impact**
San Fernando Road/ Fletcher Drive	0.862	D	0.997	E	1.005	F	0.008	No
San Fernando Road/ SR-2 Southbound Ramps	0.879	D	1.063	F	1.071	F	0.008	No
San Fernando Road/ Division Street*	11.6	B	13.8	B	14.1	B	NA	No
San Fernando Road/ Avenue 26	0.488	A	0.693	B	0.711	C	0.018	No

* Intersection is controlled by stop-sign. Value represents average vehicle delay in seconds.

Construction Impacts

It is anticipated that there would be short-term adverse traffic impacts, particularly along San Fernando Road, during the streetscape phase of the proposed project. In order to minimize these impacts, a construction staging and traffic plan would be prepared and implemented by the State and the City. As discussed in Section 2.5, staging of construction equipment and construction employee parking would generally occur off-street, thus limiting the impact along San Fernando Road and other surrounding streets. Additionally, two-way traffic would be maintained on San Fernando Road (i.e., at least one lane in each direction) during the construction phase. Should lane closures be required in order to accommodate construction activities, these closures would occur outside of the standard peak periods of street traffic. Also, access to local businesses would be maintained during the construction period. As discussed in Section 2.5, the plan would include, at a minimum, the following: hours of construction (limit to off peak hours), identification of haul routes, potential for off-site parking/staging areas, and shuttle bus to transport workers to/from remote parking area. Implementation of the required traffic control plan would reduce potential construction-related traffic impacts to a less than significant level.

b. *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

No Impact. The County of Los Angeles Metropolitan Transportation Authority adopted the Congestion Management Program (CMP) for Los Angeles County in 2002. This project would not individually or cumulatively exceed any levels of service established by the CMP. Construction-related truck trips and operation-related vehicular trips would not significantly increase traffic demand at any intersections nor would it cause a significant increase in the V/C ratio on a freeway segment or freeway on- or off-ramp. Because the project would not generate significant increases in peak hour trips, impacts to CMP monitoring stations would not occur.

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

No Impact. The nearest airport to the proposed project is the Burbank-Glendale-Pasadena Airport (Bob Hope Airport), approximately 10 miles north of the site. The proposed project is a park and would not affect air traffic, nor would it result in an increase in traffic levels that would cause safety risks; therefore, no impacts would occur.

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

No Impact. The project would not create sharp curves or dangerous intersections. The project would provide two park access points along San Fernando Road. The northernmost project driveway would align with Macon Street while the other would align with Future Street. These two project access points were also assessed for weekend midday peak hour. Both project access points are expected to operate at

LOS A during the weekend midday peak hour. Each of the access points would be controlled by a traffic signal with left-turn lanes provided along San Fernando Road. The access intersections on San Fernando Road would not create a hazard to traffic or pedestrians. In fact, the new signalized intersections would improve pedestrian access in the project area. Both intersections would include crosswalks, which are necessary to provide safe access to the park across San Fernando Road—a heavily used transit corridor. The proposed project would not increase hazards to a design feature or have any incompatible uses. No impacts would result.

e. Result in inadequate emergency access?

No Impact. Two-way traffic would be maintained on San Fernando Road throughout the construction phase of the project. However, the installation of traffic signals on San Fernando Road may result in minor detours and delays. San Fernando Road has been designated as a "selected disaster route" in the City of Los Angeles General Plan Safety Element. As discussed in Section 2.5, construction that would disrupt San Fernando Road would be coordinated with applicable emergency service providers (LAPD and LAFD). Access for emergency vehicles and for all homes and businesses would also be maintained throughout the construction period. In addition, construction and stored equipment would not obstruct access or visibility to residences. Accordingly, the proposed project would not result in inadequate emergency access.

f. Result in inadequate parking capacity?

No Impact. The parking lot for the proposed project includes 361 spaces with easy access to all active and passive recreation areas. Based on the project trip generation estimates a total of 486 daily trips (243 in and 243 out) are expected in the peak weekend period (see Appendix D). If all the inbound trips (243 vehicles) arrived at the park and stayed during one period, the 361 spaces would be more than adequate to meet the demand. Therefore, it is anticipated that the 361-parking space supply would be adequate to serve the parking needs of the Taylor Yard Park development on site.

g Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The proposed project would not conflict with adopted policies or existing facilities related to alternative transportation. In fact, the proposed park would include bike paths, which would support alternative transportation policies. The park improvements are also compatible with future roadway improvements planned for the San Fernando Road corridor.

4.16 UTILITIES AND SERVICE SYSTEMS - Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. Wastewater generated by the proposed project would be collected and transported through local, trunk, and mainline sewers to the Hyperion Treatment Plant (HTP) in Playa Del Rey. The HTP currently provides wastewater treatment for nearly all of the City of Los Angeles, as well as several contract cities (including Santa Monica, Beverly Hills, Burbank, Culver City, El Segundo, Glendale, and San Fernando) and portions of Los Angeles County. The quality of wastewater from the proposed project is expected to be typical and would not exceed wastewater treatment requirements of the RWQCB.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed project is expected to generate minimal quantities of wastewater. The site would accommodate drinking fountains, a restroom facility, and a concessions building, which would produce wastewater.

The HTP's capacity is 450 million gallons per day (MGD) with full secondary treatment. The HTP treated approximately 358 MGD in 2000 (DWP 2000). The wastewater generated by the proposed project would represent a fractional percentage of the HTP daily treatment capacity. HTP could adequately accommodate additional wastewater generated by the proposed project. Operation of the park would not result in a significant impact to wastewater treatment facilities.

The Northeast Interceptor Sewer (NEIS) is under construction and runs adjacent to the proposed project site. Wastewater from the project site would be directed into the NEIS either directly or by means of another pipeline in the area. NEIS will provide additional capacity for projected wastewater flows. The sewer project is expected to be completed by December 2004, prior to park operation. Therefore, there will be more than enough sewer capacity in the NEIS by the time the park is complete and construction or expansion of existing sewer lines would not be required.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. See checklist Section 4.8 (e) above.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact. Water is supplied to the project area by the City of Los Angeles Department of Water and Power (LADWP). The existing capacity of LADWP's water system (as a function of total supply, water mains, pumping stations, etc.) to deliver water to LADWP's customers is

in excess of 1.117 billion gallons per day. LADWP estimates that the long-term safe yield of its water supplies is approximately 1.098 billion gallons per day (City of Los Angeles 2003a).

Annual water demand in Los Angeles is approximately 660,000 acre-feet (AF) with an average per capita use of 150 gallons per day. The City's water demand is expected to grow to 756,000 AF per year by 2015 (City of Los Angeles 2003a).

The proposed project would consume water for drinking, sanitation, and irrigation of landscaping, playing fields, and riparian areas. The landscaping and riparian areas would not require substantial amounts of water, considering most of these plants will be native species that do not required much, if any, irrigation. Some of the playing fields may utilize artificial turf, which would also decrease the water demand. Given that LADWP estimates that the long-term safe yield of its water supplies is approximately 1.098 billion gallons per day, the increased water use for the park would not create a significant impact on water supply.

e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. See response to 4.16 (b) above.

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

Less than Significant Impact. Solid waste generated during project construction would be limited to minor demolition debris and construction materials. As discussed in Section 2.5, disposal of demolition and construction materials would occur in accordance with federal, state, and local regulations at permitted landfills. Construction contractors would be encouraged to recycle construction materials. Non-recyclable solid waste generated during construction may be disposed of in the Bradley landfill or Sunshine Canyon landfill, the two nearest landfills. Also available are other landfills in Los Angeles County, Orange County, and Riverside County. Overall minimal construction wastes would be generated and existing disposal facilities would provide adequate permitted capacity for disposal.
Operation of the park would generate park patron waste and green waste from landscaping. Although park waste would be relatively minimal and are not likely to significantly affect the capacity of existing disposal facilities, a comprehensive recycling program for glass, metal, and plastic containers as well as vegetative materials would be created to reduce the solid waste going to landfills. This program is described in Section 2.5.

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

Less than Significant Impact. The project would conform to all applicable state and federal solid waste regulations, and the City's portion of the project would conform to the recycling programs required of City organizations. See Section 4.16(f).

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

Less than Significant after Mitigation. The proposed project has the potential to slightly degrade the immediate environment during construction due to potential air quality impacts from construction activity. Fugitive dust and other pollutants generated by construction activity and vehicles could result in potentially significant air quality impacts, which would be mitigated to less than significant levels.

Although the project would not result in impacts to any sensitive wildlife or plants, some removal of native plant communities (freshwater march and riparian woodland) would occur as a result of the park construction. None of the project impacts would substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. In addition, mitigation measures are provided to reduce any potential impacts to biological resources to a less than significant level.

The project would not eliminate important examples of the major periods of California history or prehistory.

b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

Less than Significant Impact. The proposed project is located in a highly developed portion of Northeast Los Angeles. Cumulative development within the project area and the region could result in potentially significant environmental impacts. There are nine projects in the project vicinity that would contribute to cumulative project impacts. The traffic report included these nine related projects in the traffic and circulation impact analysis (see Appendix D). The project, in conjunction with nearby projects, would not result in significant cumulative impacts related to traffic or any other environmental issues. Future development is anticipated and planned for in various local and regional plans applicable

to the project area including the City of Los Angeles General Plan, the Northeast Los Angeles Community Plan, the South Cost Air Quality Management District Air Quality Management Plan, the Regional Transportation Plan, the Regional Water Quality Control Plan, and the Southern California Association of Governments Regional Comprehensive Plan and Guide. The environmental documents prepared for these documents address the significant cumulative effects of future development that could occur under the plans and identify ways to mitigate those effects. According to the *State CEQA Guidelines* (Section 15064(i)(3)), a Lead Agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. The proposed development is consistent with local and regional land use, air quality, water quality and transportation plans. The development of a park on Parcel D of the Taylor Yard complex would not result in cumulatively considerable impacts.

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

Less than Significant after Mitigation. The project would not result in substantial adverse effects on human beings, either directly or indirectly. Mitigation measures are provided in Sections 4.1, 4.3, 4.4, and 4.7, in order to reduce the project's effects on aesthetics, air quality, biological resources, and hazards and hazardous materials, respectively, below the level of significance. No additional mitigation measures would be required.

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SECTION 5.0
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SECTION 6.0
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CHAPTER 7.0
RESPONSE TO COMMENTS

The Draft MND was distributed for public review on February 27, 2004, initiating a 30-day public review period pursuant to CEQA and its implementing guidelines. During this public review period, a total of five timely letters of comment were received from public agencies and one timely letter of comment was received from a citizen. Two late letters of comment were received from public agencies. All of the comment letters are listed in the following table and the corresponding State responses are provided in this section. A copy of each comment letter is provided prior to each response.

Table 7-1. List of Comment Letters from Draft MND

Letter No.	Agency/Organization/Individual	Date Received
1	Governor's Office of Planning and Research *Signed: Terry Roberts, Director*	March 30, 2004
2	California Department of Fish and Game *Signed: C.F. Raysbrook, Regional Manager*	March 25, 2004
3	California Department of Transportation *Signed: Cheryl J. Powell, IGR/CEQA Program Manager (late)*	April 1, 2004
4	Southern California Association of Governments *Signed: Jeffrey M. Smith, AICP, Senior Review Planner*	March 4, 2004
5	City of Los Angeles Department of Transportation *Signed: Mike Baghere, Transportation Engineer,*	March 26, 2004
6	Southern California Regional Rail Authority *Signed: David Solow, Chief Executive Officer*	March 24, 2004
7	Citizen 1 *Signed: Joyce Dillard*	March 29, 2004
8	County of Los Angeles Fire Department *Signed: David R. Leininger, Chief, Forestry Division (late)*	April 16, 2004

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Insert OPR letter

Letter 1: Governor's Office of Planning and Research

Comment No.	Response
1-1	The Governor's Office of Planning and Research acknowledges the Department's compliance with the requirements for draft environmental documents, pursuant to CEQA.

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Letter 2: California Department of Fish and Game

Comment No.	Response
2-1	The California Department of Fish and Game (CDFG) commented that the MND did not include Figure 1 from Appendix B, Biological Resources Existing Conditions Report. Figure 1 was mistakenly not included in Appendix B, and has been added to Appendix B of this Final MND.
2-2	Please see response to comment 2-1.
2-3	CDFG is concerned with protection of migratory nongame native bird species, protected by the Federal Migratory Bird Treaty Act (MBTA). Mitigation measure BIO-2 requires compliance with the MBTA and ensures that impacts to migratory nongame native bird species would be less than significant.
2-4	CDFG recommends that focused surveys for Western spadefoot toad (*Scapheopus hammondii*) be conducted within and in the vicinity of the freshwater marsh habitat at the project site. A focused survey for the Western spadefoot toad was conducted on April 8, 2004 by a California State Parks biologist. Egg-mass searches and tadpole collections were conducted during the day and the site was surveyed by car and by foot during the night. Pacific treefrog (*Hyla regilla*) were found in several ponded areas; however, no Western spadefoot toads were found on the site. A complete survey report (including a map of the survey areas and photographs of the pacific treefrog tadpoles) is included as a new Appendix (E) in this Final MND.
2-5	CDFG commented that the presence of a special status species would require further consideration under CEQA regarding impacts, avoidance and mitigation measures. As discussed in response to comment 2-4, no Western spadefoot toads, eggs, or tadpoles were observed onsite during the focused surveys on April 8, 2004.
2-6	CDFG requests that a discussion on the hydrologic connectivity with the project subsurface and the L.A. River should be discussed in the MND. The project site is located within the San Fernando Groundwater Basin which lies within the Upper Los Angeles River Area. The Pollock Well Field is located within the basin and under the project site. The general groundwater flow direction under Taylor Yard is to the south-southeast. As noted in the comment, groundwater levels and pooled runoff do support vegetation on the site, including some riparian and freshwater marsh areas; however, the proposed project site does not maintain a hydrological connection to the L.A. River that would be subject to CDFG jurisdiction. The State and the City understand the importance of providing natural open space at Taylor Yard, particular considering the proximity of the project site to the L.A. River. As such, almost half of the site would remain as natural open space after implementation of the project. In fact, the biological value of the site would be enhanced by the creation of a natural river oxbow along the park's southwest boundary. The design of this river oxbow has been

further refined since the release of the Draft MND to include an even greater coverage of natural vegetation, including areas specifically designed to mitigate for the project's impacts to freshwater marsh habitat. In order to meet the mitigation requirements described in measure BIO-1 at a minimum ratio of 1:1, design revisions were made and are reflected in the conceptual design plans.

2-7 CDFG commented that a Streambed Alteration Agreement (SAA) and project consultation with CDFG may be required. Past surveys indicate that the project site does not support a lake or streambed, bank or channel or associated riparian resources. Accordingly, the site would not fall within the jurisdiction of CDGF under Section 1600 of the California Fish and Game Code. If it is determined that a SAA is required, the State and City will comply with these requirements.

2-8 CDFG recommends that all areas supporting hydrophytic cover be mapped to assess potential impacts to wetlands from the proposed project. Areas mapped in Figure 1 of Appendix D of the MND were field confirmed on April 20, 2004. A map of the vegetation communities (including freshwater marsh and disturbed riparian woodland habitats) is included in Appendix F.

2-9 CDFG requires that any loss of freshwater marsh habitat must be mitigated at a minimum 1:1 ratio, including the creation of seasonal ponds. One of the primary components of the passive recreation area includes habitat restoration and creation of a natural wash in the State-operated portion of the park. A river ox-bow, or riparian natural area, would be located on the southwest side of the park. Mitigation measure BIO-1 would be incorporated into the design and construction of the natural parkland area (including the natural wash and freshwater marsh), and would require a minimum 1:1 compensation for the freshwater marsh and riparian woodland areas impacted, reducing impacts associated with riparian habitat loss to a less than significant level. These impacts will be mitigated with the creation of freshwater marsh and riparian woodland habitat at a minimum ratio of 1:1. See response to comment 2-6.

2-10 CDFG recommends that buffers are included between existing or proposed development and existing wetlands or wetland compensation sites. As shown in Figure 2-4 of the MND, the natural parkland area would be located away from the City's active park uses. In addition, the entire site would be fenced to buffer the park from the surrounding streets, which would limit access to the park through sensitive areas.

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Letter 3: California Department Transportation

Comment No.	Response
3-1	The California Department of Transportation (Caltrans) commented that the SR-2 southbound ramps/San Fernando Road interchange would result in a cumulative effect, worsening traffic and this intersection, and recommends implementation of Transportation Demand Measures (TDM). The Traffic Study (Appendix D) found that the proposed project would have a minimal effect on weekday morning and evening peak hours; therefore, the report studied intersections at the weekend midday peak hour. Projects in the vicinity of the proposed project that would have an impact on the SR-2 southbound ramps/San Fernando Road interchange during peak weekday hours have included mitigation to reduce impacts to this interchange. In addition, TDMs for a park development are not feasible. TDMs are typically successful when the trips are somewhat controllable (e.g., employees of a single tenant office development). There is a greater chance of reducing trips for these types of developments through carpooling/vanpooling incentives, transit passes, options for telecommunicating, flexible work schedule, etc. Outside of the employees of the park, these conditions do not exist with park use. In a park setting, the majority of trips made to and from the park are discretionary (i.e., they are not governed by a work schedule), would occur throughout the day, and are not necessarily concentrated within a specific time period. This makes it difficult to have any type of successful TDM program. The City and State are, however, coordinating with the Metropolitan Transit Authority to add a bus stop on San Fernando Road near the park, which would decrease the number of trips to the park.
3-2	Caltrans requested that truck trips be limited to off-peak commuting periods as much as possible. The construction traffic control plan includes the provision of limiting truck trips to off-peak hours during construction.

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Letter 4: Southern California Association of Governments

Comment No.	Response
4-1	The Southern California Association of Governments (SCAG) determined that the proposed project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and CEQA Guidelines, and thus has no comments.
4-2	The SCAG Clearinghouse number for the Taylor Yard Park Development Project is 20040110. As SCAG's request, this number will be used in all future correspondence with SCAG concerning this project.

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Letter 5: City of Los Angeles Department of Transportation

Comment No.	Response
5-1	The City of Los Angeles Department of Transportation (LADOT) requests clarification regarding which agency would prepare the construction staging, worksite traffic control, detour, and haul route plans. The wording on page 4-38 has been revised to indicate that the State and the City will be responsible for preparation of the construction staging, worksite traffic control, detour, and haul route plans.
5-2	LADOT commented that the Traffic Study should not reference morning and evening peak hour traffic volumes in the traffic analysis. The reference to morning and evening peak hour traffic volumes in Appendix D was incorrect. This reference has been changed to read "midday peak hour traffic volumes" in the Final MND.
5-3	LADOT recommends that the construction traffic control plan be submitted to LADOT for review and approval prior to the start of any construction work. The construction traffic control plan will be prepared by the State and the City and will be submitted to LADOT for review and approval. The details of the construction traffic control plan are described on page 2-14 and page 4-38 of the MND.
5-4	LADOT commented on the highway dedication and street widening requirements for the project. The City Bureau of Engineering coordinated the design of the streetscape improvements described in the MND.
5-5	LADOT indicated that the project will require consultation with the LADOT's Citywide Planning Coordination Section to avoid delays in the building permit approval process. The State and the City will coordinate with the LADOT's Citywide Planning Coordination Section prior to approval of the plans and specifications.

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Letter 6: Southern California Regional Rail Authority

Comment No.	Response
6-1	The Southern California Regional Rail Authority (SCRRA) noted that they were not included on the Notice of Availability mailing list for the document. SCRRA will be included on all future mailing lists for this project.
6-2	The SCRRA confirmed that the railroad right-of-way west of Parcel D is owned by MTA and is operated by Metrolink, Amtrak, and the Union Pacific.
6-3	The SCRRA commented that Figure 2-4 incorrectly identified the Metrolink's Central Maintenance Facility Access (Private Road) as Kerr Road. The State maintains partial (1/3) ownership of the Private Road, shared with Metrolink and Union Pacific. The roadway has been correctly identified as 'Private Road' in Figure 2-4 in this Final MND.
6-4	The SCRRA commented that turning from the Private Road onto San Fernando Road is extremely difficult, and that the traffic report should analyze this intersection. The proposed project includes two traffic signals on San Fernando Road, at Future Street and Elm Street. The new intersections would improve access and egress from the Private Road onto San Fernando Road. This would also improve pedestrian access and safety at San Fernando Road. Currently, no signal is planned for the Private Road, as indicated in the comment.
6-5	The SCRRA requested that the State coordinate with the City of Los Angeles, Bikeway Section, to discuss the planned bike trail and traffic signal at the Private Road/San Fernando Road intersection. See response to Comment 5-4. The Taylor Yard park development project does not include a bikeway or trail along the Private Road. Future bikeway and trail planning is currently being coordinated with the City's Bikeway Section.
6-6	The SCRRA requested that the park entrances be clearly marked to avoid park users mistakenly turning onto the Private Road. The park entrances will be clearly marked with official signs. The park entrances would both be signalized, which would also discourage public use of the Private Road.
6-7	The SCRRA recommended the installation of a minimum 6-foot high block wall along the entire project site adjoining the railroad property line to the west, as well as a fence or wall on the southern property line. The park development would include a fence around the entire property boundary. This has been clarified in the Final MND. Your recommendation to construct a 6-foot high block wall along the entire project site adjoining the railroad property line to the west will be considered by the State and City in the decision-making process.
6-8	The SCRRA recommended that landscaping or wall clinging vines be used to cover both sides of the block wall to discourage graffiti. Graffiti is not anticipated, as a perimeter fence would be installed, not a block wall. The

suggestion will be considered by the State and City in the decision-making process.

6-9 The SCRRA is concerned that the stormwater from Parcel D would increase runoff draining onto railroad property. Several park features were designed to minimize runoff and to keep runoff on site. For example, a portion of the parking lots would incorporate semi-pervious materials along with stormwater recharge beds and bioswales to allow a large percentage of the precipitation and other runoff to infiltrate into the underlying soil. In addition, the park design includes elements, such as the river ox-bow, that would keep stormwater and runoff on site. The project would not alter drainage patterns or surface runoff in a manner that would result in flooding on- or off-site.

6-10 The SCRRA requests that the park concept plan include an access road from the west end of the soccer field cul-de-sac to the western property line. Your request will be considered by the State and City in the decision-making process.

6-11 The SCRRA requests that the State enter into SCRRA's Right-of-Entry agreement (SCRRA Form No. 6) for project construction. The City and State will coordinate with all adjacent land owners, including MTA, regarding right-of-way access during construction.

6-12 The SCRRA requests that they, as well as the MTA, are notified of any Taylor Yard development details that could impact the right-of-way. The State will coordinate future planning at Taylor Yard with SCRRA and MTA. Acquisitions at Taylor Yard by other entities will be responsible for their own notification process.

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Letter 7: Citizen 1 (Joyce Dillard)

Comment No.	Response
7-1	Ms. Dillard commented that March 29, 2004 was a City holiday and that City review locations were closed. The 30-day public review period for the document was from February 27, 2004 through March 29, 2004. The document was available for public review at the following locations: Los Angeles Central Library (630 West Fifth Street, Los Angeles, CA 90071); Cypress Park Branch Library (1150 Cypress Avenue, Los Angeles, CA 90065); State of California Department of Parks and Recreation (700 North Alameda Street, Room 502, Los Angeles, CA 90012); and the City of Los Angeles Department of Recreation and Parks (200 North Main Street, Room 1250, Los Angeles, CA 90012). The document was also available online at: • http://eng.lacity.org/techdocs/emg/Environmental_Review_Documents.htm • http://www.parks.ca.gov/default.asp?page_id=983 Comment letters postmarked by March 29 were accepted by the State. As discussed above, the document was available for review at several locations, including online. Therefore, the closure of City review locations on March 29, 2004 did not affect the public review process.
7-2	Ms. Dillard commented that it was difficult to find the site because no assessor's parcel number (APN) was given. The APN for the project site is 5442002001. The address of the site (1900 San Fernando Road) was included on page 3-1 of the MND.
7-3	Ms. Dillard provided additional information regarding the project. This information will be considered by the State and City in the decision-making process.
7-4	Ms. Dillard commented that the project site has not been cleared or certified for reuse. Ms. Dillard references Profile Report ID 19470006-Southern Pacific-Taylor Yard/Active. This profile report includes all parcels (A, B, C, D, E, F, G, H, I, and J) in the Taylor Yard complex. The Taylor Yard complex was designated by DTSC as a brownfield site after soils were found to be contaminated through analyzing soil samples, groundwater samples, and installing monitoring wells. As a result, DTSC undertook an extensive analysis of the contaminated soils and developed an action plan for remediation, the *Remedial Investigation/Feasibility Study* (RI/FS). DTSC supervised the toxic clean-up on the Sale Parcels (Parcels A, B, C, D, E, F) in 1997. Following the site cleaning, approval was given for partial site closure while deed restrictions were under negotiation (DTSC 2003b). Environmental Resources Management (ERM) prepared a LEADSPREAD model to evaluate the risk of lead exposure from the soil on Parcel D. On September 16, 1998, DTSC granted partial closure for soil at Parcel D (ERM 2003). Based on the evaluation, DTSC prepared the *Explanation of Significant Differences for Union Pacific Railroad Company Taylor Yard – Sale Parcel Site, Hump Yard Area* [Parcel D], dated January 30, 1998. This

report concluded that soil cleanup levels for lead for residential and unrestricted use were established for the site and that residual lead concentrations would not pose an unacceptable risk if the site were developed for residential or unrestricted use.

The proposed park development would occur only on Parcel D; thus, the MND analyzes the contamination status of Parcel D and not the entire Taylor Yard complex. The ongoing Removal Action Workplan that Ms. Dillard references relates to the Active Yard (Parcel G-2) and would not affect the proposed project. In addition, mitigation measures provided in Section 4.7 of the MND would ensure that impacts related to soil contamination would be less than significant. Measure HAZ-1 would require DTSC approval of the project's grading plans prior to construction.

7-5 Ms. Dillard provided additional information regarding the project. This information will be considered by the State and City in the decision-making process.

7-6 Ms. Dillard questioned if Prop K and Prop 40 funds can be used on unremediated sites. As discussed in response to comment 7-4, the site has been remediated and DTSC approval of the project's grading plans will be required prior to construction.

7-7 Ms. Dillard is concerned that the light and glare resulting from the project would cause accidents on San Fernando Road. The streetscape improvements and new traffic signals on San Fernando Road would improve pedestrian and vehicle safety along this roadway. The proposed park would include lighting for security and recreational facility usage. As discussed in Section 4.1 of the MND, no impacts from light and glare would occur as a result of the proposed project. Please see Section 4.1(d) for further clarification on this issue.

7-8 Ms. Dillard is concerned that the project would result in significant air quality impacts. As evaluated in Section 4.3, air quality emissions from the proposed park development would not result in significant air quality impacts. The analysis of CO hotspots was expanded in this Final MND. This analysis verifies that the project would not result in CO hotspots and that the project would not submit sensitive receptors at the park or nearby to substantial pollutant concentrations.

7-9 Ms. Dillard asked if a formal biological resources study had been completed for the project. An evaluation of the existing biological resources is provided in Appendix B and discussed in Section 4.4 of the MND.

7-10 Ms. Dillard commented on the Cultural Resources Technical Report (Appendix C), referencing a comment letter dated September 8, 1978. The comment letter noted that no cultural resources survey of the project area had been made. The Cultural Resources Technical Report (2003) noted that nine previous archeological studies had been conducted within a ½ mile radius of the property. These surveys took place from 1989-2000; therefore, the 1978 letter could not have recognized these studies.

A records search was conducted at the South Coast Information Center on May 28, 2002 for the project site. The results of that inquiry were negative. No prehistoric archaeological sites or historic archaeological sites are recorded in the project area or within a ½ mile radius of the property boundaries. This is consistent with the findings of the nine previous studies that were conducted (Appendix C). Please see Appendix C for a description of the potential cultural resources on Parcel D, as well as a list of the previous archeological studies conducted within a ½ mile radius of the property.

7-11 Ms. Dillard questioned where the soils report was located that was used for the liquefaction analysis in the MND. As stated in Section 4.6, the site is prone to liquefaction hazards. According to the California Division of Mines and Geology (CDMG) *Seismic Hazard Zones Map for the Los Angeles* quadrangle (Released on March 25, 1999), the Taylor Yard complex is located in an area of liquefaction potential. This is due to the high water table and soils conditions under the site. Because the site is located in a liquefaction hazard zone, mitigation measures, as defined in Public Resource Code 2693(c), would be required for construction of the park facilities. As a standard practice, a soils report would be prepared and would make foundation design recommendations to minimize the potential for liquefaction impacts. No large structures are proposed for the project. Impacts related to liquefaction would be less than significant.

7-12 Ms. Dillard provided additional information regarding the project. This information will be considered by the State and City in the decision-making process.

7-13 Ms. Dillard asked if caves near the Los Angeles Freight House and Midway Yard would affect the proposed project. The Los Angeles Freight House is located in an area bounded by 7th Street, Alameda Street, 8th Street and Central Avenue, and Midway Yard is located across the L.A. River from Parcel D. These locations are not on or adjacent to the project site. The caves associated with these locations would not affect the proposed project.

7-14 Ms. Dillard commented that the site is not cleared for reuse. Please see response to comment 7-4.

7-15 Ms. Dillard asked if the materials from the manufacturing and railroad sites had been mitigated. Please see response to comment 7-4.

7-16 Ms. Dillard provided additional information regarding the project. This information will be considered by the State and City in the decision-making process.

7-17 Ms. Dillard asked if the water quality was safe for children and seniors. As discussed in Section 4.7(a) of the MND, groundwater in the vicinity of the project site is at depths of 20 to 65 feet. It is not anticipated that project excavations would be deep enough to encounter groundwater; however, if any excavations encounter groundwater during construction, dewatering and

treatment of contaminated groundwater would be required prior to discharge. Mitigation measures are provided to address potential impacts related to groundwater contamination during construction (HAZ-4). Potable water at the project site would be provided via utility lines connected to the City's potable water supply. Groundwater would not be used for any purposes at the project site.

7-18 Ms. Dillard commented that the document did not address the City General Plan and Community Plan. The project site is within the boundaries of the Northeast Los Angeles Community Plan; however, the park is located on State-owned land and is not subject to local planning guidelines. Nevertheless, the project is consistent with the General and Community plans. The proposed project's consistency with this plan is discussed in Section 4.9, Land Use and Planning.

7-19 Ms. Dillard asked about the mineral resources on the project site. The primary mineral resources on the site and along the adjacent stretch of the L.A. River are gravel and sand deposits. The site has not been classified as a locally important mineral recovery site. No impacts to mineral resources would occur as a result of the project.

7-20 Ms. Dillard commented on the increased potential for gang related activity and homeless use of the project site. The proposed project would increase public safety at the park by providing State Park Rangers to police the site during park hours. In addition, security lighting would be installed at the park, 24-hours a day. Currently, there is no police or ranger presence at the park, nor is there security lighting. The proposed project is not anticipated to increase gang activity or homeless use of the site.

7-21 Ms. Dillard is concerned with noise echoing resulting from the project. Due to the openness of the site and large amount of soft ground and vegetation, there would be a very low probability of reflected noise occurring within the site. Accordingly, reflected noise is not further addressed in this MND.

7-22 Ms. Dillard is concerned about gang crime, drug trafficking, and homeless occupation of the park. Please see response to comment 7-20.

7-23 Ms. Dillard asked if there were resources to guarantee public services at the park. The proposed project area is served by the City of Los Angeles Police Department, Northeast Division. Police protection in the Northeast Division on average provides better coverage than in the City as a whole. The proposed project site is served by the City of Los Angeles Fire Department Station Number 44 and from Fire Station Number 50 for major incidents. In addition, State Parks Rangers would police the site during park hours. As described in the Section 4.13 of the MND, no impacts to police or fire protective services would occur.

7-24 Ms. Dillard is concerned with the traffic on San Fernando Road and its relationship to the Northeast Linkages Plan. Traffic on San Fernando Road was analyzed during the weekend midday peak park use hours (see Appendix D). The Northeast Linkages Plan was not specifically addressed in the MND

because the project is currently in concept phase. The design of the streetscape improvements were coordinated with LADOT and are consistent with the City's long-term plans to improve the San Fernando Road corridor.

7-25 Ms. Dillard is concerned with the City sewer plan reconstruction. The Northeast Interceptor Sewer (NEIS) is under construction and runs adjacent to the proposed project site. Ultimately, wastewater from the project site would be directed into the NEIS either directly or by means of another pipeline in the area. NEIS will provide additional capacity for projected wastewater flows. Construction of the NEIS may occur simultaneously with the proposed park; however, the sewer construction would occur underground and would not affect park construction.

7-26 Ms. Dillard commented on the past projects that have occurred on Parcel D. The MND evaluates the proposed project and takes into account past projects and their effect on the existing conditions of the site. As mentioned in response to comment 7-4, past use of the property that resulted in hazardous waste has been remediated on the site and approved by DTSC for development.

7-27 Ms. Dillard commented that an EIR is necessary to evaluate the proposed project. The Initial Study checklist prepared for this MND did not identify any potential unavoidable significant impacts that would result from the proposed project; therefore, under CEQA, an EIR level evaluation is not required for the project.

7-28 Ms. Dillard is concerned that the document did not properly address the entire history of the site. The Cultural Resources Technical Report (Appendix C) summarizes the history of the project site. Contamination resulting from past use of the site has been addressed by DTSC and is reflected in the document. As mentioned in response to comment 6-4, potentially hazardous soil conditions have been remediated on the site and approved by DTSC for development. In addition, final approval of the project's grading plans is required by DTSC prior to construction.

7-29 Ms. Dillard referenced a form filed for the fiscal year ending December 31, 2003, by Union Pacific Railroad Company (UPRC) that acknowledges criminal charges for alleged releases of oil contaminated wastewater from Taylor Yard. UPRC currently owns and operates Parcel G-2, and operates on Parcel A. Parcel D was purchased by the State from a private land developer for parkland development in 2001. The alleged releases of oil contaminated wastewater by UPRC in the fiscal year ending December 31, 2003 did not occur on Parcel D, as this parcel was not owned or operated by UPRC.

7-30 Ms. Dillard provided five enclosures with her comment letter. These enclosures are on file at the State Parks Southern Service Center and will be considered by the State and City in the decision-making process.

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Letter 8: County of Los Angeles Fire Department

Comment No.	Response
8-1	The County of Los Angeles Fire Department (LAFD) Planning Division commented that the project location is within the City of Los Angeles jurisdiction and is not a part of the emergency response area of the consolidated fire protection district.
8-2	The LAFD Land Development Unit commented that the project location is within the City of Los Angeles jurisdiction and that it is located in close proximity to the jurisdictional area of LAFD. However, the project is unlikely to have an impact on LAFD facilities.
8-3	The Forestry Division acknowledges that the areas germane to their responsibilities have been addressed in the document.

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SECTION 8.0
MITIGATION MONITORING AND REPORTING PROGRAM

Public Resources Code, Section 21081.6 requires that mitigation measures identified in environmental review documents prepared in accordance with CEQA are implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during the final plans and specifications and project construction phase of the Taylor Yard Park Development Project.

The California Department of Parks and Recreation (State) is the lead agency responsible for implementation of the mitigation measures identified in the MND. This MMRP provides the State with a convenient mechanism for quickly reviewing all the mitigation measures including the ability to focus on select information such as timing. The MMRP includes the following information:

- the phase of the project during which the required mitigation measure must be implemented;
- the phase of the project during which the required mitigation measure must be monitored;
- the enforcement agency; and
- the monitoring agency.

The MMRP also includes a checklist to be used during the mitigation monitoring period. The checklist will verify the name of the monitor, the date of the monitoring activity, and any related remarks for each mitigation measure.

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Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
AESTHETICS						
AES-1 Use technologies to reduce light emissions that include full cutoff luminaries and low-reflectance surfaces. Low-angle spotlights would also be used.	Final Plans and Specifications	Construction; Operation	California Department of Parks and Recreation			
AES-2 Reduce the height of the outdoor light fixtures where possible to reduce light trespass and pollution.	Final Plans and Specifications	Construction; Operation	California Department of Parks and Recreation			
AIR QUALITY						
AIR-1 All construction vehicles shall be properly maintained and operated.	Construction	Construction	California Department of Parks and Recreation			
AIR-2 Aqueous diesel fuels shall be used in all construction equipment, where feasible.	Construction	Construction	California Department of Parks and Recreation			
AIR-3 Diesel oxidation catalysts shall be used in all construction equipment, where feasible.	Construction	Construction	California Department of Parks and Recreation			
AIR-4 The following measures shall be incorporated into the project to minimize emissions of fugitive dust, including PM_{10} and $PM_{2.5}$: • Land disturbance shall be minimized to the extent feasible. • Haul trucks shall be covered when loaded with fill	Construction	Construction	California Department of Parks and Recreation			

[1] The Implementation and Monitoring phases are broken down into four categories: Final Plans and Specifications, Pre-Construction, Construction, and Operation. "Final Plans and Specifications" indicates that the mitigation measure must be incorporated into the final approved design, plans, and specifications for the project. "Pre-Construction" refers to measures that are required prior to the start of construction. "Construction" refers to all aspects of project construction, including, but not limited to, site preparation, paving, material hauling, and construction of new facilities. "Operations" includes all measures that must be implemented during routine operations of the park.

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
material. • Surfaces of dirt piles shall be stabilized if not removed immediately. • Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried from the project site. • Disturbed areas that will not be paved as part of the proposed action shall be revegetated to prevent soil erosion.						
AIR-5 During high wind conditions (greater than 25 miles per hour), the following measures shall be incorporated into the project to minimize emissions of fugitive dust: • Cease all earth-moving activities or apply water to soil not more than 15 minutes prior to moving such soil. • For disturbed surfaces to be left inactive for several days, apply water with a chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of 6 months; or apply chemical stabilizers prior to wind event; or apply water to all unstabilized disturbed areas three times per day; or utilize a combination of these actions. • For unpaved roads, apply chemical stabilizers prior to wind event, or apply water once per hour during active operation, or stop all vehicular traffic. • For open storage piles, apply water once per hour, or install temporary coverings. For paved road track-out, cover all haul vehicles, or comply with vehicle freeboard requirements of Section 23114 of the	Construction	Construction	California Department of Parks and Recreation			

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
California Vehicle Code for both public and private roads.						
BIOLOGICAL RESOURCES						
BIO-1 To compensate for the impacts to the isolated areas of freshwater marsh (approximately 1.3 acres) and disturbed riparian woodland (approximately 1.7 acres), the native plant species in these communities lost via site development should be incorporated into features of the proposed buildout. The area of the earthen-bottom channel, or river ox-bow, proposed in the project design, and other features incorporated into the natural parkland area, shall provide a minimum 1:1 compensation for the marsh and riparian woodland areas impacted. To the extent feasible, individual willows, cottonwoods, and other native tree and shrub species should be salvaged and re-planted into appropriate areas onsite.	Final Plans and Specifications	Construction	California Department of Parks and Recreation			
BIO-2 Should tree removal or grading operations occur during the breeding season (generally March 1-August 31, as early as February 1 for raptors) for migratory nongame native bird species, weekly bird surveys would be performed to detect any protected native birds in the trees to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The surveys would be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting breeding bird surveys. The surveys would continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the City/State would delay all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue the surveys in order to locate any nests. If an	Final Plans and Specifications	Construction	California Department of Parks and Recreation			

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel would be instructed on the sensitivity of the area. The results of this measure would be recorded to document compliance with applicable State and Federal laws pertaining to the protection of native birds.						
HAZARDS AND HAZARDOUS MATERIALS						
HAZ-1 Prior to earthwork and construction activities on Parcel D, the State and the City shall submit the project grading plans to DTSC for concurrence that the project is cleared for recreational development and is consistent with approvals described in the *Explanation of Significant Differences for Union Pacific Railroad Company – Taylor Yard – Sale Parcel Site- Hump Yard Area* (January 30, 1998). Approval to proceed with the recreational development on Parcel D shall be documented in writing.	Construction	Construction	California Department of Parks and Recreation			
HAZ-2 During project construction, soil sampling shall occur on a weekly basis in areas of heavy ground disturbance to ensure that construction workers and future park users are not exposed to contaminated soil. Samples will be screened for petroleum hydrocarbons, soluble lead, volatile organic compounds (VOCs), and semivolatile organic compounds. If soil contamination levels are encountered that exceed regulatory standards, grading activities in the area(s) of contamination shall be halted until appropriate remediation measures are identified and approved by DTSC.	Construction	Construction	California Department of Parks and Recreation			

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
HAZ-3 If contaminated soils are encountered during construction, operations shall be stopped in the vicinity of the suspected impacted soil. Surface samples shall be analyzed using appropriate collection and sampling techniques. Once an area of contamination is identified, soils shall be segregated, sampled, and tested in order to determine the appropriate disposal and treatment options. If the soils exceed the applicable screening criteria established by the RWQCB or are classified as hazardous (according to Resource Conservation and Recovery Act [RCRA] and CCR Title 22), soils shall be hauled to a Class I landfill or other appropriate soil treatment and recycling facility.	Construction	Construction	California Department of Parks and Recreation			
HAZ-4 If groundwater is encountered during project grading or construction activities, construction shall be halted in the area until appropriate dewatering or avoidance measures are identified. If dewatering is required, the applicant shall procure a permit from the RWQCB for treatment and disposal of groundwater and shall comply with all provisions of the permit.	Construction	Construction	California Department of Parks and Recreation			

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CHAPTER 7.0
RESPONSE TO COMMENTS

The Draft MND was distributed for public review on February 27, 2004, initiating a 30-day public review period pursuant to CEQA and its implementing guidelines. During this public review period, a total of five timely letters of comment were received from public agencies and one timely letter of comment was received from a citizen. Two late letters of comment were received from public agencies. All of the comment letters are listed in the following table and the corresponding State responses are provided in this section. A copy of each comment letter is provided prior to each response.

Table 7-1. List of Comment Letters from Draft MND

Letter No.	Agency/Organization/Individual	Date Received
1	Governor's Office of Planning and Research *Signed: Terry Roberts, Director*	March 30, 2004
2	California Department of Fish and Game *Signed: C.F. Raysbrook, Regional Manager*	March 25, 2004
3	California Department of Transportation *Signed: Cheryl J. Powell, IGR/CEQA Program Manager (late)*	April 1, 2004
4	Southern California Association of Governments *Signed: Jeffrey M. Smith, AICP, Senior Review Planner*	March 4, 2004
5	City of Los Angeles Department of Transportation *Signed: Mike Baghere, Transportation Engineer,*	March 26, 2004
6	Southern California Regional Rail Authority *Signed: David Solow, Chief Executive Officer*	March 24, 2004
7	Citizen 1 *Signed: Joyce Dillard*	March 29, 2004
8	County of Los Angeles Fire Department *Signed: David R. Leininger, Chief, Forestry Division (late)*	April 16, 2004

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STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Acting Deputy Director

March 30, 2004

Ms. Karen Miner
California Department of Parks and Recreation
~~1900 San Fernando Road~~ 8885 Rio San Diego Drive, Suite 270
~~Los Angeles, CA 90065~~ San Diego, CA 92108

Subject: Taylor Yard Park Development Project MND
SCH#: 2004021121

Dear Ms. Karen Miner:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 29, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

State Clearinghouse Data Base

SCH# 2004021121
Project Title Taylor Yard Park Development Project MND
Lead Agency Parks and Recreation, Department of

Type Neg Negative Declaration

Description The proposed project includes the development of a 40-acre park at Taylor Yard Parcel on Parcel D. The property is owned by the California Department of Parks and Recreation (DPR). Approximately 20 acres would be operated by DPR as a passive park and the remaining 20 acres would be leased by the City of Los Angles for active park uses. The proposed project includes five main elements: active recreation; passive recreation; support facilities; parking and access; and streetscape improvements. Active recreation elements include soccer fields, baseball fields, a multi-purpose field, basketball courts, tennis courts, and children's play areas. Passive recreation elements include a natural parkland area with a natural drainage, picnicking areas, and landscaped open space. Over 350 parking spaces would be provided and two new intersections would be developed to provide park access from San Fernando Road. The Streetscape improvements of San Fernando Road would provide a buffer between the park and the street.

Lead Agency Contact

Name Ms. Karen Miner
Agency California Department of Parks and Recreation
Phone 619 220-5315 **Fax**
email
Address 1900 San Fernando Road
City Los Angeles **State** CA **Zip** 90065

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets San Fernando Road/Division Street
Parcel No. 5442005010
Township 1S **Range** 13W **Section** 9 **Base**

Proximity to:

Highways SR-2 and I-5
Airports
Railways Metrolink and Union Pacific
Waterways Los Angeles River
Schools approximately 12
Land Use Heavy Manufacturing/ Light Industrial

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Caltrans, Division of Transportation Planning; Integrated Waste Management Board; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; Santa Monica Mountains Conservancy; State Lands Commission

Date Received 02/27/2004 **Start of Review** 02/27/2004 **End of Review** 03/29/2004

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter 1: Governor's Office of Planning and Research

Comment No.	Response
1-1	The Governor's Office of Planning and Research acknowledges the Department's compliance with the requirements for draft environmental documents, pursuant to CEQA.

State of California – The Resources Agency ARNOLD SCHWARZENEGGER, *Governor*

DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

March 25, 2004

BY FACSIMILE AND U.S. MAIL

Ms. Karen Miner
California Department of Parks and Recreation
8885 Rio San Diego Drive, Suite 270
San Diego, CA 92108
Fax No.: (619) 220-5400

Draft Mitigated Negative Declaration for
Taylor Yard Park Development Project
Los Angeles County

Dear Ms. Miner:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the Initial Study (IS) and Draft Mitigated Negative Declaration (MND) for the above referenced proposed project relative to impacts to biological resources. The project proposal consists of the development of a 40 acre-park; 20 acres of which will be managed by the California Department of Parks and Recreation (DPR) as passive recreation including a natural park area with a natural drainage and 20 acres of which will be leased by the City of Los Angeles as active recreation including sports fields and associated parking and infrastructure. The proposed project is located in Parcel D in an area known as the Taylor Yard, City of Los Angeles. The site is bounded by San Fernando Road and commercial developments on the east, industrial uses to the south, Amtrak and Metrolink tracks to the west and a Federal Express facility to the north. The proposed project site supports a fresh water marsh, riparian woodland, mulefat scrub and exotic rudural vegetation and has been subject to past grading and dirt road incursions associated with past railroad operations. The Los Angeles (LA) River is located less than 0.2 of a mile to the west of the project site.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq) and Fish and Game Code Section 1600 et seq.:

List of Figures

1. Vegetation Communities – Page 4-10 states that vegetation communities are described and are shown on Figure 1 Appendix B of the MND. 2-1

   a. The referenced Figure 1 was not included in the MND submitted to the Department in Appendix B.

2. Freshwater Marsh Area – Page 4-11 references a Figure 1 showing on Parcel D where areas of freshwater marsh occur on the site and where past disturbances are evident. 2-2

   a. The MND submitted to the Department does not include Figure 1 as referenced.

Impacts to Biological Resources

1. Native Nesting Birds - Project impacts on nesting native birds should be evaluated. The proposed project will result in removal and/or disturbance of vegetation and ground substrates and therefore has the potential to directly impact nesting native bird species.

   a. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act(MBTA) of 1918(50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

   b. Proposed project activities (including disturbances to native and non-native vegetation and man-made nesting substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86). 2-3

   c. If the project activities cannot feasibly avoid the breeding bird season, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent should arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors). The surveys should be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys should continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work. If a protected native bird is found, the project proponent should delay all clearance/ construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel should be instructed on the sensitivity of the area. The project proponent should record the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of native birds.

2. Western spadefoot - The MND states that "grading and construction activities would result in the removal or disturbance of most of the vegetation on Parcel D including approximately 1.7 acres of riparian woodland and 1.3 acres of freshwater marsh." The MND states that "the aquatic phase of the California toad is found on the project site."

   a. The Department recommends that focused surveys for Western spadefoot toad (WS), a California species of special concern, be conducted within and in the vicinity of the freshwater marsh habitat at the project site. During a visit by Department staff on March 16, 2004 a brief call of a WS was thought to have been heard within the pond. Several unidentified frog or toad larva in early stages of development were seen in the ponds as well. Spadefoot toads are easily overlooked during site reconnaissance unless efforts are made to visit active breeding pools in the evening and collect and identify amphibian larva within the breeding pools. The presence of a WS persisting within the City of Los Angeles should be considered an asset to the City's natural biodiversity. Areas supporting WS should be avoided. If avoidance of WS breeding areas and upland habitat is not feasible, a salvage plan should be devised in the MND to collect WS for relocation into adjacent created pool areas. All salvage plans for WS should be approved by the Department before initiation. 2-4

   b. The presence of special status species would require further consideration under CEQA regarding impacts, avoidance and mitigation measures. Mitigation measures could include avoidance and permanent preservation of on-site habitat and/or permanent preservation of off-site habitat of similar or superior value. Under CEQA the Lead Agency shall declare a mandatory finding of significance and prepare an EIR for projects which will have the potential to restrict the number or reduce the range of an endangered, rare or threatened species (CEQA Guidelines Section 15065). Species considered California Species of Special Concern (CSC) also meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, Section 15380). 2-5

Impacts to Riparian Resources

1. Department Jurisdiction - The project site and much of the adjacent areas support riparian vegetation associated with mesic soil conditions. The MND states that these areas are isolated and are the result of project site disturbances from past grading and vehicle compaction. The Department questions this assumption based upon the wide spread occurrences of mulefat scrub and willows growing within Parcel D and surrounding areas and the fact that these vegetative communities appear to be persisting on the site throughout the long dry months without any apparent artificial irrigation or urban runoff sources. The DEIR states that depth to groundwater is as little as 25 feet within the San Fernando Groundwater basin in which the project site is included. Because the project site and vicinity are situated near the LA River a discussion on the hydrologic connectivity with the project subsurface and the LA River should be discussed in the MND. Hydrologic connectivity between the site and the LA River may place the proposed project site within the jurisdiction of the Department. 2-6

   a. The Department requires a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact (including preliminary geotechnical activities) of a 2-7

lake or streambed, bank or channel or associated riparian resources. The Department's issuance of a SAA is considered a project that is subject to CEQA. To facilitate our issuance of the Agreement, the Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to any lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. Please contact Ms. Betty Courtney, Environmental Scientist III, at (661) 263-8306, to clarify project boundaries and potential impacts to Department jurisdictional drainages. 2-7

Mitigation for Riparian Habitat

1. Wetland Delineation and Mitigation - The MND indicates that a wetland delineation was not conducted on the site because it is assumed in the MND that wetlands on the site are not within State or federal permitting jurisdictions. Mitigation for loss of riparian resources as described in the MND includes habitat restoration and creation of a natural wash in the State-operated portion of the park at a minimum 1:1 ratio.

   a. The Department recommends all areas supporting hydrophytic cover be mapped in order to assess the potential impacts to wetlands from the proposed project. 2-8 Regardless of the permitting jurisdictional conclusions made in the MND, the Fish and Game Commission policy is no net loss of wetlands. The policy stresses the need to compensate for the loss of wetland habitat on an acre-for-acre basis. That is, for every acre of wetland lost, no less than an acre of wetland must be created from non-wetland habitat. Compensation for the loss of wetland habitat values to fish and wildlife resources requires the creation of habitat values at the compensation site which at least duplicate those habitat values which are lost to project implementation. 2-9 Therefore mitigation for the unavoidable loss of freshwater marsh should include the creation of similar habitat including seasonal pools which retain water for a period of time necessary for native amphibian species occurring within the project vicinity to complete their reproductive cycle during years of normal precipitation. Creation of seasonal ponds are essential to exclude non native amphibian, reptile and fish species which will undoubtedly be introduced by park visitors and which compete with native aquatic species adapted to seasonal water sources for reproduction. Buffers between existing or proposed development and existing wetlands or wetland compensation sites should be included as an integral component of all mitigation plans in order to assure the attainment and maintenance of habitat values sufficient to compensate for project impacts. 2-10 Buffers should be of sufficient width and should be designed to eliminate potential disturbance of wildlife resources from noise, human activity, feral animal intrusion, and any other potential sources of disturbance.

In conclusion, the Department recommends that the above concerns are addressed prior to lead agency approval of the proposed project.

Thank you for this opportunity to provide comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Scott Harris, Associate Wildlife Biologist, at (626) 797-3170.

Sincerely,

C. F. Raysbrook
Regional Manager

cc: Ms. Morgan Wehtje, Camarillo
Mr. Scott Harris, Mission Hills
Ms. Betty Courtney, Newhall
Mr. Maurice Cardenas, Santa Barbara
CFR-Chron; HCP-Chron
Department of Fish and Game

State Clearinghouse, Sacramento

SPH:sph
spharris\MND Taylor Yard.doc

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Letter 2: California Department of Fish and Game

Comment No.	Response
2-1	The California Department of Fish and Game (CDFG) commented that the MND did not include Figure 1 from Appendix B, Biological Resources Existing Conditions Report. Figure 1 was mistakenly not included in Appendix B, and has been added to Appendix B of this Final MND.
2-2	Please see response to comment 2-1.
2-3	CDFG is concerned with protection of migratory nongame native bird species, protected by the Federal Migratory Bird Treaty Act (MBTA). Mitigation measure BIO-2 requires compliance with the MBTA and ensures that impacts to migratory nongame native bird species would be less than significant.
2-4	CDFG recommends that focused surveys for Western spadefoot toad (*Scapheopus hammondii*) be conducted within and in the vicinity of the freshwater marsh habitat at the project site. A focused survey for the Western spadefoot toad was conducted on April 8, 2004 by a California State Parks biologist. Egg-mass searches and tadpole collections were conducted during the day and the site was surveyed by car and by foot during the night. Pacific treefrog (*Hyla regilla*) were found in several ponded areas; however, no Western spadefoot toads were found on the site. A complete survey report (including a map of the survey areas and photographs of the pacific treefrog tadpoles) is included as a new Appendix (E) in this Final MND.
2-5	CDFG commented that the presence of a special status species would require further consideration under CEQA regarding impacts, avoidance and mitigation measures. As discussed in response to comment 2-4, no Western spadefoot toads, eggs, or tadpoles were observed onsite during the focused surveys on April 8, 2004.
2-6	CDFG requests that a discussion on the hydrologic connectivity with the project subsurface and the L.A. River should be discussed in the MND. The project site is located within the San Fernando Groundwater Basin which lies within the Upper Los Angeles River Area. The Pollock Well Field is located within the basin and under the project site. The general groundwater flow direction under Taylor Yard is to the south-southeast. As noted in the comment, groundwater levels and pooled runoff do support vegetation on the site, including some riparian and freshwater marsh areas; however, the proposed project site does not maintain a hydrological connection to the L.A. River that would be subject to CDFG jurisdiction. The State and the City understand the importance of providing natural open space at Taylor Yard, particular considering the proximity of the project site to the L.A. River. As such, almost half of the site would remain as natural open space after implementation of the project. In fact, the biological value of the site would be enhanced by the creation of a natural river oxbow along the park's southwest boundary. The design of this river oxbow has been

further refined since the release of the Draft MND to include an even greater coverage of natural vegetation, including areas specifically designed to mitigate for the project's impacts to freshwater marsh habitat. In order to meet the mitigation requirements described in measure BIO-1 at a minimum ratio of 1:1, design revisions were made and are reflected in the conceptual design.

2-7 CDFG commented that a Streambed Alteration Agreement (SAA) and project consultation with CDFG may be required. Past surveys indicate that the project site does not support a lake or streambed, bank or channel or associated riparian resources. Accordingly, the site would not fall within the jurisdiction of CDGF under Section 1600 of the California Fish and Game Code. If it is determined that a SAA is required, the State and City will comply with these requirements.

2-8 CDFG recommends that all areas supporting hydrophytic cover be mapped to assess potential impacts to wetlands from the proposed project. Areas mapped in Figure 1 of Appendix D of the MND were field confirmed on April 20, 2004 and included in Appendix F.

2-9 CDFG requires that any loss of freshwater marsh habitat must be mitigated at a minimum 1:1 ratio, including the creation of seasonal ponds. One of the primary components of the passive recreation area includes habitat restoration and creation of a natural wash in the state-operated portion of the park. A river ox-bow, or riparian natural area, would be located on the southwest side of the park. Mitigation measure BIO-1 would be incorporated into the design and construction of the natural parkland area (including the natural wash and freshwater marsh), and would require a minimum 1:1 compensation for the freshwater marsh and riparian woodland areas impacted, reducing impacts associated with riparian habitat loss to a less than significant level. These impacts will be mitigated with the creation of freshwater marsh and riparian woodland habitat at a minimum ratio of 1:1.

2-10 CDFG recommends that buffers are included between existing or proposed development and existing wetlands or wetland compensation sites. As shown in Figure 2-4 of the MND, the natural parkland area would be located away from the City's active park uses. In addition, the entire site would be fenced to buffer the park from the surrounding streets, which would limit access to the park.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC TRANSPORTATION
AND REGIONAL PLANNING
IGR/CEQA BRANCH
120 SOUTH SPRING STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3747
FAX (213) 897-1337

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Flex your power!
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March 26, 2004

Mr. Jin Kim
City of Los Angeles
Bureau of Engineering
250 East 1st Street, Suite 1005
Los Angeles, CA 90013

Re: ***Taylor Yard Park Development (Draft MND)***
IGR/CEQA 040269/EA
Vic. LA / 2 /PM 16.01
SCH#2004021121

Dear Mr. Kim:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Taylor Yard Park Development project. The proposed project involves development of a 40-acre park on Parcel D. Twenty acres would be leased by the City of Los Angeles for active uses such as soccer and baseball fields, basketball and tennis courts. The remaining twenty acres would be developed and operated by the State with open space, a natural amphitheater, and a mound/overlook.

We note that a traffic impact study was prepared to evaluate the traffic impacts on the surrounding roadways and intersections. The SR-2 SB ramps/San Fernando Road Interchange is projected to operate at Level of Service (LOS) F with and without project scenarios, and no mitigation measures are proposed. According to the City's thresholds of significance, it can be surmised that each individual project will not have a significant impact on this interchange, yet the cumulative effect is worsening of traffic condition to a LOS of F. 3-1

We recommend the City of Los Angeles together with the State mitigate traffic impacts by implementing Transportation Demand Measures (TDM) such as ride a sharing program and other creative ideas that diminish the number of trips to the park. In addition, we recommend and analysis of possible improvements at the SR-2 SB ramps/San Fernando Road Interchange that future developments may contribute to implement. To minimize impacts during construction, we request that truck trips be limited to off-peak commuting periods as much as possible. 3-2

If you have any questions, you may reach me at (213) 897-3747 and refer to IGR/CEQA record number 040269/EA.

Sincerely,
Original Signed by:

CHERYL J. POWELL
IGR/CEQA Program Manager
Caltrans, District 7

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Letter 3: **California Department Transportation**

Comment No.	Response
3-1	The California Department of Transportation (Caltrans) commented that the SR-2 southbound ramps/San Fernando Road interchange would result in a cumulative effect, worsening traffic and this intersection, and recommends implementation of Transportation Demand Measures (TDM). The Traffic Study (Appendix D) found that the proposed project would have a minimal effect on weekday morning and evening peak hours; therefore, the report studied intersections at the weekend midday peak hour. Projects in the vicinity of the proposed project that would have an impact on the SR-2 southbound ramps/San Fernando Road interchange during peak weekday hours have included mitigation to reduce impacts to this interchange. In addition, TDMs for a park development are not feasible. TDMs are typically successful when the trips are somewhat controllable (e.g., employees of a single tenant office development). There is a greater chance of reducing trips for these types of developments through carpooling/vanpooling incentives, transit passes, options for telecommunicating, flexible work schedule, etc. Outside of the employees of the park, these conditions do not exist with park use. In a park setting, the majority of trips made to and from the park are discretionary (i.e., they are not governed by a work schedule), would occur throughout the day, and are not necessarily concentrated within a specific time period. This makes it difficult to have any type of successful TDM program. The City and State are, however, coordinating with the Metropolitan Transit Authority to add a bus stop on San Fernando Road near the park, which would decrease the number of trips to the park.
3-2	Caltrans requested that truck trips be limited to off-peak commuting periods as much as possible. The construction traffic control plan includes the provision of limiting truck trips to off-peak hours during construction.

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SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

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Orange County: Chris Norby, Orange County • Ronald Bates, Los Alamitos • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Bev Perry, Brea • Tod Ridgeway, Newport Beach

Riverside County: Marion Ashley, Riverside County • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

Printed on Recycled Paper 559-2/20/04

March 4, 2004

California Department of Parks and Recreation
Southern Service Center
Attention: Karen Miner
8885 Rio San Diego Drive, Suite 270
San Diego, CA 92108

RE: SCAG Clearinghouse No. I 20040110 Taylor Yard Park Development

Dear Ms. Miner:

Thank you for submitting the **Taylor Yard Park Development** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Taylor Yard Park Development**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time. **4-1**

A description of the proposed Project was published in SCAG's **February 16-29, 2004** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you. **4-2**

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

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Letter 4: **Southern California Association of Governments**

Comment No.	Response
4-1	The Southern California Association of Governments (SCAG) determined that the proposed project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and CEQA Guidelines, and thus has no comments.
4-2	The SCAG Clearinghouse number for the Taylor Yard Park Development Project is 20040110. As SCAG's request, this number will be used in all future correspondence with SCAG concerning this project.

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CITY OF LOS ANGELES
CALIFORNIA

WAYNE K. TANDA
GENERAL MANAGER

JAMES K. HAHN
MAYOR

DEPARTMENT OF
TRANSPORTATION
221 N. FIGUEROA ST, SUITE 500
LOS ANGELES, CA 90012
(213) 580-1177
FAX (213) 580-1188

San Fernando Rd bet.
Macon St and Elm St
DOT Case No. CEN 03-0093

March 26, 2004

Jeff Brown
State of California Department of Parks and Recreation
Southern Service Center
8885 Rio San Diego Drive #270
San Diego, CA 92108

MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED TAYLOR YARD PARK PROJECT LOCATED ON SAN FERNANDO ROAD BETWEEN MACON STREET AND ELM STREET

The Los Angeles Department of Transportation (LADOT) has reviewed the Initial Study/Mitigated Negative Declaration (MND), dated February 2004, and the supporting traffic study prepared by traffic consultant, Meyer Mohaddes Associates for the proposed Taylor Yard Park project. The park is located on San Fernando Road between Macon Street and Elm Street. The MND studied four intersections and determined that there would be no significant impacts at any of the study intersections. Except as noted, the MND adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

Project Description

The proposed project is to develop a 40 acre park in Parcel D of the Taylor Yard site. 20 acres of this site would be leased by the City of Los Angeles from the California Department of Parks and Recreation for active park uses. These include areas for soccer,

baseball, basketball, football and tennis. The remaining 20 acres would be maintained by the State for passive park uses including picnic areas, an outdoor amphitheater, trails and habitat restoration. Access to the site would be provided via two driveways along San Fernando Road. One driveway will align with Macon Street and the other will align with Future Street. The park will provide 361 parking spaces on surface lots. The project is expected to be completed by Year 2006.

Trip Generation

The project studied the weekend midday peak hour which corresponds with the peak demand for use of the park. The project will result in an a net increase of 144 weekend midday peak hour trips.

Comments

On page 2-14; page 4-39; and Appendix D page 22, there are conflicting statements regarding who would prepare the construction staging, worsite traffic control, detour, and haul route plans. In the referenced pages, it is mentioned that they would be prepared and given to the City for review in one page, and in another the City is expected to prepare these plans. Please clarify how these plans are to be developed. 5-1

In Appendix D page 14, there is a reference to morning and evening traffic analysis. The traffic study only analyzed the weekend midday peak hour. This reference should be removed. 5-2

PROJECT REQUIREMENTS

A. Construction Impacts

LADOT recommends that a construction work site traffic control plan be submitted to LADOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related traffic be restricted to off-peak hours. 5-3

B. Highway Dedication and Street Widening Requirements

San Fernando Road is classified as a Major Highway Class II which requires a 40-foot half width roadway on a 52-foot half width right-of-way 5-4

It appears that highway dedication may be required for streets fronting the proposed project. The developer must check with the Bureau of Engineering (BOE) Land Development Group to determine the highway dedication, street widening and sidewalk requirements for the project. 5-4

C. Driveway Access

The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3) to avoid delays in the building permit approval process. The proposed new driveway should be Case 2 driveways and 30-feet wide. 5-5

If you have any questions, please contact Weston Pringle of my staff at (213) 580-5206.

Sincerely,

Mike Bagheri, Transportation Engineer
Department of Transportation

s:letters\taylor_yard_park_mnd.wpd

c: Sharon Lowe, Council District No. 1
Martha Stephenson, Central District, LADOT
Taimour Tanavoli, Citywide Planning Coordination Section, LADOT
Edmond Yew, Land Development Group
Meyer Mohaddes Associates

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Letter 5: **City of Los Angeles Department of Transportation**

Comment No.	Response
5-1	The City of Los Angeles Department of Transportation (LADOT) requests clarification regarding which agency would prepare the construction staging, worksite traffic control, detour, and haul route plans. The wording on page 4-38 has been revised to indicate that the State and the City will be responsible for preparation of the construction staging, worksite traffic control, detour, and haul route plans.
5-2	LADOT commented that the Traffic Study should not reference morning and evening peak hour traffic volumes in the traffic analysis. The reference to morning and evening peak hour traffic volumes in Appendix D was incorrect. This reference has been changed to read "midday peak hour traffic volumes" in the Final MND.
5-3	LADOT recommends that the construction traffic control plan be submitted to LADOT for review and approval prior to the start of any construction work. The construction traffic control plan will be prepared by the State and the City and will be submitted to LADOT for review and approval. The details of the construction traffic control plan are described on page 2-14 and page 4-38 of the MND.
5-4	LADOT commented on the highway dedication and street widening requirements for the project. The City Bureau of Engineering coordinated the design of the streetscape improvements described in the MND.
5-5	LADOT indicated that the project will require consultation with the LADOT's Citywide Planning Coordination Section to avoid delays in the building permit approval process. The State and the City will coordinate with the LADOT's Citywide Planning Coordination Section prior to approval of the plans and specifications.

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METROLINK®
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Member Agencies:
Los Angeles County Metropolitan Transportation Authority.
Orange County Transportation Authority.
Riverside County Transportation Commission.
San Bernardino Associated Governments.
Ventura County Transportation Commission.
Ex Officio Members:
Southern California Association of Governments.
San Diego Association of Governments.
State of California.

March 24, 2004

Karen Miner
California Dept. of Parks and Recreation
Southern Service Center
8885 Rio San Diego Drive, Suite 270
San Diego, CA 92108

RE: Comments on the Mitigated Negative Declaration (MND) for Taylor Yard Park Development (Parcel D)

Dear Ms. Miner:

The Southern California Regional Rail Authority (SCRRA) became aware of the comment period for this document and downloaded the file from the Internet. Please ensure that we are mailed notification of future comment periods. Thank you for providing the opportunity to comment on this document. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (MTA), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC). **6-1**

The railroad right of way immediately west of the proposed project site (Parcel D) is owned by the MTA. It is correctly noted that Metrolink, Amtrak and the Union Pacific (UP) operate on this right of way. **6-2**

The following are specific recommendations and requirements being conveyed by SCRRA after reviewing the MND:

1. Figure 2-4 "Park Concept Plan" notes "Kerr Road (Private Road)" as the name of the street accessing Metrolink's Central Maintenance Facility (CMF). It would be better to refer to this road as "Metrolink's CMF Access (Private Road)", since Kerr Street was a previous address used at the far north end of Taylor Yard and some confusion could be caused by the similar street name. **6-3**

2. Figure 2-4 "Park Concept Plan" notes where two traffic signals will be installed by the **6-4**

City of Los Angeles. South of both of the proposed traffic signals is the intersection marked as Kerr Road (Private Road) and San Fernando Road. This non-signalized intersection is the only vehicular access to Metrolink's CMF, a facility which extends along the Los Angeles River to the south of Taylor Yard. Currently, it is very difficult to turn south and extremely difficult to turn north from the Private Road onto San Fernando Road. Pedestrians also experience safety issues at this intersection, while trying to use the sidewalk to the river in the easement along the south side of the Private Road. It is requested that a traffic study be completed to assess the current wait times at this intersection, so a baseline can be established. It is then requested that the traffic impacts be mitigated to not increase the current wait times or safety issues at this intersection. If the wait times or safety issues can be improved at this intersection (perhaps by timing the proposed southern park entrance traffic light to improve ingress and egress at Private Road), it would be sensible to plan accordingly. It will be very important for this plan to address pedestrian and bike traffic between the proposed park and the existing sidewalk along the Private Road. **6-4**

3. The City of Los Angeles was planning a bike trail along the Private Road for access to the River. This bike trail was to be located on the north side of the Private Road – this is the opposite side of the road from the existing sidewalk. The City was also planning to have a traffic signal at the intersection of the Private Road and San Fernando Road. Please make contact with the City of Los Angeles, Bikeway Section for input on the proposed bike trail and its effect on recreation in the area. **6-5**

4. It is possible that the general public will mistakenly turn into the Private Road, while trying to access the park. Clear signage at the park entrances will be crucial at trying to avoid this mishap. Signs shall also be installed at the intersection of San Fernando Road and the Private Road, advising the general public that the Private Road is a dead end or has no outlet. **6-6**

5. SCRRA recommends adding a public health and safety mitigation measure that will require the construction of a minimum 6-foot high block wall along the entire project site adjoining the railroad property line to the west. Prior experience at similar developments has proven fencing to be less effective in preventing trespassing and illegal dumping on railroad property. The block wall would also serve the purpose of separating the public park from the adjacent railroad activity. It is also recommended that a fence or some other separation be installed along the south side of Parcel D, in order to control the flow of pedestrians and bicyclists going between the proposed park and the existing ped/bike path. **6-7**

6. It is suggested that landscaping or wall clinging vines be used to cover both sides of the block wall to discourage graffiti. The best solution is to install vines and irrigation on the park side of the wall, but build the wall with holes in it so that the vines can grow through and cover both sides of the structure. The park maintenance crew will be responsible for **6-8**

the removal of graffiti from both sides of the wall and for maintenance of the landscaping/vines. **6-8**

7. It appears that the storm water from Parcel D currently flows onto the railroad property. Development of the park property may substantially alter the existing drainage pattern, especially from the proposed park improvement called a "River Ox-Bow" or "man-made drainage". SCRRA recommends adding a water mitigation measure that ensures there will be no increase in runoff draining to the railroad property to the west or south of Parcel D. Parcel D should be graded so that the railroad right-of-way and Parcel D drain toward an existing drain inlet and drain line on Parcel D, which then drains to the River. **6-9**

8. SCRRA track and signal maintenance crews currently access Control Point (CP) Taylor from Parcel D. This equipment house is in MTA's right of way, just east of Parcel D and north of the grade separated Private Road. The only access to the facilities is through Parcel D, using the existing dirt roadway. The past owner of Parcel D, the UP, agreed to this access arrangement. Accessing this point from the east side of the tracks allows maintenance crews to avoid crossing the active right of way. Please revise the Park Concept Plan to include an access road from the west end of the soccer field cul-de-sac to the western block wall. A locked gate should be located at the property line. **6-10**

9. Since this development is located adjacent to MTA's railroad right-of-way, it will be necessary for the developer or his contractor to enter the right-of-way for clearing, grubbing, grading, shoring, drainage and other improvements. The developer or his contractor will be required to enter into SCRRA's Right-of-Entry agreement (SCRRA Form No. 6) for the construction of the project. **6-11**

10. MTA should be noticed of any Taylor Yard development details that could impact the right of way. Please also notify SCRRA of public processes related to any of the Taylor Yard parcels, since SCRRA has an interest to protect regarding parcel G-2. **6-12**

Once again, thank you for allowing SCRRA's input on this Mitigated Negative Declaration. If you have any questions regarding these comments please contact Deadra Knox, Strategic Development Planner, at (213) 452-0359 or by e-mail at knoxd@scrra.net.

Sincerely,

David Solow
Chief Executive Officer

cc: Patricia Chen
MTA
One Gateway Plaza
MS 99-23-4
Los Angeles, CA 90012-2952

Steve Fox
MTA
One Gateway Plaza
MS 99-23-4
Los Angeles, CA 90012-2952

Freddy Cheung
Union Pacific RR
19100 Slover Ave.
Bloomington, CA 92316

SCRRA Files

Letter 6: **Southern California Regional Rail Authority**

Comment No.	Response
6-1	The Southern California Regional Rail Authority (SCRRA) noted that they were not included on the Notice of Availability mailing list for the document. SCRRA will be included on all future mailing lists for this project.
6-2	The SCRRA confirmed that the railroad right-of-way west of Parcel D is owned by MTA and is operated by Metrolink, Amtrak, and the Union Pacific.
6-3	The SCRRA commented that Figure 2-4 incorrectly identified the Metrolink's Central Maintenance Facility Access (Private Road) as Kerr Road. The State maintains partial (1/3) ownership of the Private Road, shared with Metrolink and Union Pacific. The roadway has been correctly identified as 'Private Road' in Figure 2-4 in this Final MND.
6-4	The SCRRA commented that turning from the Private Road onto San Fernando Road is extremely difficult, and that the traffic report should analyze this intersection. The proposed project includes two traffic signals on San Fernando Road, at Future Street and Elm Street. The new intersections would improve access and egress from the Private Road onto San Fernando Road. This would also improve pedestrian access and safety at San Fernando Road. Currently, no signal is planned for the Private Road, as indicated in the comment.
6-5	The SCRRA requested that the State coordinate with the City of Los Angeles, Bikeway Section, to discuss the planned bike trail and traffic signal at the Private Road/San Fernando Road intersection. See response to Comment 5-4. The Taylor Yard park development project does not include a bikeway or trail along the Private Road. Future bikeway and trail planning is currently being coordinated with the City's Bikeway Section.
6-6	The SCRRA requested that the park entrances be clearly marked to avoid park users mistakenly turning onto the Private Road. The park entrances will be clearly marked with official signs. The park entrances would both be signalized, which would also discourage public use of the Private Road.
6-7	The SCRRA recommended the installation of a minimum 6-foot high block wall along the entire project site adjoining the railroad property line to the west, as well as a fence or wall on the southern property line. The park development would include a fence around the entire property boundary. This has been clarified in the Final MND. Your recommendation to construct a 6-foot high block wall along the entire project site adjoining the railroad property line to the west will be considered by the State and City in the decision-making process.
6-8	The SCRRA recommended that landscaping or wall clinging vines be used to cover both sides of the block wall to discourage graffiti. Graffiti is not anticipated, as a perimeter fence would be installed, not a block wall. The

comment will be considered by the State and City in the decision-making process.

6-9 The SCRRA is concerned that the stormwater from Parcel D would increase runoff draining onto railroad property. Several park features were designed to minimize runoff and to keep runoff on site. For example, a portion of the parking lots would incorporate semi-pervious materials along with stormwater recharge beds and bioswales to allow a large percentage of the precipitation and other runoff to infiltrate into the underlying soil. In addition, the park design includes elements, such as the river ox-bow, that would keep stormwater and runoff on site. The project would not alter drainage patterns or surface runoff in a manner that would result in flooding on- or off-site.

6-10 The SCRRA requests that the park concept plan include an access road from the west end of the soccer field cul-de-sac to the western property line. Your request will be considered by the State and City in the decision-making process.

6-11 The SCRRA requests that the State enter into SCRRA's Right-of-Entry agreement (SCRRA Form No. 6) for project construction. The City and State will coordinate with all adjacent land owners, including MTA, regarding right-of-way access during construction.

6-12 The SCRRA requests that they, as well as the MTA, are notified of any Taylor Yard development details that could impact the right-of-way. The State will coordinate future planning at Taylor Yard with SCRRA and MTA. Acquisitions at Taylor Yard by other entities will be responsible for their own notification process.

JOYCE DILLARD
P.O. Box 31377\
Los Angeles, Ca. 90031
Email: dillardjoyce@yahoo.com

March 29, 2004

California Department of Parks and Recreation FAX (619) 220-5400
Southern Service Center
8885 Rio San Diego Drive, Suite 270
San Diego, Ca. 92108
Attn: Karen Miner

Re: Taylor Yard
Draft Mitigated Negative Declaration

Gentlemen:

Please note that your due date of March 29, 2004 falls in a holiday, Cesar Chavez Day, observed by the City of Los Angeles; therefore City of Los Angeles locations to review the project are closed. 7-1

Also note that you included no address for the site. That address is 1900 No. San Fernando Road. Even with the address, that the City of Los Angeles Bureau of Engineering supplied, there is no cross reference to a parcel number. The parcel number is important to determine prior planning cases. Parcel D is difficult to locate on the City of Los Angeles Zimas website or the Los Angeles County Tax Assessor maps. 7-2

The Taylor Yard has been the site of prior projects and Environmental Impact Reports. In 1978, an EIR No. 159-78-ZC (VAC, SUB) was prepared by the City of Los Angeles for Union Oil Tank Depot. The case was terminated on January 5, 1979 and the records destroyed in February 1991 with the exception of public comment letters that still remain in archives. 7-3

Attached are pictures from the days when the area was used as a rail yard from the book "The Southern Pacific in Los Angeles, 1873-1996". Your report does not reflect the prior usage properly. Since a park attracts children and the elderly, where is the safeguard against illness? According to Profile Report ID 19470006-Southern Pacific-Taylor Yard/Active under the jurisdiction of the State of California Department of Toxic 7-4

Substances Control shows an ongoing Removal Action Workplan completed August 10, 1999, CEQA including Negative Decs completed August 10, 1999, future Remedial Investigation/Feasibility Study due June 30, 2004, Remedial Action (RAP Required) due December 31, 2004, Design due June 30, 2005, Remedial Action Plan/Record of Decision due December 31, 2005 and Certification due June 30, 2006. In other words, the site has not been cleared or certified for reuse. **7-4**

The City of Los Angeles spent $1,575,000 of Community Development Block Grant Funds from the Department of Housing and Urban Development for this corridor. **7-5**

Fact Sheet #12 from the California Environmental Protection Agency, Department of Toxic Substances Control from October, 1999 for the Union Pacific Taylor Yard is enclosed.

Can Proposition K and Proposition 40 grant funding be used on sites not remediated? **7-6**

Under the Initial Study Checklist:

Aesthetics.

What mitigation would be used to reduce substantial light or glare? The roadway of San Fernando Road is very narrow and light obstruction could be a cause in head-on accidents or accidents involving turns onto the side streets. **7-7**

Air Quality.

With Metrolink, a heavily traveled roadway and the freeways, how can air quality be disregarded as less than significant? With children and seniors, health is a more delicate issue. Adult resistance is at a different level. **7-8**

Biological Resources.

Has there been a formal study? **7-9**

Cultural Resources.

Enclosed is a letter dated September 8, 1978 from the Society for California Archaeology in response to EIR 159-78 with comments that a thorough survey of cultural resources has never been made. You reference in your report that nine previous archeological studies have been conducted. Their findings are not on this particular site. Where are your letters of support from these peer groups? **7-10**

Geology and Soils.

The site has liquefaction possibilities per the City of Los Angeles Parcel Report. As you mentioned in your report, "The portion of the river adjacent to Taylor Yard, while channelized, is an unlined soft-bottom channel." Where is that soils report? **7-11**

This is also the site of a landfill in 1923 with 90,000 cubic yards of fill used to level the ground.

There was a pigeon farm that was destroyed in the flood of 1912. **7-12**

The flood of 1938 destroyed a crossing and bridge. As in the picture on page 136, the damage reached the Swift's Red Steer Fertilizer Company.

There is reference to caves (from the 1880s) near the Los Angeles Freight House that was part of an aqueduct near the Midway Yard. Do these caves affect this area? **7-13**

Please refer to the fourth paragraph of this letter. The site is not cleared for reuse. **7-14**

Hazards and Hazardous Materials.

Have the materials from the manufacturing and railroad sites been addressed as mitigated, or is this comment for the park construction only? J. Hartley Taylor's Milling Company (a feed mill), Pacific Fruit Express Shops (50,000 ton per day/60-carload capacity ice plant), Taylor Yard Round House and Shops "A" Yard Receiving Trucks, "B" Yard Classification Bowl, Crest of Hump and Commodity and Care Repair Trucks were all on this site-see "The Southern Pacific in Los Angeles 1873-1996", page 122. This activity of the site started around 1908. **7-15**

Purina was to later use the Taylor Milling Company site.

By 1925, 47,000 feet of track was laid in this area. The train factory was disassembling approximately 60 freight trains a day in this area with a 24-hour a day operation. **7-16**

There was also the Los Angeles Freight House at River Station Yard used as a transfer point between the railroad and Pacific Motor Trucking.

Hydrology and Water Quality.

Has water quality been degraded already to a point to be dangerous to the health of children and seniors? Please refer to comments in Geology and Soils and Hazards and Hazardous Materials as to prior use of the land over an extended period of time. **7-17**

Land Use and Planning.

The City has not addressed the General Plan and Community Plan for the area to properly address the additional services needed. The citizens have a right to due process. **7-18**

Mineral Resources.

What minerals are identified here? **7-19**

Population and Housing:

Parks, in the Northeast area, attract gang members as well as homeless persons. Have any mitigation measures been taken to address the needs of the homeless in parks? Will this park attract more homelessness into the area and are public services in place to address those needs? **7-20**

Noise.

Has echoing been addressed? **7-21**

Public Services.

Have gang crime and drug trafficking been seriously addressed here? Parks attract this element and its related activities. Have safeguards been put in to stop homeless occupation of the park at night, prostitution and other related activities? **7-22**

There has been a recent crime spike. Are their budget resources to guarantee that additional services can be supplied by either the State or the City? **7-23**

Transportation/Traffic.

Has the small San Fernando Roadway traffic been analyzed to properly reflect an increase, and during what hours? There are been several community meetings conducted by the City regarding the Northeast Linkages Plan. San Fernando Road is one of the main sites scheduled for change. What is that timetable? Northeast Linkages Plan is not even mentioned here. **7-24**

Utilities and Service Systems.

The City has a sewer plan reconstruction. What is its significance, if any, on this project? **7-25**

Mandatory Findings of Significance.

Have the past projects on this site been researched properly and analyzed? There are definite environmental effects and service effects. 7-26

In conclusion, we feel that an Environmental Impact Report is necessary to address the mitigation and Brownfield reuse properly. 7-27

The entire history and use of the site has not been properly addressed as it was vital to the Los Angeles economy for years and years. Strict regulations were not in place during its time of use. 7-28

United States Securities and Exchange Commission Form 10-K for the fiscal year ended December 31, 2003 filed by Union Pacific Railroad Company states on Page 8 under Item 3. Legal Proceedings, Environmental Matters:

"The United States Attorney for the Central District of California has notified us that the office intends to present criminal charges against us for alleged violation of federal environmental laws, including the federal Clean Water Act, in connection with releases of oil contaminated wastewater from our Taylor Yard in 2001 and 2003. In addition, the State authorities are proposing civil penalties for these same releases in the amount of $125,000." 7-29

There was a consultant for this site that had addressed the Lincoln Heights Chamber of Commerce. His work is not even cited or discussed.

Very truly yours,

Joyce Dillard

Joyce Dillard
JD/j
Enc: "The Southern Pacific in Los Angeles 1873-1996"
By Larry Mullaly and Bruce Petty, pages 122 through 139, 202 through 203, 228 through 231
State of California Department of Toxic Substances Control
Site Cleanup Profile Report ID: 19470006-Southern Pacific Taylor Yard/Active
California Environmental Protection Agency, Department of Toxic Substances Control: Union Pacific Taylor Yard Fact Sheet #12 October 1999
Society for California Archaeology dated September 8, 1978
Securities and Exchange Commission Form 10-K, Union Pacific Railroad Company, title page and page 8 7-30

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Letter 7: **Citizen 1 (Joyce Dillard)**

Comment No.	Response
7-1	Ms. Dillard commented that March 29, 2004 was a City holiday and that City review locations were closed. The 30-day public review period for the document was from February 27, 2004 through March 29, 2004. The document was available for public review at the following locations: Los Angeles Central Library (630 West Fifth Street, Los Angeles, CA 90071); Cypress Park Branch Library (1150 Cypress Avenue, Los Angeles, CA 90065); State of California Department of Parks and Recreation (700 North Alameda Street, Room 502, Los Angeles, CA 90012); and the City of Los Angeles Department of Recreation and Parks (200 North Main Street, Room 1250, Los Angeles, CA 90012). The document was also available online at: • http://eng.lacity.org/techdocs/emg/Environmental_Review_Documents.htm • http://www.parks.ca.gov/default.asp?page_id=983 Comment letters postmarked by March 29 were accepted by the State. As discussed above, the document was available for review at several locations, including online. Therefore, the closure of City review locations on March 29, 2004 did not affect the public review process.
7-2	Ms. Dillard commented that it was difficult to find the site because no assessor's parcel number (APN) was given. The APN for the project site is 5442002001. The address of the site (1900 San Fernando Road) was included on page 3-1 of the MND.
7-3	Ms. Dillard provided additional information regarding the project. This information will be considered by the State and City in the decision-making process.
7-4	Ms. Dillard commented that the project site has not been cleared or certified for reuse. Ms. Dillard references Profile Report ID 19470006-Southern Pacific-Taylor Yard/Active. This profile report includes all parcels (A, B, C, D, E, F, G, H, I, and J) in the Taylor Yard complex. The Taylor Yard complex was designated by DTSC as a brownfield site after soils were found to be contaminated through analyzing soil samples, groundwater samples, and installing monitoring wells. As a result, DTSC undertook an extensive analysis of the contaminated soils and developed an action plan for remediation, the *Remedial Investigation/Feasibility Study* (RI/FS). DTSC supervised the toxic clean-up on the Sale Parcels (Parcels A, B, C, D, E, F) in 1997. Following the site cleaning, approval was given for partial site closure while deed restrictions were under negotiation (DTSC 2003b). Environmental Resources Management (ERM) prepared a LEADSPREAD model to evaluate the risk of lead exposure from the soil on Parcel D. On September 16, 1998, DTSC granted partial closure for soil at Parcel D (ERM 2003). Based on the evaluation, DTSC prepared the *Explanation of Significant Differences for Union Pacific Railroad Company Taylor Yard – Sale Parcel Site, Hump Yard Area* [Parcel D], dated January 30, 1998. This

report concluded that soil cleanup levels for lead for residential and unrestricted use were established for the site and that residual lead concentrations would not pose an unacceptable risk if the site were developed for residential or unrestricted use.

The proposed park development would occur only on Parcel D; thus, the MND analyzes the contamination status of Parcel D and not the entire Taylor Yard complex. The ongoing Removal Action Workplan that Ms. Dillard references relates to the Active Yard (Parcel G-2) and would not affect the proposed project. In addition, mitigation measures provided in Section 4.7 of the MND would ensure that impacts related to soil contamination would be less than significant. Measure HAZ-1 would require DTSC approval of the project's grading plans prior to construction.

7-5 Ms. Dillard provided additional information regarding the project. This information will be considered by the State and City in the decision-making process.

7-6 Ms. Dillard questioned if Prop K and Prop 40 funds can be used on unremediated sites. As discussed in response to comment 7-4, the site has been remediated and DTSC approval of the project's grading plans will be required prior to construction.

7-7 Ms. Dillard is concerned that the light and glare resulting from the project would cause accidents on San Fernando Road. The streetscape improvements and new traffic signals on San Fernando Road would improve pedestrian and vehicle safety along this roadway. The proposed park would include lighting for security and recreational facility usage. As discussed in Section 4.1 of the MND, no impacts from light and glare would occur as a result of the proposed project. Please see Section 4.1(d) for further clarification on this issue.

7-8 Ms. Dillard is concerned that the project would result in significant air quality impacts. As evaluated in Section 4.3, air quality emissions from the proposed park development would not result in significant air quality impacts. The analysis of CO hotspots was expanded in this Final MND. This analysis verifies that the project would not result in CO hotspots and that the project would not submit sensitive receptors at the park or nearby to substantial pollutant concentrations.

7-9 Ms. Dillard asked if a formal biological resources study had been completed for the project. An evaluation of the existing biological resources is provided in Appendix B and discussed in Section 4.4 of the MND.

7-10 Ms. Dillard commented on the Cultural Resources Technical Report (Appendix C), referencing a comment letter dated September 8, 1978. The comment letter noted that no cultural resources survey of the project area had been made. The Cultural Resources Technical Report (2003) noted that nine previous archeological studies had been conducted within a ½ mile radius of the property. These surveys took place from 1989-2000; therefore, the 1978 letter could not have recognized these studies.

A records search was conducted at the South Coast Information Center on May 28, 2002 for the project site. The results of that inquiry were negative. No prehistoric archaeological sites or historic archaeological sites are recorded in the project area or within a ½ mile radius of the property boundaries. This is consistent with the findings of the nine previous studies that were conducted (Appendix C). Please see Appendix C for a description of the potential cultural resources on Parcel D, as well as a list of the previous archeological studies conducted within a ½ mile radius of the property.

7-11 Ms. Dillard questioned where the soils report was located that was used for the liquefaction analysis in the MND. As stated in Section 4.6, the site is prone to liquefaction hazards. According to the California Division of Mines and Geology (CDMG) *Seismic Hazard Zones Map for the Los Angeles* quadrangle (Released on March 25, 1999), the Taylor Yard complex is located in an area of liquefaction potential. This is due to the high water table and soils conditions under the site. Because the site is located in a liquefaction hazard zone, mitigation measures, as defined in Public Resource Code 2693(c), would be required for construction of the park facilities. As a standard practice, a soils report would be prepared and would make foundation design recommendations to minimize the potential for liquefaction impacts. No large structures are proposed for the project. Impacts related to liquefaction would be less than significant.

7-12 Ms. Dillard provided additional information regarding the project. This information will be considered by the State and City in the decision-making process.

7-13 Ms. Dillard asked if caves near the Los Angeles Freight House and Midway Yard would affect the proposed project. The Los Angeles Freight House is located in an area bounded by 7th Street, Alameda Street, 8th Street and Central Avenue, and Midway Yard is located across the L.A. River from Parcel D. These locations are not on or adjacent to the project site. The caves associated with these locations would not affect the proposed project.

7-14 Ms. Dillard commented that the site is not cleared for reuse. Please see response to comment 7-4.

7-15 Ms. Dillard asked if the materials from the manufacturing and railroad sites had been mitigated. Please see response to comment 7-4.

7-16 Ms. Dillard provided additional information regarding the project. This information will be considered by the State and City in the decision-making process.

7-17 Ms. Dillard asked if the water quality was safe for children and seniors. As discussed in Section 4.7(a) of the MND, groundwater in the vicinity of the project site is at depths of 20 to 65 feet. It is not anticipated that project excavations would be deep enough to encounter groundwater; however, if any excavations encounter groundwater during construction, dewatering and

treatment of contaminated groundwater would be required prior to discharge. Mitigation measures are provided to address potential impacts related to groundwater contamination during construction (HAZ-4). Potable water at the project site would be provided via utility lines connected to the City's potable water supply. Groundwater would not be used for any purposes at the project site.

7-18 Ms. Dillard commented that the document did not address the City General Plan and Community Plan. The project site is within the boundaries of the Northeast Los Angeles Community Plan; however, the park is located on State-owned land and is not subject to local planning guidelines. Nevertheless, the project is consistent with the General and Community plans. The proposed project's consistency with this plan is discussed in Section 4.9, Land Use and Planning.

7-19 Ms. Dillard asked about the mineral resources on the project site. The primary mineral resources on the site and along the adjacent stretch of the L.A. River are gravel and sand deposits. The site has not been classified as a locally important mineral recovery site. No impacts to mineral resources would occur as a result of the project.

7-20 Ms. Dillard commented on the increased potential for gang related activity and homeless use of the project site. The proposed project would increase public safety at the park by providing State Park Rangers to police the site during park hours. In addition, security lighting would be installed at the park, 24-hours a day. Currently, there is no police or ranger presence at the park, nor is there security lighting. The proposed project is not anticipated to increase gang activity or homeless use of the site.

7-21 Ms. Dillard is concerned with noise echoing resulting from the project. Due to the openness of the site and large amount of soft ground and vegetation, there would be a very low probability of reflected noise occurring within the site. Accordingly, reflected noise is not further addressed in this MND.

7-22 Ms. Dillard is concerned about gang crime, drug trafficking, and homeless occupation of the park. Please see response to comment 7-20.

7-23 Ms. Dillard asked if there were resources to guarantee public services at the park. The proposed project area is served by the City of Los Angeles Police Department, Northeast Division. Police protection in the Northeast Division on average provides better coverage than in the City as a whole. The proposed project site is served by the City of Los Angeles Fire Department Station Number 44 and from Fire Station Number 50 for major incidents. In addition, State Parks Rangers would police the site during park hours. As described in the Section 4.13 of the MND, no impacts to police or fire protective services would occur.

7-24 Ms. Dillard is concerned with the traffic on San Fernando Road and its relationship to the Northeast Linkages Plan. Traffic on San Fernando Road was analyzed during the weekend midday peak park use hours (see Appendix D). The Northeast Linkages Plan was not specifically addressed in the MND

because the project is currently in concept phase. The design of the streetscape improvements were coordinated with LADOT and are consistent with the City's long-term plans to improve the San Fernando Road corridor.

7-25 Ms. Dillard is concerned with the City sewer plan reconstruction. The Northeast Interceptor Sewer (NEIS) is under construction and runs adjacent to the proposed project site. Ultimately, wastewater from the project site would be directed into the NEIS either directly or by means of another pipeline in the area. NEIS will provide additional capacity for projected wastewater flows. Construction of the NEIS may occur simultaneously with the proposed park; however, the sewer is 130 below ground and would not affect park construction.

7-26 Ms. Dillard commented on the past projects that have occurred on Parcel D. The MND evaluates the proposed project and takes into account past projects and their effect on the existing conditions of the site. As mentioned in response to comment 7-4, past use of the property that resulted in hazardous waste has been remediated on the site and approved by DTSC for development.

7-27 Ms. Dillard commented that an EIR is necessary to evaluate the proposed project. The Initial Study checklist prepared for this MND did not identify any potential unavoidable significant impacts that would result from the proposed project; therefore, under CEQA, an EIR level evaluation is not required for the project.

7-28 Ms. Dillard is concerned that the document did not properly address the entire history of the site. The Cultural Resources Technical Report (Appendix C) summarizes the history of the project site. Contamination resulting from past use of the site has been addressed by DTSC and is reflected in the document. As mentioned in response to comment 6-4, potentially hazardous soil conditions have been remediated on the site and approved by DTSC for development. In addition, final approval of the project's grading plans is required by DTSC prior to construction.

7-29 Ms. Dillard referenced a form filed for the fiscal year ending December 31, 2003, by Union Pacific Railroad Company (UPRC) that acknowledges criminal charges for alleged releases of oil contaminated wastewater from Taylor Yard. UPRC currently owns and operates Parcel G-2, and operates on Parcel A. Parcel D was purchased by the State from a private land developer for parkland development in 2001. The alleged releases of oil contaminated wastewater by UPRC in the fiscal year ending December 31, 2003 did not occur on Parcel D, as this parcel was not owned or operated by UPRC.

7-30 Ms. Dillard provided five enclosures with her comment letter. These enclosures are available on the State website: http://www.parks.ca.gov/default.asp?page_id=983.

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COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

April 16, 2004

Ms. Karen Minor
California Department of Parks and Recreation
Southern Service Center
8885 Rio San Diego Drive, Suite 270
San Diego, CA 92108

Dear Ms. Miner:

DRAFT MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED TAYLOR YARD PARK DEVELOPMENT PROJECT, "CITY OF LOS ANGELES" (EIR #1917/2004)

The Draft Mitigated Negative Declaration for the proposed Taylor Yard Park Development Project has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. It is physically bounded on the north by State Route 2, on the east by San Fernando Road, on the south by Interstate 5, and on the west by the LA River. The following are their comments:

PLANNING DIVISION:

The subject property is totally within the City of Los Angeles and does not appear to have any impact on the emergency responsibilities of this Department. It is not a part of the emergency response area of the consolidated fire protection district. **8-1**

LAND DEVELOPMENT UNIT:

This project is located entirely in the City of Los Angeles. Therefore, the Los Angeles Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional area of the County of Los Angeles Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the County of Los Angeles Fire Department. Should any questions arise, please contact Inspector Marvin Dorsey at (323) 890-4243. **8-2**

FORESTRY DIVISION:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed **8-3**

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:sc

Letter 8: **County of Los Angeles Fire Department**

Comment No.	Response
8-1	The County of Los Angeles Fire Department (LAFD) Planning Division commented that the project location is within the City of Los Angeles jurisdiction and is not a part of the emergency response area of the consolidated fire protection district; no response required.
8-2	The LAFD Land Development Unit commented that the project location is within the City of Los Angeles jurisdiction and that it is located in close proximity to the jurisdictional area of LAFD. However, the project is unlikely to have an impact on LAFD facilities; no response required.
8-3	The Forestry Division acknowledges that the areas germane to their responsibilities have been addressed in the document; no response required.

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SECTION 8.0
MITIGATION MONITORING AND REPORTING PROGRAM

Public Resources Code, Section 21081.6 requires that mitigation measures identified in environmental review documents prepared in accordance with CEQA are implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during the final plans and specifications and project construction phase of the Taylor Yard Park Development Project.

The California Department of Parks and Recreation (State) is the lead agency responsible for implementation of the mitigation measures identified in the MND. This MMRP provides the State with a convenient mechanism for quickly reviewing all the mitigation measures including the ability to focus on select information such as timing. The MMRP includes the following information:

- the phase of the project during which the required mitigation measure must be implemented;
- the phase of the project during which the required mitigation measure must be monitored;
- the enforcement agency; and
- the monitoring agency.

The MMRP also includes a checklist to be used during the mitigation monitoring period. The checklist will verify the name of the monitor, the date of the monitoring activity, and any related remarks for each mitigation measure.

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Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
AESTHETICS						
AES-1 Use technologies to reduce light emissions that include full cutoff luminaries and low-reflectance surfaces. Low-angle spotlights would also be used.	Final Plans and Specifications	Construction; Operation	California Department of Parks and Recreation			
AES-2 Reduce the height of the outdoor light fixtures where possible to reduce light trespass and pollution.	Final Plans and Specifications	Construction; Operation	California Department of Parks and Recreation			
AIR QUALITY						
AIR-1 All construction vehicles shall be properly maintained and operated.	Construction	Construction	California Department of Parks and Recreation			
AIR-2 Aqueous diesel fuels shall be used in all construction equipment, where feasible.	Construction	Construction	California Department of Parks and Recreation			
AIR-3 Diesel oxidation catalysts shall be used in all construction equipment, where feasible.	Construction	Construction	California Department of Parks and Recreation			
AIR-4 The following measures shall be incorporated into the project to minimize emissions of fugitive dust, including PM_{10} and $PM_{2.5}$: • Land disturbance shall be minimized to the extent feasible. • Haul trucks shall be covered when loaded with fill	Construction	Construction	California Department of Parks and Recreation			

[1] The Implementation and Monitoring phases are broken down into four categories: Final Plans and Specifications, Pre-Construction, Construction, and Operation. "Final Plans and Specifications" indicates that the mitigation measure must be incorporated into the final approved design, plans, and specifications for the project. "Pre-Construction" refers to measures that are required prior to the start of construction. "Construction" refers to all aspects of project construction, including, but not limited to, site preparation, paving, material hauling, and construction of new facilities. "Operations" includes all measures that must be implemented during routine operations of the park.

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
material. • Surfaces of dirt piles shall be stabilized if not removed immediately. • Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried from the project site. • Disturbed areas that will not be paved as part of the proposed action shall be revegetated to prevent soil erosion.						
AIR-5 During high wind conditions (greater than 25 miles per hour), the following measures shall be incorporated into the project to minimize emissions of fugitive dust: • Cease all earth-moving activities or apply water to soil not more than 15 minutes prior to moving such soil. • For disturbed surfaces to be left inactive for several days, apply water with a chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of 6 months; or apply chemical stabilizers prior to wind event; or apply water to all unstabilized disturbed areas three times per day; or utilize a combination of these actions. • For unpaved roads, apply chemical stabilizers prior to wind event, or apply water once per hour during active operation, or stop all vehicular traffic. • For open storage piles, apply water once per hour, or install temporary coverings. For paved road track-out, cover all haul vehicles, or comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.	Construction	Construction	California Department of Parks and Recreation			

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
BIOLOGICAL RESOURCES						
BIO-1 To compensate for the impacts to the isolated areas of freshwater marsh (approximately 1.3 acres) and disturbed riparian woodland (approximately 1.7 acres), the native plant species in these communities lost via site development should be incorporated into features of the proposed buildout. The area of the earthen-bottom channel, or river ox-bow, proposed in the project design, and other features incorporated into the natural parkland area, shall provide a minimum 1:1 compensation for the marsh and riparian woodland areas impacted. To the extent feasible, individual willows, cottonwoods, and other native tree and shrub species should be salvaged and re-planted into appropriate areas onsite.	Final Plans and Specifications	Construction	California Department of Parks and Recreation			
BIO-2 Should tree removal or grading operations occur during the breeding season (generally March 1-August 31, as early as February 1 for raptors) for migratory nongame native bird species, weekly bird surveys would be performed to detect any protected native birds in the trees to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The surveys would be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting breeding bird surveys. The surveys would continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the City/State would delay all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) shall be	Final Plans and Specifications	Construction	California Department of Parks and Recreation			

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel would be instructed on the sensitivity of the area. The results of this measure would be recorded to document compliance with applicable State and Federal laws pertaining to the protection of native birds.						
HAZARDS AND HAZARDOUS MATERIALS						
HAZ-1 Prior to earthwork and construction activities on Parcel D, the State and the City shall submit the project grading plans to DTSC for concurrence that the project is cleared for recreational development and is consistent with approvals described in the *Explanation of Significant Differences for Union Pacific Railroad Company – Taylor Yard – Sale Parcel Site- Hump Yard Area* (January 30, 1998). Approval to proceed with the recreational development on Parcel D shall be documented in writing.	Construction	Construction	California Department of Parks and Recreation			
HAZ-2 During project construction, soil sampling shall occur on a weekly basis in areas of heavy ground disturbance to ensure that construction workers and future park users are not exposed to contaminated soil. Samples will be screened for petroleum hydrocarbons, soluble lead, volatile organic compounds (VOCs), and semivolatile organic compounds. If soil contamination levels are encountered that exceed regulatory standards, grading activities in the area(s) of contamination shall be halted until appropriate remediation measures are identified and approved by DTSC.	Construction	Construction	California Department of Parks and Recreation			
HAZ-3 If contaminated soils are encountered during construction, operations shall be stopped in the vicinity of	Construction	Construction	California Department of Parks and Recreation			

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
the suspected impacted soil. Surface samples shall be analyzed using appropriate collection and sampling techniques. Once an area of contamination is identified, soils shall be segregated, sampled, and tested in order to determine the appropriate disposal and treatment options. If the soils exceed the applicable screening criteria established by the RWQCB or are classified as hazardous (according to Resource Conservation and Recovery Act [RCRA] and CCR Title 22), soils shall be hauled to a Class I landfill or other appropriate soil treatment and recycling facility.						
HAZ-4 If groundwater is encountered during project grading or construction activities, construction shall be halted in the area until appropriate dewatering or avoidance measures are identified. If dewatering is required, the applicant shall procure a permit from the RWQCB for treatment and disposal of groundwater and shall comply with all provisions of the permit.	Construction	Construction	California Department of Parks and Recreation			

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Taylor Yard Park Development MND

Technical Appendices

Appendix A

Air Quality Calculations

URBEMIS 2002 For Windows 7.4.2

File Name: P:\2003\3J111 Taylor Yard Park MND\technical reports\Air\Taylor.urb
Project Name: Taylor Yard
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

*** 2004 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	15.52	134.12	105.28	0.00	132.32	6.44	125.88
TOTALS (lbs/day, mitigated)	14.75	87.75	100.25	0.00	26.51	0.46	26.04

*** 2005 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	15.39	94.31	128.42	0.01	4.53	4.14	0.39
TOTALS (lbs/day, mitigated)	14.76	62.13	123.49	0.01	0.71	0.32	0.39

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.08	0.01	0.58	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	4.82	5.42	59.12	0.05	4.23

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	4.90	5.42	59.71	0.05	4.23

URBEMIS 2002 For Windows 7.4.2

File Name: P:\2003\3J111 Taylor Yard Park MND\technical reports\Air\Taylor.urb
Project Name: Taylor Yard
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

CONSTRUCTION EMISSION ESTIMATES

*** 2004 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	1.15	9.61	7.99	0.00	34.70	0.46	8.28
TOTALS (tpy, mitigated)	1.09	6.28	7.63	0.00	6.93	0.03	1.71

*** 2005 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	1.55	9.17	12.38	0.00	2.73	0.36	0.00
TOTALS (tpy, mitigated)	1.48	6.05	11.93	0.00	0.16	0.02	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	0.01	0.00	0.05	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	0.87	1.14	10.69	0.01	0.77

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	0.88	1.14	10.75	0.01	0.77

Exhibit 4: Mitigated Negatie Declaration

URBEMIS 2002 For Windows 7.4.2

File Name: P:\2003\3J111 Taylor Yard Park MND\technical reports\Air\Taylor.urb
Project Name: Taylor Yard
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2004
Construction Duration: 18
Total Land Use Area to be Developed: 40 acres
Maximum Acreage Disturbed Per Day: 5 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 871200

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2004***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	125.87	-	125.87
Off-Road Diesel	15.32	133.87	100.63	-	6.43	6.43	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.20	0.25	4.65	0.00	0.02	0.01	0.01
Maximum lbs/day	15.52	134.12	105.28	0.00	132.32	6.44	125.88
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	8.75	69.83	62.91	-	3.30	3.30	0.00
Bldg Const Worker Trips	2.71	1.49	31.98	0.00	0.41	0.02	0.39
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	11.46	71.32	94.89	0.00	3.71	3.32	0.39
Max lbs/day all phases	15.52	134.12	105.28	0.00	132.32	6.44	125.88
*** 2005***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	8.75	67.27	64.57	-	3.05	3.05	0.00
Bldg Const Worker Trips	2.48	1.38	29.43	0.00	0.41	0.02	0.39
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.12	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.00	25.08	33.99	-	1.05	1.05	0.00
Asphalt On-Road Diesel	0.03	0.56	0.11	0.01	0.01	0.01	0.00
Asphalt Worker Trips	0.03	0.02	0.32	0.00	0.00	0.00	0.00
Maximum lbs/day	15.39	94.31	128.42	0.01	4.53	4.14	0.39
Max lbs/day all phases	15.39	94.31	128.42	0.01	4.53	4.14	0.39

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jun '04
Phase 2 Duration: 6 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Other Equipment	190	0.500	8.0
5	Rubber Tired Dozers	250	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Dec '04
Phase 3 Duration: 12 months
Start Month/Year for SubPhase Building: Dec '04
SubPhase Building Duration: 12 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
2	Other Equipment	190	0.500	8.0
1	Pavers	132	0.590	8.0
4	Tractor/Loaders/Backhoes	79	0.465	8.0

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Sep '05
SubPhase Asphalt Duration: 3 months
Acres to be Paved: 3
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2004***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	26.03	-	26.03
Off-Road Diesel	14.55	87.50	95.60	-	0.45	0.45	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.20	0.25	4.65	0.00	0.02	0.01	0.01
Maximum lbs/day	14.75	87.75	100.25	0.00	26.51	0.46	26.04
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	8.31	45.64	59.76	-	0.23	0.23	0.00
Bldg Const Worker Trips	2.71	1.49	31.98	0.00	0.41	0.02	0.39
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	11.02	47.13	91.75	0.00	0.64	0.25	0.39
Max lbs/day all phases	14.75	87.75	100.25	0.00	26.51	0.46	26.04
*** 2005***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	8.31	43.97	61.34	-	0.21	0.21	0.00
Bldg Const Worker Trips	2.48	1.38	29.43	0.00	0.41	0.02	0.39
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.12	-	-	-	-	-	-
Asphalt Off-Road Diesel	3.80	16.39	32.29	-	0.07	0.07	0.00
Asphalt On-Road Diesel	0.03	0.37	0.10	0.01	0.00	0.00	0.00
Asphalt Worker Trips	0.03	0.02	0.32	0.00	0.00	0.00	0.00
Maximum lbs/day	14.76	62.13	123.49	0.01	0.71	0.32	0.39
Max lbs/day all phases	14.76	62.13	123.49	0.01	0.71	0.32	0.39

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 2: Off-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
Phase 2: Off-Road Diesel Exhaust: Use diesel particulate filter
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
Phase 2: Off-Road Diesel Exhaust: Use lean-NOx catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 2: Stockpiles: Cover all stock piles with tarps
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 9.5%)
Phase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 3.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 2: Off-Road Diesel Exhaust: Properly Maintain Equipment
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)
Phase 3: Off-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
Phase 3: Off-Road Diesel Exhaust: Use diesel particulate filter
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
Phase 3: Off-Road Diesel Exhaust: Use lean-NOx catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 3: Off-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
Phase 3: Off-Road Diesel Exhaust: Use diesel particulate filter
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
Phase 3: Off-Road Diesel Exhaust: Use lean-NOx catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 3: On-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
Phase 3: On-Road Diesel Exhaust: Use lean-NOx catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 3: Off-Road Diesel Exhaust: Properly Maintain Equipmnet
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)
Phase 3: Off-Road Diesel Exhaust: Properly Maintain Equipmnet
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)
Phase 3: On-Road Diesel Exhaust: Properly Maintain Equipmnet
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)
Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jun '04
Phase 2 Duration: 6 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Other Equipment	190	0.500	8.0
5	Rubber Tired Dozers	250	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Dec '04
Phase 3 Duration: 12 months
Start Month/Year for SubPhase Building: Dec '04

SubPhase Building Duration: 12 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
2	Other Equipment	190	0.500	8.0
1	Pavers	132	0.590	8.0
4	Tractor/Loaders/Backhoes	79	0.465	8.0

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Sep '05
SubPhase Asphalt Duration: 3 months
Acres to be Paved: 3
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

Exhibit 4: Mitigated Negatie Declaration

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.00	0.00	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.08	0.01	0.58	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.08	0.01	0.58	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Community Park	4.82	5.42	59.12	0.05	4.23
TOTAL EMISSIONS (lbs/day)	4.82	5.42	59.12	0.05	4.23

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Community Park	12.14 trips / acres	40.00	485.60

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Community Park	5.0	2.5	92.5

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Blank changed from 90 to 70
The Diverted Trip % for Blank changed from 10 to 25
The Pass-By Trip % for Blank changed from 0 to 5
The Primary Trip % for Racquetball/health club changed from 50 to 70
The Diverted Trip % for Racquetball/health club changed from 40 to 25
The Pass-By Trip % for Racquetball/health club changed from 10 to 5
The Primary Trip % for General light industry changed from 80 to 70
The Diverted Trip % for General light industry changed from 20 to 25
The Pass-By Trip % for General light industry changed from 0 to 5

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use lean-NOx catalyst
has been changed from off to on.
Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Properly Maintain Equipment
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use lean-NOx catalyst
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use lean-NOx catalyst
has been changed from off to on.
Phase 3 mitigation measure On-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
Phase 3 mitigation measure On-Road Diesel Exhaust: Use lean-NOx catalyst
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Properly Maintain Equipmnet
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Properly Maintain Equipmnet
has been changed from off to on.
Phase 3 mitigation measure On-Road Diesel Exhaust: Properly Maintain Equipmnet
has been changed from off to on.

Changes made to the default values for Area

The natural gas option switch changed from on to off.
The wood stove option switch changed from on to off.
The fireplcase option switch changed from on to off.
The consumer products option switch changed from on to off.

Changes made to the default values for Operations

CO Model Output Data

SFR & SR2 WP.OUT

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Taylor Yard - San Fernando & SR2 Rmp WP
RUN: Hour 1
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	.0 DEGREES	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	6.7 PPM		
SIGTH=	5. DEGREES	TEMP=	48.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. SR2 A	-150	4	0	4	AG	524	10.1	.0	13.8
B. SR2 D	0	4	150	4	AG	1093	6.6	.0	13.8
C. SFR SBA	-6	150	-6	0	AG	1895	12.1	.0	16.5
D. SFR SBD	-6	0	-6	-150	AG	1404	7.1	.0	16.5
E. SFR NBA	6	-150	6	0	AG	1560	11.5	.0	16.5
F. SFR NBD	6	0	6	150	AG	1482	7.5	.0	16.5

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	14	10	1.5
2. Recpt 2	-14	10	1.5
3. Recpt 3	14	-10	1.5
4. Recpt 4	-14	-10	1.5

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F
1. Recpt 1	7.8	.0	.0	.0	.0	.0	1.1
2. Recpt 2	8.9	.0	.0	2.1	.0	.0	.0
3. Recpt 3	8.2	.0	.2	.0	.0	.4	.8
4. Recpt 4	8.8	.2	.0	1.7	.2	.0	.0

```
CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
         JUNE 1989 VERSION
         PAGE   1

     JOB: Taylor Yard - San Fernando & Fletcher Ex
     RUN: Hour 1
POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
      U=   1.0 M/S            Z0= 100. CM          ALT=     0. (M)
    BRG=    .0 DEGREES        VD=   .0 CM/S
   CLAS=     7 (G)            VS=   .0 CM/S
   MIXH= 1000. M             AMB=  6.7 PPM
  SIGTH=    5. DEGREES       TEMP= 48.0 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. FD EA	-150	4	0	4	AG	576	11.4	.0	13.8
B. FD ED	0	4	150	4	AG	523	7.0	.0	13.8
C. FD WA	150	-4	0	-4	AG	525	10.5	.0	13.8
D. FD WD	0	-4	-150	-4	AG	637	7.0	.0	13.8
E. SFR SBA	-6	150	-6	0	AG	1321	13.6	.0	16.5
F. SFR SBD	-6	0	-6	-150	AG	1643	9.5	.0	16.5
G. SFR NBA	6	-150	6	0	AG	1164	12.4	.0	16.5
H. SFR SBD	6	0	6	150	AG	1432	7.7	.0	16.5

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	14	10	1.5
2. Recpt 2	-14	10	1.5
3. Recpt 3	14	-10	1.5
4. Recpt 4	-14	-10	1.5

```
CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
         JUNE 1989 VERSION
         PAGE   2

     JOB: Taylor Yard - San Fernando & Fletcher Ex
```

SFR & FD Ex.OUT

RUN: Hour 1
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	7.8	.0	.0	.0	.0	.0	.0	.0	1.0
2. Recpt 2	8.4	.0	.0	.0	.0	1.7	.0	.0	.0
3. Recpt 3	8.3	.0	.1	.2	.0	.0	.0	.3	.8
4. Recpt 4	8.9	.2	.0	.0	.2	1.4	.4	.0	.0

SFR & FD WOP.OUT

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Taylor Yard - San Fernando & Fletcher WO
RUN: Hour 1
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	.0 DEGREES	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	6.7 PPM		
SIGTH=	5. DEGREES	TEMP=	48.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. FD EA	-150	4	0	4	AG	665	9.7	.0	13.8
B. FD ED	0	4	150	4	AG	537	6.0	.0	13.8
C. FD WA	150	-4	0	-4	AG	535	9.7	.0	13.8
D. FD WD	0	-4	-150	-4	AG	716	6.0	.0	13.8
E. SFR SBA	-6	150	-6	0	AG	1486	13.0	.0	16.5
F. SFR SBD	-6	0	-6	-150	AG	1906	11.0	.0	16.5
G. SFR NBA	6	-150	6	0	AG	1314	11.5	.0	16.5
H. SFR SBD	6	0	6	150	AG	1592	8.1	.0	16.5

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	14	10	1.5
2. Recpt 2	-14	10	1.5
3. Recpt 3	14	-10	1.5
4. Recpt 4	-14	-10	1.5

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Taylor Yard - San Fernando & Fletcher WO

SFR & FD WOP.OUT

RUN: Hour 1
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	7.9	.0	.0	.0	.0	.0	.0	.0	1.2
2. Recpt 2	8.6	.0	.0	.0	.0	1.8	.0	.0	.0
3. Recpt 3	8.4	.0	.1	.2	.0	.0	.0	.4	1.0
4. Recpt 4	9.1	.2	.0	.0	.2	1.4	.5	.0	.0

SFR & FD WP.OUT

```
CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
         JUNE 1989 VERSION
         PAGE   1

     JOB: Taylor Yard - San Fernando & Fletcher WP
     RUN: Hour 1
POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
      U=   1.0 M/S            Z0= 100. CM          ALT=     0. (M)
    BRG=    .0 DEGREES        VD=   .0 CM/S
   CLAS=     7 (G)            VS=   .0 CM/S
   MIXH= 1000. M             AMB=  6.7 PPM
  SIGTH=    5. DEGREES       TEMP= 48.0 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. FD EA	-150	4	0	4	AG	665	9.7	.0	13.8
B. FD ED	0	4	150	4	AG	537	6.0	.0	13.8
C. FD WA	150	-4	0	-4	AG	535	9.7	.0	13.8
D. FD WD	0	-4	-150	-4	AG	716	6.0	.0	13.8
E. SFR SBA	-6	150	-6	0	AG	1486	13.0	.0	16.5
F. SFR SBD	-6	0	-6	-150	AG	1906	11.0	.0	16.5
G. SFR NBA	6	-150	6	0	AG	1314	11.5	.0	16.5
H. SFR SBD	6	0	6	150	AG	1592	8.1	.0	16.5

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	14	10	1.5
2. Recpt 2	-14	10	1.5
3. Recpt 3	14	-10	1.5
4. Recpt 4	-14	-10	1.5

```
CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
         JUNE 1989 VERSION
         PAGE   2

     JOB: Taylor Yard - San Fernando & Fletcher WP
```

SFR & FD WP.OUT

RUN: Hour 1
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	7.9	.0	.0	.0	.0	.0	.0	.0	1.2
2. Recpt 2	8.6	.0	.0	.0	.0	1.8	.0	.0	.0
3. Recpt 3	8.4	.0	.1	.2	.0	.0	.0	.4	1.0
4. Recpt 4	9.1	.2	.0	.0	.2	1.4	.5	.0	.0

SFR & SR2 EX.OUT

```
CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
         JUNE 1989 VERSION
         PAGE   1

     JOB: Taylor Yard - San Fernando & SR2 Ramp Ex
     RUN: Hour 1
POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	.0 DEGREES	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	6.7 PPM		
SIGTH=	5. DEGREES	TEMP=	48.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. SR2 A	-150	4	0	4	AG	443	8.1	.0	13.8
B. SR2 D	0	4	150	4	AG	967	7.5	.0	13.8
C. SFR SBA	-6	150	-6	0	AG	1610	12.1	.0	16.5
D. SFR SBD	-6	0	-6	-150	AG	1080	7.0	.0	16.5
E. SFR NBA	6	-150	6	0	AG	1225	11.0	.0	16.5
F. SFR NBD	6	0	6	150	AG	1230	8.4	.0	16.5

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	14	10	1.5
2. Recpt 2	-14	10	1.5
3. Recpt 3	14	-10	1.5
4. Recpt 4	-14	-10	1.5

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F
1. Recpt 1	7.7	.0	.0	.0	.0	.0	1.0
2. Recpt 2	8.6	.0	.0	1.8	.0	.0	.0
3. Recpt 3	8.1	.0	.2	.0	.0	.3	.8
4. Recpt 4	8.5	.1	.0	1.4	.2	.0	.0

SFR & SR2 WOP.OUT

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Taylor Yard - San Fernando & SR2 Rmp WOP
RUN: Hour 1
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	.0 DEGREES	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	6.7 PPM		
SIGTH=	5. DEGREES	TEMP=	48.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. SR2 A	-150	4	0	4	AG	524	10.1	.0	13.8
B. SR2 D	0	4	150	4	AG	1086	6.6	.0	13.8
C. SFR SBA	-6	150	-6	0	AG	1883	12.1	.0	16.5
D. SFR SBD	-6	0	-6	-150	AG	1392	7.1	.0	16.5
E. SFR NBA	6	-150	6	0	AG	1540	11.5	.0	16.5
F. SFR NBD	6	0	6	150	AG	1469	7.5	.0	16.5

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	14	10	1.5
2. Recpt 2	-14	10	1.5
3. Recpt 3	14	-10	1.5
4. Recpt 4	-14	-10	1.5

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F
1. Recpt 1	7.8	.0	.0	.0	.0	.0	1.0
2. Recpt 2	8.9	.0	.0	2.1	.0	.0	.0
3. Recpt 3	8.2	.0	.2	.0	.0	.4	.8
4. Recpt 4	8.8	.2	.0	1.7	.2	.0	.0

Appendix B

Biological Resources Existing Conditions Report

TAYLOR YARD
BIOLOGICAL RESOURCES
EXISTING CONDITIONS REPORT

Prepared by:

EDAW, Inc.

February 2004

Biotic Resources

Biological resources within Parcel D were compiled based on a site visit, consultation with the Department employees, and a review of existing environmental documentation for the region. Information reviewed included the California Natural Diversity Data Base (CNDDB) (CDFG 2003a), as well as the *Taylor Yard Multiple Objective Feasibility Study*. This subsection describes the plant communities and wildlife present at the Taylor Yard complex and surrounding areas.

Plant Communities

The following descriptions of the vegetation communities within Parcels D and G are based on a site visit made on March 18, 2003, and information provided in the *Taylor Yard Multiple Objective Feasibility Study* and R.F. Holland's *Preliminary Descriptions of the Terrestrial Natural Communities of California*. The descriptions about Parcel D pertain to the entire 40-acre parcel. The plant communities present at Parcel D are shown in Figure 1.

Parcel D

Due to past grading and railroad operations within Parcel D, numerous dirt roads crisscross the site, berms and other landform alterations are evident, and areas of extensive soil compaction are present. As a result, nearly all of the vegetation within Parcel D would be considered disturbed habitat, or ruderal. Both of these vegetation communities develop as a result of repeated past disturbances in an area, which alter, and in some cases, eliminate, native plant species. In addition to ruderal and disturbed areas, Parcel D contains areas of mulefat scrub, disturbed riparian woodland, freshwater marsh, and disturbed coastal sage scrub.

Ruderal/Disturbed

Ruderal communities are areas of high disturbance that are dominated by invasive nonnative forbs (herbaceous, nongrass species) that are adapted to a regime of frequent disturbances. Nonnative annual grasses occur often, but contribute less than 50 percent of the entire herbaceous cover. Many of the broad-leaved weeds characteristic of ruderal areas are also common species of nonnative grasslands. Ruderal habitat in Parcel D is dominated by fennel (*Foeniculum vulgare*), mustard (*Hirschfeldia incana*), wild radish (*Raphinus sativus*), tocalote (*Centaurea melitensis*), and sweetclover (*Melilotus* sp.). Additional species common within the ruderal

vegetation areas in Parcel D include fountain grass (*Pennisetum setaceum*), ripgut grass (*Bromus diandrus*), slender wild oats (*Avena barbata*), tree tobacco (*Nicotiana glauca*), sunflower (*Helianthus annus*), Russian thistle (*Salsola tragus*), castor bean (*Ricinus communis*), and pampass grass (*Cortaderia selloana*). A few remnant native scrub species are also scattered in the ruderal vegetation areas on-site including black sage (*Salvia mellifera*) and coyote brush (*Baccharis pilularis* var. *consanguinea*).

Where roads cover Parcel D, and other areas where past or on-going extensive off-road vehicle use is apparent, these areas may be characterized as disturbed. Disturbed habitat is any land that has been permanently altered by human activities including grading, vehicle damage, and repeated clearing. Disturbed land is typically characterized by more than 50 percent bare ground and an absence of remnant native vegetation. Furthermore, the previous disturbance is usually severe enough to eliminate future recovery of the area without active restoration. The vegetation in areas mapped as Dispturbed is sparse and includes scattered nonnative grasses, fennel, and castor bean.

Mulefat Scrub

Mulefat scrub is generally considered an early seral vegetation community and often develops in areas subject to frequent flooding. Site disturbance in an area with fairly coarse substrate situated at a moderate depth above the water table may also be factors conducive to supporting mulefat scrub. Parcel D is not subject to frequent flooding; however, it is characterized by berms and mounded areas formed by past grading, and hence many shallow slopes, low-lying areas, and localized drainages are present within the site. Within Parcel D, mulefat (*Bacchris salicifolia*) is scattered throughout most of the site. However, in several locations along the lower portion of slopes this species forms a dense cover where areas of mulefat scrub warranted mapping (Figure 1).

Disturbed Riparian Woodland

Riparian communities are typically situated along stream courses and adjacent banks, and along urban drainages. Most riparian species are restricted to areas of a high water table and require moist, bare mineral soils for germination and establishment, much like the conditions following periodic flooding (Holland 1986). The low-lying areas and localized drainages present within the site are artifacts of the past activities and remediation work on the property, which have created isolated mesic conditions appropriate for supporting tree species such as willows (e.g., arroyo

Taylor Yard Park

Appendix B

Figure 1
Vegetation on Parcel D

DCSS	Disturbed Coastal Sage Scrub
DRW	Disturbed Riparian Woodland
FWM	Freshwater Marsh
MFS	Mulefat Scrub
RUD/DIST	Ruderal/Disturbed

1 inch = 250 feet

N

Sources: Aerial Base in UTM zone xi, NAD 83 - EagleAerial; Vegetation polygons - EDAW

February 11, 2004

EDAW

willow, *Salix lasiolepis*; and black willow, *Salix goodingii*), Fremont cottonwood (*Populus fremontii*), and Mexican elderberry (*Sambucus mexicana*), many of which exceed 25 feet in height. Due to the disturbed conditions at the site and the native species composition, these areas were mapped as disturbed riparian woodland. Other species occurring within these areas include tree tobacco, tamarisk (*Tamarix* sp.), mulefat, toyon (*Heteromeles arbutifolia*), and laurel sumac (*Malosma laurina*). No wetland delineations were conducted as part of the reconnaissance survey. Most of the plant species noted above are considered wetland species; however, due to the isolation of the mesic areas from the L.A. River, or from urban drainages that flow into the river, the areas mapped as disturbed riparian woodland are not considered federal and state jurisdictional wetlands, and thus not protected by the California Department of Fish and Game (CDFG) and U.S. Army Corps of Engineers (ACOE) wetland regulations. Under CEQA, however, the habitat provided by these vegetation communities would be considered sensitive.

Freshwater Marsh

Freshwater marsh is dominated by perennial, emergent monocots (flowering plants that have one seed leaf), which grow in standing fresh water. During the reconnaissance survey, two areas of ponded water were noted in the southern portion of Parcel D within an area where past vehicle activity appears to have been severe, and soil compaction is evident (Figure 1). Because the reconnaissance survey was conducted within a few days of heavy precipitation, ponded water was observed on site; however, no streams or other drainages are knows to occur on the site. The two ponds occur within a higher portion of the site; therefore, it is presumed that the soil compaction has contributed to the seasonal ponding in this area. The center of these two areas was open water at the time of the survey; however, the outer portions support cattails (*Typha* sp.), sand-spurry (*Spergularia* sp.), Australian saltbush (*Atriplex semibaccata*), mulefat, and scattered saplings of black willow, and arroyo willow. Many of these plant species are considered wetland species; however, due to the disturbed nature of the site, the isolated location of these areas, and the lack of any connection to streams or natural water courses, it is unlikely that these areas would be considered federal and state jurisdictional wetlands.

Disturbed Coastal Sage Scrub

Coastal sage scrub is one of the major shrub-dominated (scrub) communities within California. This community occurs on xeric sites (i.e., sites that receive only a small amount of moisture) with shallow soils. Sage scrub species are typically drought deciduous plants with shallow root systems. Both of these adaptations allow for the occurrence of sage scrub species on xeric sites.

Within Parcel D, only one remnant patch of coastal sage scrub was observed on the site in the southwestern corner of the property, along a west-facing slope. Native scrub species observed in this area include California sage brush (*Artemisia californica*), laurel sumac, black sage, coyote bush, and mulefat. Coastal sage scrub is considered a sensitive habitat by CDFG (Holland 1986) because this community supports an extremely high number of sensitive species. Due to the disturbed and isolated condition of the coastal sage scrub on the site, sensitive species are not expected to occur in this patch of native scrub.

Sensitive Plants

Sensitive plant species are those that are candidates, proposed, or listed as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS) or the CDFG, and those plants that are considered sensitive species by the California Native Plant Society (CNPS) (CDFG 2003b, CNPS 2001). There are several plant species known for the area around the Taylor Yard complex that are considered to be sensitive; however, all are thought to be locally extirpated due to extensive development in the region. No sensitive plants have previously been detected within the park site, and none were observed during the recent reconnaissance survey. None are expected to occur within Parcels D or G. Information about past observations of the sensitive plant species within the vicinity of the park, based on the CNPS database, is included in Table 1 below.

Table 1. Sensitive Plant Species Known to Occur within the Vicinity of Taylor Yard Parcel D

Species	Habit and Habitat	Potential for Occurrence	USFWS	CDFG	CNPS
Braunton's milk-vetch *Astragalus brauntonii*	Perennial herb; blooms March-July. Associated with chaparral, coastal scrub, valley and foothill grasslands, closed-cone coniferous forest, and in carbonate soils of recent burned or disturbed areas	Not expected due to lack of suitable habitat. The small amount of coastal sage scrub within Parcel D is highly disturbed. Possibly locally extirpated per records in the CNDDB.	FE	--	1B 3-3-3
Coastal dunes milk-vetch *Astragalus tener* var. *titi*	Annual herb; blooms March-May. Associated with coastal bluff scrub (sandy), coastal dunes, and coastal prairie.	Not expected due to lack of suitable habitat. Possibly extirpated per records in the CNDDB.	FE	SE	1B 3-3-3
Davidson's saltscale *Atriplex serenana* var. *davidsonii*	Annual herb; blooms April-October. Associated with coastal bluff scrub, and alkaline coastal scrub.	Not expected due to lack of suitable habitat. Mapped in 1902 southeast of Hollywood; thought	--	--	1B 3-2-2

Species	Habit and Habitat	Potential for Occurrence	USFWS	CDFG	CNPS
		to be extirpated from Los Angeles county.			
Plummer's mariposa lily *Calochortus plummerae*	Perennial herb; blooms May-July. Associated with in granitic substrates of chaparral, coastal sage scrub, cismontane woodland, lower montane coniferous forest, and foothill grasslands.	Not expected due to lack of suitable habitat. The small amount of coastal sage scrub within Parcel D is highly disturbed. Mapped in 1901, 1906, and 1913, in west Hollywood, west of Pasadena, and in Pasadena, respectively. Possibly locally extirpated.	FSC	--	1B 2-2-3
Santa Barbara morning-glory *Calystegia sepium* ssp. *bindhamiae*	Perennial herb; blooms April-May. Associated with marshes and swamps.	Not expected. The small areas of freshwater marsh on Parcel D are highly disturbed. Mapped in 1899 near Cienega; presumed extinct.	--	--	1A
Many-stemmed dudleya *Dudleya multicaulis*	Perennial herb; blooms April-July. Found in clay soils of coastal scrub, chaparral, and valley and foothill grasslands.	Not expected. The small amount of coastal sage scrub and grassland within Parcel D is highly disturbed. Mapped in the vicinity of Hollywood Reservoir in 1905 and 1925; possibly extirpated.	--	--	1B 1-2-3
Los Angeles Sunflower *Helianthus nuttallii* ssp. *parishii*	Perennial herb; blooms August-October. Associated with coastal salt and freshwater marshes and swamps.	Not expected. Last seen in 1937; presumed extinct.	--	--	1A
Orcutt's linanthus *Linanthus orcuttii*	Annual herb; blooms May-June. Associated with chaparral, lower montane coniferous forest, pinyon and juniper woodland/openings.	Not expected due to lack of suitable habitat within Taylor Yard. Mapped in general area of Pasadena in 1925; presumed extant.	--	--	1B 2-1-2
Prostrate navarretia *Navarretia prostrata*	Annual herb; blooms April-July. Associated with coastal scrub, valley and foothill grassland (alkaline), vernal pools/mesic areas.	Not expected. The small amount of coastal sage scrub within Parcel D is highly disturbed. Local populations probably extirpated per CNDDB records.	FSC	--	1B 2-3-3
Parish's gooseberry *Ribes divaricatum* var. *parishii*	Shrub; blooms February-April. Associated with riparian woodland at elevations between approximately 200-330 feet.	Not expected. The small amount of riparian woodland within Parcel D is highly disturbed. Possibly extinct in area per CNDDB records.	--	--	1B 3-3-3

Species	Habit and Habitat	Potential for Occurrence	USFWS	CDFG	CNPS

USFWS: FE = Federally Endangered, FT = Federally Threatened, FSC = Federal Species of Concern.

CDFG: SE = State Endangered, ST = State Threatened, SSC = State Species of Concern, SR = State Rare

CNPS: 1A = California Native Plant Society List 1A (Plants presumed extinct in California)

1B = California Native Plant Society List 1B (rare, threatened, or endangered in California and elsewhere)

2 = California Native Plant Society List 2 (rare, threatened, or endangered in California, but more common elsewhere)

3 = California Native Plant Society List 3 (considered, but more information needed)

CNPS R-E-D Code:

R-Rarity

1 = Rare, but in sufficient numbers, and of wide enough distribution that potential for extinction is low.

2 = Distributed in a limited number of occurrences.

3 = Distributed in one to several highly restricted occurrences, or present in such small numbers that reports are seldom.

E-Endangerment

1 = Not endangered.

2 = Endangered in a portion of its range.

3 = Endangered throughout its range.

D-Distribution

1 = More or less widespread outside California.

2 = Rare outside California.

3 = Endemic to California.

Exotic Plant Species

Exotic plant species are those plants that arrived in an area through human actions. Most nonnative species are not invasive and do not have adverse effects on native plant communities. However, exotic plants are considered "invasive weeds" when they colonize natural areas and dominate or displace natural communities. Some potential impacts resulting from exotic plant infestation include (1) alteration of ecosystem processes, such as nutrient cycling, erosion, and fire frequency; (2) suppression of native plant recruitment and growth; and (3) reduction of wildlife resources, such as food, cover, and nesting habitat. Exotic plants that are considered invasive weeds often have several characteristics that enable them to successfully compete with native plants by rapidly becoming established and precluding the growth of the native species. Habitat conditions, in many cases, are favored by repeated disturbance.

Both Parcels D and G are dominated by nonnative plant species. A few particularly invasive species noted in the vegetation descriptions above that occur at the site include pampass grass (*Cortaderia selloana*), castor bean (*Ricinus communis*), Brazilian pepper tree (*Schinus terebinthifolius*), fennel (*Foeniculum vulgare*), and tamarisk (*Tamarix* sp.). Only on-going management plans can attempt to control current infestations and ensure that future invasions are minimized.

Animals

Although the vegetation communities found on the Parcel D site are relatively degraded, there is sufficient structural diversity to provide habitat for a variety of animals. A handful of sensitive,

threatened and endangered species, as determined by the USFWS and/or the CDFG, are known from the region, but are not expected to breed on-site. The following section describes an overview of general wildlife and associated habitats that occur within and adjacent to Parcels D and G.

Aquatic Life

Aquatic life consists of the fauna that occur within the ephemeral waters of the drainages and impoundments throughout the site. No fish species have been documented on Parcels D and G and due to the transitory nature of the aquatic habitat on-site, no fish species are expected to occur at this time. However, the rolling topography of Parcel D supports seasonally ponded areas that support California toad (*Bufo boreas halophilus*) tadpoles, which is the aquatic phase of the species.

Amphibians

Since Parcel D supports the aquatic phase of the California toad, it is presumed that the transitional areas at the interface between the ponded water and the riparian and upland habitats support adult and metamorphic phases of the species. Additionally, a variety of other relatively common amphibians, including the California newt (*Taricha tarosa*), Pacific treefrog (*Pseudacris regilla*), and California treefrog (*Pseudacris cadaverina*), have a low potential to occur on Parcel D based on the habitat conditions of the site. Amphibians are typically associated with mesic areas at the edge of ponds, along streams, or under leaf litter and other objects where moisture is present. Within the Parcel D, these conditions are associated with the riparian and freshwater marsh habitats that occur on Parcel D.

Reptiles

No reptile species have been documented to occur on site, although suitable habitat exists on Parcels D and G for common species such as the western fence lizard (*Sceloporus occidentalis*), southern alligator lizard (*Gerrhonotus multicarinatus*), and the side-blotched lizard (*Uta stansburiana*). Both the western fence lizard and the southern alligator lizard are relatively well-adapted to disturbance and urban areas and often prefer to inhabit disturbed and ruderal habitats, rock and concrete piles, discarded boards, and trash heaps; therefore, they have a moderate

potential to occur on both Parcels D and G. These species as well as the side-blotched lizard may also inhabit the disturbed coastal sage scrub community on Parcel D.

Birds

The vegetation communities, topography, hydrology, and geology of the Parcel D, and adjacent off-site features such as the L.A. River, combine to provide a variety of habitats for several resident and migratory bird species within the site. The riparian vegetation, including mulefat scrub, disturbed riparian woodland, freshwater marsh, and the pond/aquatic habitat attract resident and migratory birds by providing valuable resources, particularly for foraging and protective cover. Bird species associated with the riparian habitats within Parcel D include red-winged blackbird (*Agelaius phoeniceus*), mallard (*Anas playtyrhynchos*), northern rough-winged swallow (*Stelgidopteryx serripennis*), and common moorhen (*Fulica americana*). The disturbed coastal sage scrub and ruderal habitats within Parcel D support disturbance and urban-adapted species such as the horned lark (*Eremophila alpestris*), mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), mourning dove (*Zenaida macroura*), and house finch (*Carpodacus mexicanus*).

Mammals

Development in California has destroyed a great deal of natural habitat, limiting animals to pockets of land in which they can thrive, particularly in the greater Los Angeles metropolitan area. Large mammals, such as the nonnative red fox (*Vulpes vulpes*), the native gray fox (*Urocyon cinereoargenteus*), coyote (*Canis latrans*), mule deer (*Odocoileus hemionus*), bobcat (*Felis rufus*), and mountain lion (*Felis concolor*) require large tracts of contiguous native open space in order to maintain viable populations over the long-term. Parcel D is relatively isolated from other areas of open space in terms of habitat for large mammals; therefore, these species would not be expected on-site. Furthermore, only small mammals would be expected to occur within the park site. California ground squirrel (*Spermophilus beecheyi*) and domestic dog (*Canis familiaris*) have been documented within both Parcels D and G. Habitats also exist on-site that have the potential to support mice (including *Peromyscus* spp. and *Reithrodontomys* sp.) and other small mammals. Mammal species on-site would be expected to occur throughout all vegetation communities within Parcel D.

Wildlife Movement Corridors and Habitat Linkages

Development in California has destroyed a great deal of natural habitat, limiting animals to pockets of land in which they can thrive, particularly in the greater Los Angeles area. Loss of native vegetation has resulted in the isolation of habitats to the point where wildlife movement has been constrained or eliminated, and habitat linkages severed.

A wildlife corridor can be defined as a linear landscape feature of sufficient width and buffer to allow animal movement between two patches of comparatively undisturbed habitat, or between a patch of habitat and some vital resources. Regional corridors are defined as those linking two or more large areas of natural open space and local corridors are defined as those allowing resident animals to access critical resources (food, cover, and water) in a smaller area that might otherwise be isolated by urban development.

Habitat linkages can be defined as large areas of natural open space that provide connectivity to regional biological resources. These linkages are not narrow corridors through which wildlife species must pass in order to access critical resources. Instead, habitat linkages are wide enough to allow relatively free movement of wildlife species along multiple paths between resources.

Parcel D is relatively small and isolated from large areas of native open space; therefore, it currently does not serve as a functioning wildlife habitat linkage. However, the proximity of the site to the L.A. River works synergistically with the small pockets of native vegetation within Parcel D to help attract avian wildlife from throughout the region by providing protective cover, water, and forage for a variety of species, such as red-winged blackbird, northern rough-winged swallow, and mallard as they travel up and down the river valley. In its current biologically degraded state, however, the unit adds minimal value to the L.A. River wildlife movement corridor.

In terms of regional wildlife movement corridors, Parcel D has the potential to play a significant role in maintaining a high-quality avian wildlife movement corridor between the L.A. River and other pockets of natural open space in the region. Parcels D and G's proximity to the river could allow the park to act as an extension of the wildlife habitat along the river, providing migrant birds a place to stop before continuing through the region. Parcel D is also centrally located between relatively large islands of open space and has the potential to provide avian connectivity between Griffith Park to the northwest, Silver Lake Reservoir to the west, Elysian Park to the

south, and Elyria Canyon Park and Ernest E. Debs Park to the east. Parcel D is approximately 4,000 feet away from both Elysian Park and Elyria Canyon Park, 13,000 feet from Silver Lake Reservoir, and 20,000 feet from both Griffith Park and Ernest E. Debs Park.

Sensitive Animals

Sensitive wildlife are those animal species, which are candidates, proposed, or listed as threatened or endangered by the USFWS or the CDFG, and those animals that are considered species of concern or are listed as protected or fully protected by the state (CDFG 2003c). Additionally, raptors protected under the federal Bald Eagle Protection Act are also considered sensitive species. The USFWS had maintained "Category 2" (C2) and "Category 3" (C3) species candidate lists, which had the similar function as the state lists for species of concern. However, USFWS has since discontinued the recognition of that term and has dropped the C2 and C3 candidate designations in 1995. CDFG has designated all former C2 and C3 species as "federal species of concern." This is a state designation and does not confer any federal protection or status, therefore it is not considered in this document. Although no sensitive species have been documented on site, there is one sensitive reptile species, and ten sensitive bird species known to occur along the lower L.A. River (CCC 2002). All of these species, and their potential for occurrence at the park, are presented in Table 2.

Table 2. Sensitive Animal Species Known from the Lower L.A. River or within the Region

Species	Habitat	Potential for Occurrence	CDFG	USFWS
Reptiles				
San Diego horned lizard *Phrynosoma coronatum blainvillei*	Frequents a variety of habitats from sage scrub and chaparral to coniferous and broadleaf woodlands; often found on sandy or friable soils with open scrub	Not expected to occur on-site or in adjacent areas due to lack of suitable habitat (sandy, friable soil) and preferred prey items (harvester ants).	SSC	--
Birds				
Least bittern *Ixobrychus exilis hesperis*	Fresh and brackish water marshes, usually near open water sources	Low potential to occur in freshwater marsh vegetation within Parcel D, due to the restricted nature of suitable	SSC	--

Species	Habitat	Potential for Occurrence	CDFG	USFWS
		nesting habitat within Parcel D.		
Northern harrier *Circus cyaneus*	Breeds in marshes and grasslands and forages in grasslands, agricultural fields, wetlands, and open coastal sage scrub	Not expected to breed within the sparse freshwater marsh habitat on Parcel D, but has a moderate potential to occur as a migrant.	SSC	--
Cooper's hawk *Accipiter cooperii*	Nests primarily in oak woodlands but occasionally in willows or eucalyptus	Low potential to nest within the riparian woodland vegetation within on Parcel D, due to the disturbed nature of the habitat.	SSC	--
Least Bell's vireo *Vireo bellii pusillus*	Summer resident of low riparian growth in the vicinity of water or in dry river bottoms. Nests are placed along the margins of bushes, usually *Salix*, *Baccharis*, or *Prosopis*	Low potential to nest within the riparian woodland vegetation on Parcel D, due to the disturbed and isolated nature of the habitat.	SE	FE
Coastal cactus wren *Campylorhynchus brunneicapillus*	Found only in coastal sage scrub with extensive stands of tall prickly pear or cholla cacti	Not expected to occur within Parcel D. Suitable cactus habitat does not exist within the park.	SSC	--
Coastal California gnatcatcher *Polioptila californica californica*	Coastal sage scrub habitats, typically on gentle slopes	Not expected to occur within Parcel D, due to the highly disturbed and isolated nature of the coastal sage scrub vegetation within Parcel D.	SSC	FT
Yellow warbler *Dendroica petechia brewsteri*	Breeding restricted to riparian woodlands	Low potential to nest in the disturbed riparian woodland on Parcel D, due to the disturbed and isolated nature of the habitat.	SSC	--
Yellow-breasted chat *Icteria virens*	Breeding is confined to riparian woodlands in the coastal lowlands	Low potential to nest in the disturbed riparian woodland on Parcel D, due to the disturbed and isolated nature of the habitat.	SSC	--
Tri-colored blackbird *Agelaius tricolor*	Inhabits freshwater marsh habitat, usually in cattails or reeds	Low potential to nest within the freshwater marsh vegetation on Parcel D, due to the restricted nature of suitable nesting habitat within the unit.	SSC	--

USFWS: FE=Federally Endangered, FT=Federally Threatened.
CDFG: SE=State Endangered, ST=State Threatened, SSC=State Species of Concern.

Only two of the sensitive species listed in Table 2 have been documented relatively close to Parcel D. Observations of the San Diego horned lizard (*Phrynosoma coronatum blainvillei*) and the coastal California gnatcatcher (*Polioptila californica californica*) are documented in the CNDDB (CDFG 2003a). The horned lizard is considered a California Species of Concern, and the gnatcatcher is considered a California Species of Concern, and a federally listed threatened

species. One San Diego horned lizard specimen was collected in Monterey Park, approximately 1 mile southeast of California State University, Los Angeles. An estimated three pairs of coastal California gnatcatchers were documented in the CNDDB in the Baldwin Hills, in the vicinity of Culver City. Based on the relatively disturbed and isolated nature of Parcel D, these species are not expected to occur on-site.

Exotic Species

Exotic wildlife species documented within Parcel D include the European starling and domestic dog. The presence of the European starling population within Parcel D results in an increase in the competition for resources on the native bird populations. However, the presence of domestic dogs presents a greater concern to resource management since it can prey directly on native wildlife species as well as degrade native habitats within unit.

Ecology

Except for the L.A. River to the west of Parcel G, Parcel D abuts areas that have been developed. As is the case for much of Los Angeles, the areas surrounding the site have been urbanized, although there are small pockets of native habitats dotting the region. Despite the dense development surrounding the site, there is an opportunity to restore important biological resource functions and values within Parcel D and, by extension, to the region by enhancing the existing biological resources on-site. The effective implementation of native habitat restoration or creation would provide refugia for plant and animal species, and enhance avian movement corridors for better connectivity to other areas of open space in the region.

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Appendix C

Cultural Resources Technical Report

Taylor Yard Preliminary Cultural Evaluation

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Date: 02 February 2004

Introduction

In December 2001, the California Department of Parks and Recreation [DPR] acquired forty acres of land within Taylor Yard. Part of a larger Southern Pacific Railroad freight switchyard and maintenance facility, the railroad had closed the facility in 1985. In a unique arrangement, DPR will lease some 20 acres of State parkland to the City of Los Angeles. While the former will seek provide habitat restoration, nature trails, and picnic areas, the latter will develop and dedicate its land for recreational sports activities. However, in a unique arrangement, both will jointly plan, develop, fund, and operate their respective segments in a manner compatible to each.

Project Location

Taylor Yard is located along the eastern boundary of the Los Angeles River, between Fletcher Drive to the north and Figueroa Street to the south, with San Fernando Road forming its eastern boundary. The yard lies within a five-mile section of the river valley known as the "Glendale Narrows." An important historic transportation and communication corridor, it links the southeast portion of the San Fernando Valley, between the Elysian Hills and Santa Monica Mountains to the west and the Repetto Hills to the east, to the Los Angeles Coastal Plain.

The study site's consists of a 29.585 and 10.836-acre section of the original rail yard now designated as Parcel Sections D-1 and D-2, respectively. The site's legal description is as follows:

> Parcel D, as shown on a Certificate of Compliance for Lot-Line Adjustment, recorded September 19, 1997 as Instrument No. 97-1451455, Official Records, more particularly described as follows.
>
> That portion of that certain 2790.16 acre tract of land allotted to Jesse D. Hunter in Rancho San Rafael, in the City of Los Angeles, County of Los Angeles, State of California, entered in the District Court of the 17th Judicial Court Case No. 121 of the State of California, in the County of Los Angeles, filed in Book "B" page 671, et seq. of Judgments, as described in the Deed to Southern Pacific Railroad Company, Recorded August 11, 1873, in Book 25, page 548 of Deeds, in the Office of the County Recorder of Said County and those portions of Lots 2 and 7 of the Southern Pacific Classification Yard Tract, in said City, County and State, as per Map recorded in Book 147, pages 22 to 26, inclusive, of Maps, in the Office of said County Recorder, described as a whole as follows:
>
> Commencing at a point in the southeasterly line of the Allesandro Parkway (150.00 feet wide), as shown and dedicated on the Map of Tract No. 14215, as per Map recorded in Book 307, page 8 of said maps, distant south 53° 51' 09" west, along said southeasterly line, 81.11 feet its northeasterly terminus. Said point being in a curve concave southwesterly and having a radius of 2359.59 feet, a radial line of said curve to said point bears north 61° 55' 59" East; thence southeasterly along said curve, through a central angle of 6° 03' 02", an arc distance of 249.18 feet; thence south 22° 00' 59" east, tangent to said curve, 472.40 feet to the beginning of a tangent curve concave northeasterly and having a radius of 2239.59 feet, thence southeasterly along said curve, through a central angle of 15° 01' 44", an arc distance of 587.45 feet; thence south 37° 02' 43" east, tangent to said curve, 1136.23 feet to the beginning of a tangent curve concave southwesterly and having a radius of 2359.59 feet; thence southeasterly along said curve, through a central angle of 19° 31' 55", an arc

distance of 804.37 feet; thence south 17° 30' 48" east, tangent to said curve, 1198.72 feet to the beginning of a tangent curve concave northeasterly and having a radius of 2239.59 feet; thence southeasterly along said curve, through a central angle of 15° 55' 26", and arc distance of 622.44 feet to the true point of beginning in a line extending northeasterly and having a bearing of North 54° 58' 22' East, thence southeasterly, continuing along said curve, through a central of 1° 40' 03", an arc distance of 65.18 feet; thence south 36° 06' 17" east, tangent to said curve, 1205.32 feet to the beginning of a tangent curve concave northeasterly and having a radius of 2239.59 feet; thence southeasterly along said curve, through a central angle of 14° 44' 52", an arc distance of 576.46 feet to the southwesterly prolongation of the northwesterly line of that certain parcel of land described as Parcel C in that certain covenant and agreement to hold property as one parcel, recorded on June 17, 1991, as Instrument No. 91-903824 of Official Records, in the Office of said County Recorder; thence North 54° 58' 22" east, along said southwesterly prolongation of said northwesterly line 889.05 feet to the northeasterly line of the Land described in said deed recorded in Book 25, Page 548 of Deeds, said northeasterly line being on said Map of the Southern Pacific Classification Yard Tract; thence north 35° 01' 38" west, along said northeasterly line, 1840.50 feet to said line having a bearing of North 54° 58' 22" east; thence south 54° 58' 22" west, 94.37 feet to the true point of beginning (PSOMAS 2004:1).

Historically, Parcel D was the site of Taylor Yard's "Humpyard Treatment Area," a 20-acre section in the central and southwest portions of the 19-acre Taylor Yard Sale Parcel. Here, between 1925 and ca. 1973, small switch locomotives shoved strings of freight cars to the top of an artificially created eight-foot-high hillock. Under the direction of a switch foreman, the cars were uncoupled and allowed to roll down the opposite side to prearranged tracks. Originally manned by brakemen, later automated external pneumatic brakes slowed the cars' descent where they were switched into various tracks. The area, known as "classification bowl," was where the cars were assembled into consists before being hauled out of the yard (Mullaly and Petty 2002:124-125; and Scott 1994).

Geological Profile

Located on the Los Angels River channel and floodplain, Taylor Yard lies on layers of interbedded and braided alluvial deposits ranging in size from coarse sand to very fine silt and clay-sized particles. This was evident during the trenching of section of the former rail raid (exact location unknown) during June 1991. The excavation, to remove contaminated soil, also revealed a naturally deposited formation with an irregular upper surface covered by a varied thickness of engineered fill (Ito 1991:1).

Previous Studies

An information Center records search was conducted on May 28, 2002 for the subject property. The results of that inquiry were negative. No prehistoric archaeological sites are recorded in the project area or within a ½ mile radius of the property boundaries. Also, no historic archaeological sites have been identified within a ½ mile radius of the project area.

While no archeological sites are recorded within a ½ mile radius of the Taylor Yard property, it is possible that historic features or trash related to the historic use by the railroad might be still buried, although this is unlikely (in terms of intact features).

Nine previous archeological studies have been conducted within a ½ mile radius of the property and most have yielded negative results. Six of these studies overlap the current boundaries of this parcel (Parcel D or the Humpyard).

Previous studies include Robert White and David Van Horn (1989) study of the "Phase I Cultural Resources study of the 18.4 –acre proposed ETNA Commercial Plaza Site, City of Los Angeles", Robert J. Wlodarski study (1991) of a "Phase I Archaeological Study for Eight Areas proposed for the New Los Angles Police Training Academy, and Driver Training Facility, City of Los Angeles, Los Angeles County, California.", The anonymous study of the "Draft Environmental Impact Report for the Police Bond Program Police Driver Training Facility" (1992), Peak And Associates report (1992) of the Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project, Robert J. Wlodarski's study (196) of "a Phase I Archaeological Study for the Telacu Point Located at 3100 Fletcher Drive, City and County of Los Angeles, California., Robert J. Wlodarski (1996) also conducted a study of "a Phase I Archaeological Study for the Telacu Point Project Located at 3100 Fletcher Drive, City and County of Los Angeles, California, Philomene C. Smith (2000) conducted a study "Negative Archaeological Survey Report:07-LA-2KP22.5/36.7-170-21370k", Barbara Sylvia produced a "Negative Archaeological Survey Report: 07-LA-134-9.8/10.9-174-21780k, paving protection at the Taylor Yard Overhead", and Compass Rose study (2000) Phase I Cultural Resource Investigation at Lennar Taylor Yard." Most of these reports list no sites in the project area. The reports with sites are outside the boundaries of the current project.

In 1992, the American Institute of Architects Los Angeles Chapter Urban Design Committee produced a briefing book on Taylor Yards. It also compiled a summary of Environmental Impacts. In this report, they listed under Archaeology that no significant cultural resources were directly encountered during field investigations (AIA 1992:10).

There were several known Tongva or Gabrielino ethonographic villages in the general area of Taylor Yard. Two of the closest villages were likely *Maawnga* on the Rancho de los Felis (Reid 1852). Just south of this was an area described in the Portola expedition account by Father Juan Crespi as a very fertile well watered region (see below). Another village in the downtown area was the community of *Yaanga* near the current Civic Center (McCawley 1996:55-57).

According to McCawley the village of *Geveronga* might also have been in this area (McCawley 1996: 57). The Mission Register of San Gabriel lists several (31) converts from this village between 1788-1809. The exact location of these villages is still uncertain.

Given the location of the Taylor yard parcel in the Los Angeles river floodplain, it would not have been a primary location for an aboriginal village or a camp. Due to the remedial action (IC, 1994) on the sale parcel D, it is unlikely that any cultural feature survived and still exists with any integrity. Almost 18 inches of soil was treated and then at least 5 feet of clean fill was added to the parcel for environmental concerns. Any cultural material will be at least 7 feet deep and no significant prehistoric or historic deposits are known on the parcel.

Historic Background

Because of its geographic position, the Taylor Yard site is uniquely connected to the early history of Los Angeles. It was the traditional home of the Tongva Indians, who made first contact with the Spanish explorers of the 1769 Portolá expedition. On August 2nd the expedition camped along the dry east river bank reportedly near the present-day Broadway Bridge. Father Crespi, the expedition's diarist, named the river and valley

which it bisected "*El Rio y Valle de Nuestra Senora la Reina de Los Angeles de la Porciuncula,*" shortened later to just Los Angeles. In 1781, the Pueblo of Los Angeles was established just downstream, on the river's west bank. San Fernando Road along Parcel D was a major access route along El Camino Real north through present day Glendale to the Cahuenga Pass. A historically important pass through the Santa Monica Mountains, it linked the pueblo to Mission San Fernando Rey de España as well as the coastal missions, presidios, and ranchos beyond. It also connected Los Angeles to the higher Tejón Pass, an important pass through the Tehachapi Mountain and the gateway to the San Joaquin Valley and the Central Valley beyond (Coalition 2004; EDAW 2004:23; and Pitt 1997:70, 135 and 494).

The road through the Glendale Narrows continued to serve as a vital transportation and communications corridor during the Mexican Rancho era. Part of the 36,000-acre Rancho San Raphael, it was associated with one of the first Spanish land grants in California. Encompassing most of present-day Glendale, the ranch was a grant from Governor Pedro Fages to José María Verdugo. A former corporal, Verdugo had served at Mission San Gabriel prior to his retirement from the colonial army. Although he had received his grant on October 20, 1784, Verdugo and his family did not live on the ranch until 1790. Besides running cattle and horses, he planted and grew wine grapes, vegetables, oranges, pomegranates, figs, peaches, apples, and wheat in the fertile soil. There were also mountain lions, grizzly bears, deer, coyote, and quail to hunt. After his death in 1831, the land was passed on to Verdugo's children, Julio and Catalina. However, due to financial hardships, they had to relinquish their claims in 1861. There are no reports or indications of the existence of any buildings or structures associated with the Verdugo family's operation of the ranch within the study parcel. In the ten years following the Verdugo family sale of their ranch, it was sold and subdivided into smaller ranch and farm properties (Coalition 2004; and Pitt 1997:526).

One historic activity that can be traced to the property during the Verdugo ownership is that of the Butterfield Overland Mail line. The United States Post Office had granted the line's founder, John Butterfield, a contract to run mail along the 2,700-mile line in 1858. Besides carrying the mail, the line's horse-drawn coaches offered the first direct two-way through passenger service from St. Louis, Missouri to California. Traveling by way of El Paso, Texas, and Tucson, Arizona, or south from San Francisco through the Central Valley, coaches stopped near the plaza in Los Angeles. One of six stage stops in the Greater Los Angeles area. The others included El Monte, Cahuenga, Mission San Fernando, and Fort Tejón. Although it was discontinued at the outbreak of the Civil War, it had already helped to end the state's isolation from the rest of the United States. Taken over by the Wells-Fargo Express Company after the war, the route continued to link Los Angeles with the rest of California and points east. Except for the present alignment of San Fernando Road, there is no reported evidence of stagecoach-related activities in the study area (Beck 1974: 51-52; Conkling 1947 Vol. 2:248, 251-252 and Map Supplement; Pitt 1997:68 and Overland 1958).

Hard on the heels of the stagecoach was the coming of the transcontinental railroad through the Glendale Narrows in 1876. That year the Southern Pacific Railroad began construction of its main line into Los Angles from San Francisco via the Glendale Narrows. A subsidiary of the transcontinental Central Pacific Railroad, its president, Collis P. Huntington, reportedly attempted to bribe city officials into granting the SP the exclusive use of the Los Angeles riverbed for its tracks. While this and other schemes failed, the railroad was able to acquire a considerable amount of public lands for rail yards gratis (Fickewirth 1992:145; and Pitt 1997:478-479.

Taylor Yard was one of a number of SP rail yards that sprung up along the Los Angeles River north of its original 1874 passenger and freight depot and train yard at Alameda

and Commercial streets. It originated in 1888 as a freight storage yard adjunct to its River (Cornfield) Station. Laid out along a sandy river terrace between the main line along San Fernando Road and the river's eastern bank, it could hold as many as 225 freight cars. It was expanded further between 1907 and 1911 some two-and-a-half miles to the south. By 1913 the yard's receiving capacity had expanded to ten tracks totaling 21,000 feet spread across both sides of the main line. In addition, the Pacific Fruit Company, a jointly owned Southern Pacific-Union Pacific subsidiary, erected a 50,000 ton a day ice plant between the storage tracks and the river. The following year the Pacific Fruit Express established its Los Angeles shops nearby (Coalition 2004; and Mullaly and Petty 2002:123 and 321).

After a near disastrous flood in 1914, when water flowing into the Pacific Ocean equaled that of the Colorado River, SP began a major over hall to what was then referred to as the "New Classification Yard." The nation's surging post-war economy had brought about an increase in rail traffic into and out of the city. An earthen levee along the river's east bank was built up, and 90,000 yards of earth were brought in to level the ground between the Pacific Fruit Facility and the main line. An additional 47,000 feet of track were laid, along with a vehicular subway, a 60-carload capacity icing platform, and a new two-story office building. In 1925 SP shifted supervision of its entire Los Angeles freight handling operations from River Station to what it now called Taylor Yard (Mullaly and Petty 2002:123-124; and Pitt 1997:303).

The history behind the freight yard's new moniker has an interesting history. In 1908 SP installed a switch and laid a spur line just north of Elm Street parallel to San Fernando Road's eastern alignment. The spur tracks serviced the new feed mill of the Taylor Milling Corporation. The corporation's owner, J. Hartley Taylor, was an influential businessman, whose career began in the area. Taylor had come to Los Angeles with his family from their native Ohio in 1887. Settling in the narrows, the family established a little hog farm along the river's east bank, where they also grew vegetables and had milk cows. Whatever surplus they had they sold at a roadside stand along the trail that eventually became San Fernando Road. The stand evolved into a grocery, meat, and produce store. The Taylors soon added a mill and grain storage facilities next to the store where local farmers could bring their grain to have it ground and mixed into feedstuffs, breakfast cereal, and flour (Nootbaar 2000:1).

In order to supplement his income, Taylor would drive his two-horse team into Los Angeles, where he would tie them up. He then boarded the last run of the Sherman Railway, after which he changed into a conductor's uniform, and served as such until the end of the line at the beach. Here he would unroll his blanket and sleep in one of the cars until the morning run back to Los Angeles. After changing back into his overalls, he picked up his team and headed over to the hotels and restaurants along Main and Spring streets. He then proceeded to load up the wagon with garbage and offal and hauled it back home to feed the hogs (Ibid.).

Taylor's business interests expanded exponentially during World War I, as a result of having to meet a high demand for vital foodstuffs for the war effort. Completed in 1929 at the end of the Taylor Spur, his company's new all-concrete Taylor Mill Grain Silo was the second-highest structure in Los Angeles at the time, second only to City Hall. Over the next fifteen years, Taylor, whose company purchased several grain and feed mills at Stockton, Oakland, and Visalia, became the West Coast's largest commercial feed supplier. Taylor's business empire included a number of diverse interests. For example, the Western Industrial Engineering Company manufactured milling and industrial machinery; the Bonquet [sic] Laboratories manufactured food supplements; while Runnymede Farms became the world's largest supplier of chicken eggs. He was also the founder of the White Mountain Salt Company. Located in the Owens Valley, its now-

historic 17-mile tramway hauled mineral salt down the White Mountains to the rail station at Keeler. His brother-in-law, well-known brick maker Elmer Simons, influenced his decision to found the Van Nuys Bick & Tile Company (Ibid:2-4).

Taylor Yard's historical significance was a number of modern railroad methods in Southern California. It introduced the "hump-based" classification system, where small switch locomotives shoved strings of freight cars to the top of an artificially created eight-foot-high hillock (located originally just south of Parcel D). Under the direction of a switch foreman manned in a number of control towers along the tracks, the cars were uncoupled and allowed to roll down the opposite side to prearranged tracks. Manned by car riders, who used the brake wheels to slow their descent, the cars rolled into a "classification bowl," where they were assembled into consists. Between fifteen and twenty car riders were employed on any given shift. The yardmen of the Taylor "train factory" were disassembling and reassembling as many as sixty freight trains a day. Operating 24-hours a day, the yard, especially around the assembly tracks, was a cacophony of steam locomotives, rumbling freight cars, and crashing knuckle couplers (Mullaly and Petty 2002:124-125).

In addition to switching cars, other activities occurring at Parcel D were light repairs such as cleaning cars and oiling friction bearings. However, because the eight "rip" (repair in place) car repair tracks were narrowly spaced at 13-foot centers, the yard was an extremely dangerous place to work as rolling freight cars lumbered down the hump with only the car men on board to slow them down before coupling into the cars ahead (Ibid.:122 and 125).

Although the onset of the Great Depression in 1930 had a deep impact on southland rail freight traffic, SP continued to expand and improve its Taylor Yard facility. In 1931, it allowed the rival Union Pacific Railroad to lay double tracks along the river's east bank. This allowed the need for west-bound freight trains entering or leaving Los Angeles from having to cross the river. That same year SP built a new roundhouse and divisional shop facility on empty land at Taylor Yard between the Pacific Fruit Express grounds and the river bed. The last large roundhouse built by SP, it provided servicing of freight locomotives of the San Joaquin and Los Angeles divisions. After the flood, the city began an extensive channelization of the river. A panoramic view of Taylor Yard taken during the 1950s shows the entire length of the river's east bank covered with concrete, with culverts opening out onto the river bed (Ibid.:128 and 184-185).

Because Taylor Yard's site was above the river's natural flood plain through the narrows, and protected by the fore-mentioned levee, it did not experience a great deal of damage during the great flood of 1938. The worst flood in LA's history to date; it crippled SP's operations out of the city for days (Ibid.:138).

The next period of change to occur at Taylor Yard occurred in the 1949. Due to the expansion of local defense, aerospace, and other industries, Los Angeles had become the Pacific Coast's leading manufacturing center. SP spent $2.5 million to upgrade Taylor Yard. The transition from steam to diesel-electric motive power brought about the expansion of the yard's roundhouse and engine repair facilities to maintain the newer, larger locomotives. Improvements in Parcel D included tall pole-mounted floodlights and speakers, and cement towers along the newly automated hump. Located some 215 feet north of its original site, the hump now featured pneumatically controlled retarders that pinched the cars' steel wheels as they rolled down the hump sans brakemen. Expanding to 25 receiving tracks, as many as 2,700 cars passing over the hump were combined into forty different trains in a typical 24-hour period (Ibid.:175-176, 179 and 221).

The completion of a modern freight classification yard at West Colton in 1973 greatly reduced Taylor Yard's importance as the "epicenter" of SP's switching operations in the southland. The majority of the Southland's freight now passed through the Palmdale-Colton cut-of to the West Colton Yard. While Taylor Yard was still an important engine and car repair facility, its switching days were over. For the next twelve years, SP began to slowly phase out these operations, finally closing the yard in 1985. This invariably had a detrimental social impact: the loss of several hundred residents in the surrounding communities to loose their jobs (Ibid.:237, 239 and 248-249).

SP divided Taylor Yard into two sections: the "Active Yard," where some rail maintenance activities still occurred, and the "Sale Yard," which was divided into several individual parcels for sale. Parcel D was one of these. SP worked with the California Department of Toxic Substance Control (DTSC), under the direction of the California Environmental Protection Agency, to perform an extensive analysis of the Sale Yard for contaminated soils in order to develop an action plan for remediation (Coalition 2004).

After tests revealed the presence of contaminated soil and groundwater, DTSC declared the Taylor Yard Complex, including parcels A-F, as a brownfield. Parcel D contained amounts of lead in the soil that posed a potential chronic and sub-chronic, non-carcinogenic hazard to public health, as well as a threat to the ground water. The suspected source of the lead was from historic rail car operations. As the freight cars rumbled up and over the hump, and especially when they "knuckled" into the cars parked ahead of them in the collection bowl, lead-based paint chips invariably flaked off onto the ground. As outlined in two reports: *Final Remedial Action Plan, Taylor Yard Parcel* and the *Remedial Design for the Hump Yard*, DTSC entered an Enforceable Agreement (Docket #HSA 89-90-006) with SP to clean up the Sale Yard Parcels (CEPA 1993: 2-3; EDAW 2004: 8-9; IC 1994:Introduction).

Work to remediate Parcel D began in October 1992 and was completed in August 1993. Because the Los Angeles County Transportation Commission (LACTC) had purchased a portion of Parcel D prior to implementation of the remediation plan, two remedial action objectives were chosen: in situ and ex situ treatment. The LACTC section received the latter treatment, by which 16,000 tons of affected soil were excavated, treated, and returned. On the 14-acre unsold parcel section, 34,000 cubic yards of contaminated soil was subjected to in situ chemical fixation. Shallow soil tilling and mixing equipment capable of delivering liquid reagents and water was used to mix the soil to a depth of 18 inches. The soil tilling device was similar to an earthworks scraper, but with the tiller assembly situated with the pan was normally located. To ensure optimal mixing, the operator could control the device's mixing speeds, which would be adjusted to deal with specific soil characteristics. The machine overlapped the treated areas at all times to ensure that the fixation process be continuous. A vibratory sheepsfoot machine was then used to compact the treated soil. The result was a near homogenous mix of soil and reagents that, after curing, hardened into a solid, cementaceous horizontal monolith. Clean fill dirt was then compacted over the latter to reduce the potential for human contact with the treated, lead-affected soil. SP placed more than five feet of additional fill dirt in the Hump Yard to prepare the property for sale. The only recorded evidence of potentially historic rail yard-related material that surfaced during the in situ soil treatment were a number of air pipes that may have serviced the yard switches and retarders. To avoid the existence of buried pipes from damaging the soil cultivators, extensive "grubbing" was done in six different directions at each discovery site. All of the tracks and a number of small utilitarian structures had already been removed after the hump yard was retired (IC 1994:Introduction, 1-1, 3-1,3-2, 3-12 to 3-15. and 4-3).

In July and again in October 1996 TerraNext, an environmental monitoring company, informed DTSC that no further remedial activity was necessary for the Hump Yard. On January 30, 1998, DTSC's report, the Explanation of Significant Differences for Union Pacific Railroad Company Taylor Yard—Sale Parcel Site, Hump Yard, stated that Parcel D was cleared for development for residential or unrestricted use. However, the issue of groundwater contamination beneath the Sale Parcels is still being analyzed (EDAW 2004: 9; and Mazowiecki 1996:2).

Developmental plans for the former rail yard parcels had called for their conversion into several light industrial or service facilities. The first to be completed was a Metrolink Maintenance Facility built on 29 acres at the southernmost end of the Sale Yard ca. 1991-92. Because the project moved forward without public review, the surrounding community was deeply outraged. They filed a lawsuit that resulted in the Los Angeles County Transportation Authority agreeing to fund several mitigations to the project. The first was a large mural on the building's side; the second was plantings along San Fernando Road; the third was a public art project along the facility's new access road. An agreement was also reached by which the agency would fund the construction of a proposed pedestrian bridge over the river (Ibid.).

A consortium of community residents, leaders, elected officials, as well as environmental groups, land owners, and other concerned groups and organizations, demand a master planning process for Taylor Yard that would take their input into consideration. Their efforts, including team area recommendations, were documented in December 1992 is the report: *Taylor Yard, A Catalyst for Community Change*. The following year, the Los Angeles Metropolitan Transit Authority sponsored the *Taylor Yard Transit Development Study*. Conducted by the HNTB Corporation, in association with Economic Research Associates & Barrio Planners, Inc., their *Land Use Analysis Workbook* of May 22, 1993 was developed to summarize information from the Army Corps of Engineers' Reconnaissance Study and a Taylor Yard Urban Design Workshop in an effort to solicit more community input and feedback. A subsequent team of planners, architects and other land use professionals then summarized and published the comments and concerns in several volumes and translated them into master plan designs. The study proposed different mixed-use proposals based on community input, calling for public open space/recreation areas ranging from 65-189 acres. The remainder of the site would be balanced between industrial, commercial and residential uses. The rest of the site would be used for recreational and flood detention (Ibid.).

In 1997, Federal Express constructed a new facility on 8 acres adjacent to Parcel D. The following year, Nelson Nameplate expanded its local facility on roughly nine acres at the northwest tip of the Sale Yard, and the LA Media Tech Center began preparations to build a 49-acre business park at the Sale Yard's northern end. While the community welcomed the projects for the projected jobs they might bring, others still voiced environmental concerns. For example, in 1999, Lennar Partners, a Florida based developer proposed erecting an industrial and retail development for Parcel D. Residents were concerned that the proposed development, which would be close to residential neighborhoods and schools, would pose numerous environmental impacts to the community. While some voiced their concern that the Mitigated Negative Declaration (MND) was seriously flawed, the City approved the project and the City Council approved $4.37 Million in public subsidy funds to offset the developer's costs (Ibid.).

The passage of Prop 12 in 2000, the statewide parks bond, provided a potential catalyst for the "greening" of at least one segment of Taylor Yard. In June 2000, the Coalition for a State Park at Taylor Yard urged Governor Davis and the State Legislature to approve $45 Million to acquire lands at Taylor Yard for a State Park. The first new State Park in Los Angeles in a generation, it would be the lynchpin the development of the proposed Los Angeles River Parkway. In January 2001, the Coalition, however, was forced to file suit against Lennar, the Union Pacific Railroad and the City of Los Angeles, to challenge the City's approval. Among several issues, the Coalition suit cited clear violations of CEQA in the areas of air quality, water quality and traffic. On July 20, 2001, the Los Angeles Superior Court ruled in favor of the petitioners. The project was sent back to the City of Los Angeles and required Lennar to prepare a full Environmental Impact Report. Instead, Lennar chose to sell the property to California State Parks. The California Department of Parks and Recreation acquired the 40 acres of Parcel D at Taylor Yard in December 2001 Ibid.).

Conclusions

No known aboriginal archeological sites are in the project boundaries. While the parcel certainly has had a rich history, few historical features have survived intact. In fact, except for a solitary signal gantry along San Fernando Road, no intact historical features exist above ground on the parcel today. Though it is possible, probably no intact below ground historic features have survived demolition and the soil remediation process. The integrity of the historic railroad resources at Taylor Yard have been significantly diminished to the point of non-existence.

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Appendix D

Traffic Study

DRAFT REPORT

Taylor Yard Park Development Traffic Impact Study

City of Los Angeles

Prepared for

EDAW

Prepared by

Meyer, Mohaddes Associates
707 Wilshire Boulevard, Suite 4810
Los Angeles, CA 90017

February 2004

J03-1642

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INTRODUCTION

This report summarizes the results of a traffic impact study that was undertaken for the proposed Taylor Yard Park Development located in the City of Los Angeles. The report summarizes the methodology, findings and conclusions of the traffic impact analysis. A total of four (4) key intersections in the vicinity of the project site were analyzed. The traffic study assesses the effects of the additional trips expected to be generated by the proposed park development. The traffic impact analysis also takes into account other traffic growth due to specific development projects in the surrounding area and overall ambient growth in background traffic.

Project Description

The proposed Taylor Yard Park project involves the development of a 40-acre park at Parcel D of the Taylor Yard site. Parcel D is located on the west side of San Fernando Road generally between Macon and Elm Streets. The site is adjacent to the Union Pacific Railroad and the Los Angeles River. As planned, the City of Los Angeles would lease 20 acres from the California Department of Parks and Recreation for active park uses. These activities would include soccer, baseball, basketball, football, and tennis. The remaining 20 acres, which would be developed and operated by the State, would include passive recreational features, such as picnic areas, outdoor amphitheater, trails, and habitat restoration. **Figure 1** shows the location of the proposed project site in relation to the surrounding street system while **Figure 2** illustrates the conceptual site plan.

In conjunction with City of Los Angeles Department of Transportation (LADOT) staff, a total of four (4) intersections we identified and are analyzed in the traffic study for weekend midday peak hour conditions. It should be noted that given the nature of the land use being proposed, it was determined that the project would have minimal effect on the standard weekday morning and evening peak hours of street traffic. Therefore, the traffic analysis focuses on the weekend midday peak period when the activities associated with the proposed Taylor Yard Park project are expected to be at their highest. The locations of the four study intersections are:

- San Fernando Road and Fletcher Drive
- San Fernando Road and SR-2 Southbound On/Off Ramps
- San Fernando Road and Division Street
- San Fernando Road and Avenue 26

The locations of the analyzed locations are illustrated on **Figure 1**.

Exhibit 4: Mitigated Negatie Declaration

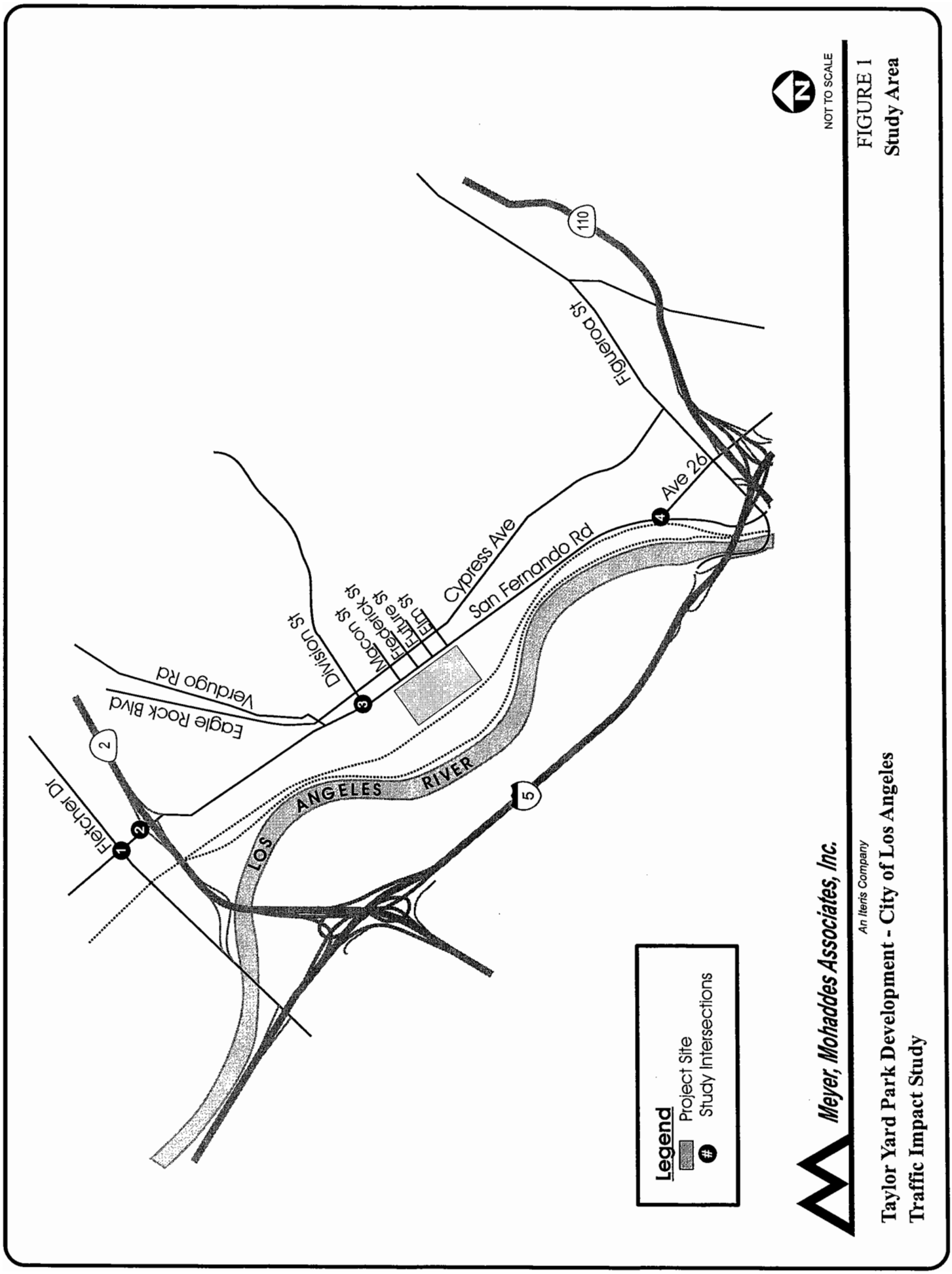

FIGURE 1
Study Area

Taylor Yard Park Development - City of Los Angeles
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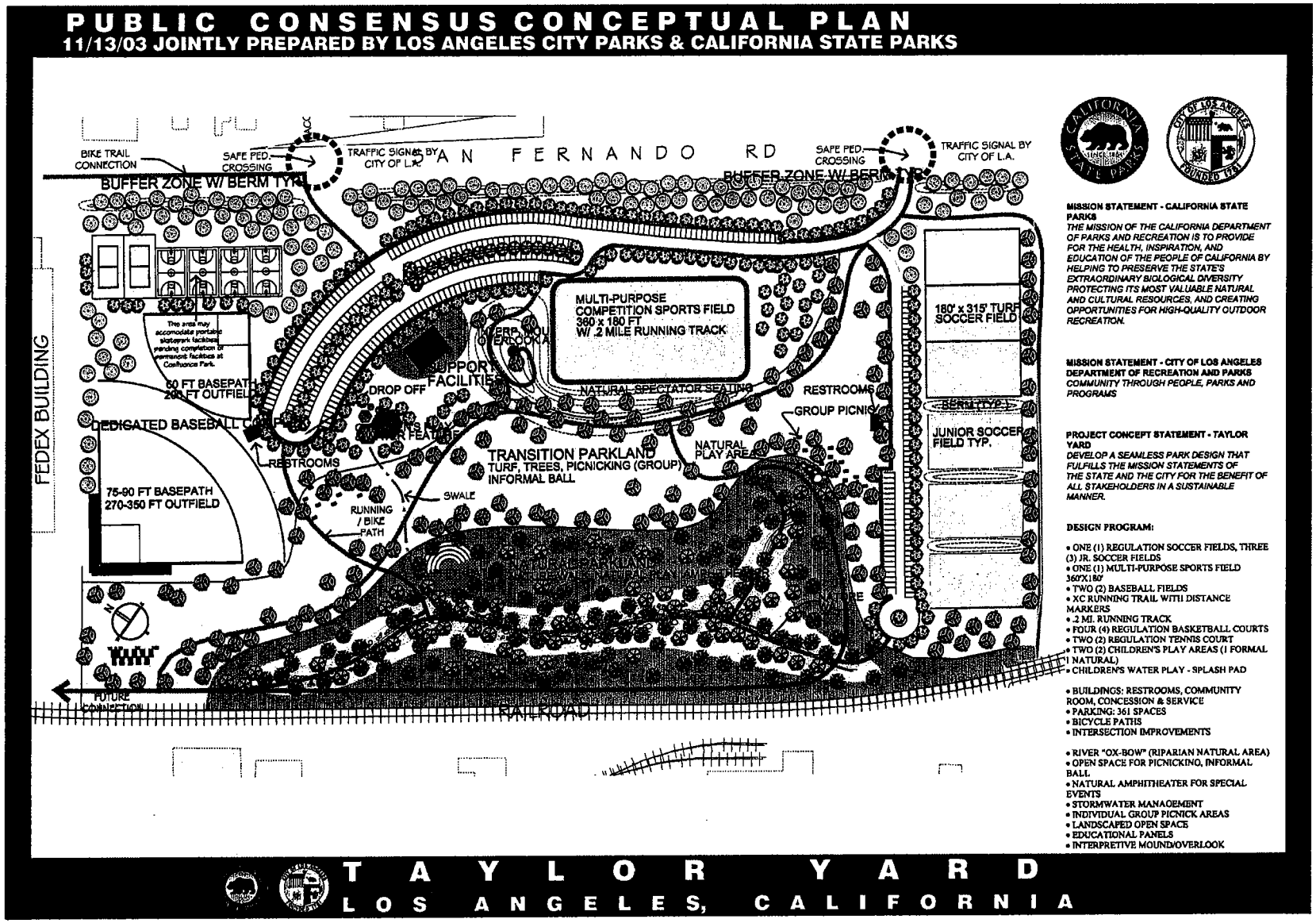

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FIGURE 2
Conceptual Site Plan

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EXISTING CONDITIONS

New weekend midday peak period turning movement traffic counts were conducted at the four analyzed intersections in January 2004. The traffic counts were conducted during a four-hour period from 10:00 AM to 2:00 PM to ensure that the midday peak of street traffic was captured. The traffic impact analysis was based on the highest single hour of traffic (during the midday peak period) at each location. The counts show that the weekend midday traffic peaks around 12:00 noon in the area.

Figure 3 show the existing weekend midday peak hour traffic volumes at the four study intersections. A field inventory was conducted of all study intersection locations. The inventory included review of intersection geometric layout, traffic control, lane configuration, posted speed limits, transit service, land use and parking. This information is required for the subsequent traffic impact analysis. **Figure 4** illustrates the existing intersection geometry (lane configurations) for the four analyzed intersections.

Existing Roadway Conditions

Regional access to the Taylor Yard Site is provided by the Golden State Freeway (I-5), Glendale Freeway (SR-2), and Pasadena Freeway (SR-110). The Golden State Freeway is located approximately one-half mile west of the project site. The I-5 provides north-south regional access to site. Within the study area, ramps with the I-5 occur at Fletcher Avenue, Stadium Way, and Riverside Drive. The Glendale Freeway is located approximately one mile north of the project with ramps located at Fletcher Drive. The Pasadena Freeway is located approximately one mile south of the project site. Within the study area, ramps with the SR-110 are provided at Figueroa Street and Avenue 26.

There are also local roadways which provide access to the project site. The following provides a brief description of these roadways within the study area.

San Fernando Road – San Fernando Road is major highway which travels in a northwest-southwest direction directly adjacent to the project site. Within the study area, San Fernando Road provides a total of four travel lanes divided by striped double yellow median. Left-turn lanes are provided at several of the lager intersections including Fletcher Drive, SR-2 ramps, Cazador Street and Avenue 26. The land uses along San Fernando Road are primarily industrial with some commercial-retail uses.

Fletcher Drive – Fletcher Drive is a northeast-southwest street located to the north of the project site. Fletcher Drive provides a total of four travel lanes divided by a striped double yellow median. The existing land uses along Fletcher Drive are mostly commercial and industrial.

Eagle Rock Boulevard – Eagle Rock Boulevard is a north-south facility located north of the project providing two travel lanes divided by a continuous two-way left-turn lane. Near the project site (at Verdugo Road), Eagle Rock Boulevard turns into Cypress Avenue and continues southerly to Figueroa Street. A mix of commercial, industrial, and residential uses are found on Eagle Rock Boulevard.

Verdugo Road – Verdugo Road is a north-south street which parallels Eagle Rock Boulevard. A total of two travel lanes are provided and similar to Eagle Rock Boulevard, a mix of commercial, industrial, and residential land uses front Verdugo Road. The portion of Verdugo Road between San Fernando Road and Avenue 30 is one-way northbound.

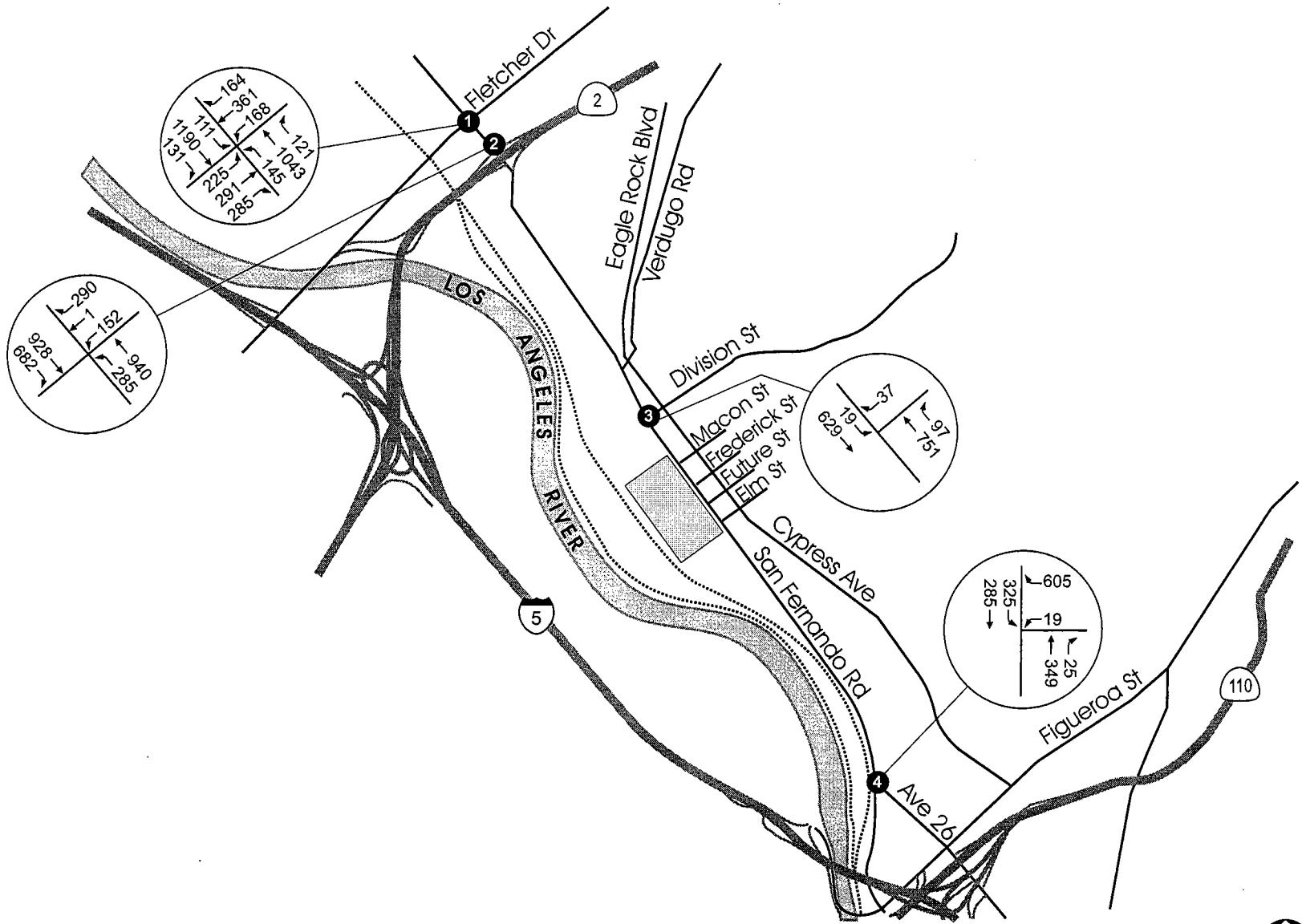

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FIGURE 3

Existing Weekend Midday Peak Hour Traffic Volumes

Taylor Yard Park Development - City of Los Angeles
Traffic Impact Study

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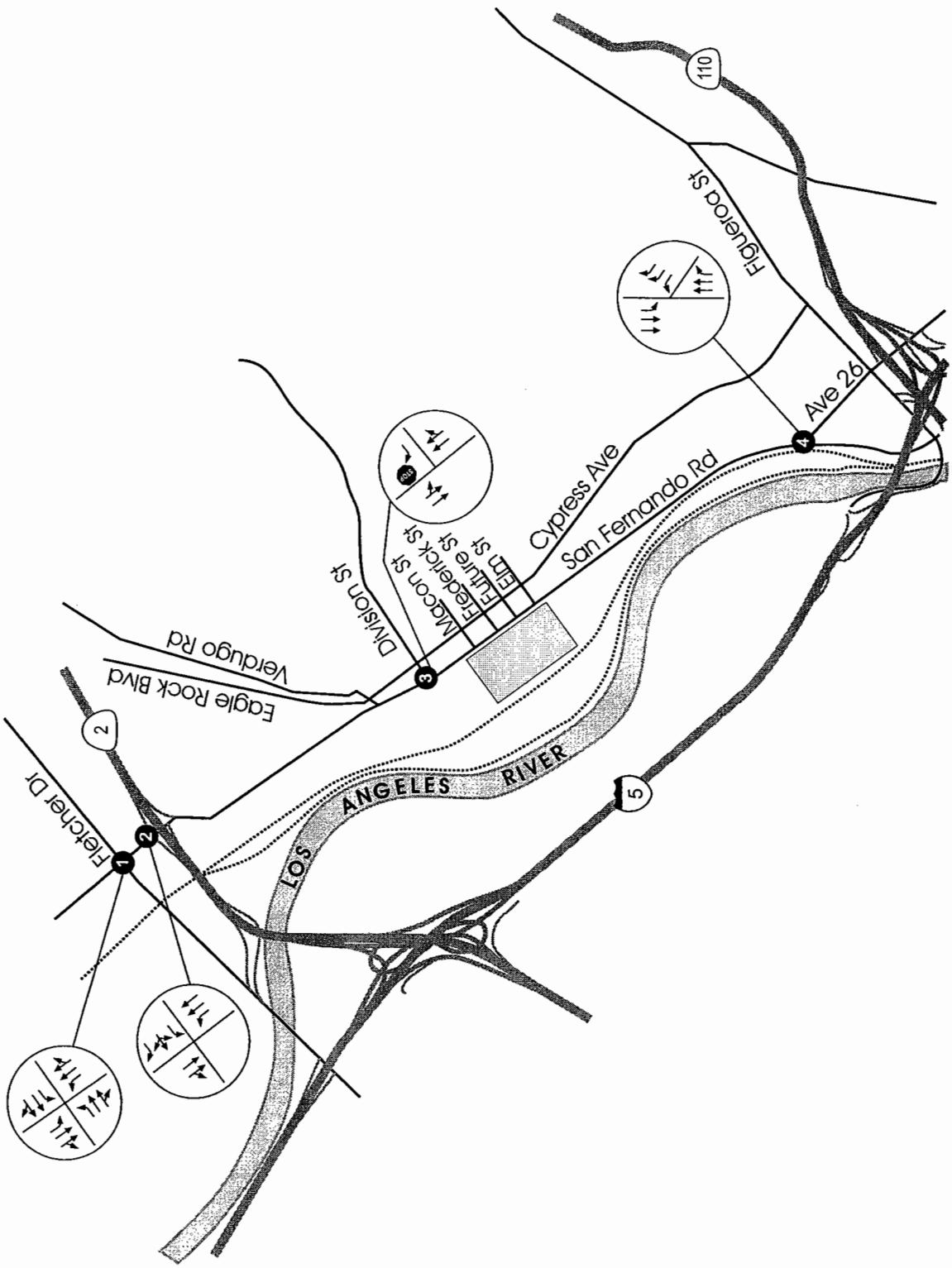

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FIGURE 4

Existing Intersection Lane Configurations

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Taylor Yard Park Development - City of Los Angeles
Traffic Impact Study

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Cypress Avenue – Cypress Avenue is a northwest-southwest street which travels parallel to and north of San Fernando Road. A total of four travel lanes and a two-way left-turn lane are provided along Cypress Avenue. The land use along Cypress Avenue consists of commercial, industrial, and residential uses.

Division Street – Division Street is a north-south street located just north of the project site. Division Street provides two travel lanes and serves primarily residential uses north of Cypress Avenue. The southern terminus of Division Street occurs at the intersection with San Fernando Road where only southbound right-turns are permitted.

Avenue 26 – Avenue 26 is an east-west street generally providing two lanes in each direction. Avenue 26 merges into San Fernando Road south of the project site. The land uses, which front Avenue 26 in the study area are primarily commercial and industrial.

Figueroa Street – Figueroa Street is a north-south facility located to south of the project site. Figueroa Street provides between two and three lanes (in each direction) throughout the study area. The land uses that front Figueroa Street are primarily commercial and industrial uses.

Existing Transit Operations

The Metropolitan Transit Authority (MTA) operates several bus lines within the study area. In addition, there is a Metrolink Station located in Glendale approximately two miles north of the project site. The MTA Metro Red Line subway also services the study area. Description of transit service follows:

Metropolitan Transit Authority

MTA Lines 84 and 85 – These routes operate between downtown Los Angeles and the City of Glendale. Within the study area, these lines operate along Cypress Avenue, Eagle Rock Boulevard (Line 84), and Verdugo Road (Line 85). These lines provide service on the weekdays, weekends and holidays.

MTA Lines 90 and 91 – Lines 90 and 91 operate between downtown Los Angeles and the Sylmar area of the San Fernando Valley. Within the study area these routes travel along San Fernando Road, providing a stop at Division Street. These lines provide service on the weekdays, weekends and holidays.

MTA Lines 94 and 394 – Within the study area, these routes travel along San Fernando Road providing service between downtown Los Angeles and the Olive View Medical Center in Sylmar. Line 394 is a limited stop route providing service only during the weekday morning and evening peak periods. Line 94 provides service everyday.

Traffic Operations Analysis Methodology

Traffic operating conditions in the vicinity of the project were analyzed using intersection capacity-based methodology known as the Circular 212 "Critical Movement Analysis" (CMA) method for the signalized locations. At the stop-controlled intersection, the Highway Capacity Manual (HCM) methodology for unsignalized locations was utilized to calculate the average delay and corresponding level of service.

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). Level of service is a description of traffic performance at intersections. The level of service concept is a measure of average operating conditions at intersections during an hour. It is based on a volume-to-capacity (V/C) ratio for signalized locations and delay (in seconds) for stop-controlled intersections. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. The CMA methodology compares the amount of traffic an intersection is able to process (the capacity) to the

level of traffic during the peak hours (volume). A volume-to-capacity (V/C) ratio is calculated which determines the level of service. The HCM method for stop-controlled intersections calculates the average delay, in seconds, per vehicle for each approach and for the intersection as a whole. The delay for the intersection corresponds to a LOS value which describes the intersection operations. Intersections with vehicular volumes which are at or near capacity, experience greater congestion and longer vehicle delays. **Table 1** describes the level of service concept and the operating conditions expected under each level of service for signalized and stop-controlled intersections.

Existing Traffic Operations Analysis

The morning and evening peak hour level of service analyses were conducted for the four study intersections based on the measured traffic volumes and the methodologies described previously. All intersection analyses are performed using the TRAFFIX (Traffic Impact Analysis) software program. The existing conditions level of service analysis results are summarized in **Table 2** for the weekend midday peak hour.

Level of service D is generally considered to be the lowest acceptable LOS in an urban or suburban area. Level of service E and F are considered to be unacceptable operating conditions which warrant mitigation. The results shown in **Table 2** indicate that all four of the analyzed intersections are currently operating at LOS D or better during the weekend midday peak hour. The detailed level of service worksheets are included in Appendix A.

TABLE 1
INTERSECTION LEVEL OF SERVICE DEFINITIONS

LOS	Interpretation	Signalized Intersection Volume to Capacity Ratio (ICU/CMA)	Stop-Controlled Intersection Average Stop Delay (HCM)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600	≤10 seconds
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700	>10 and ≤15 sec
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800	>15 and ≤25 sec
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900	>25 and ≤35 sec
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000	>35 and ≤50 sec
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000	>50 seconds

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000.

TABLE 2
EXISTING WEEKEND MIDDAY PEAK HOUR LEVEL OF SERVICE SUMMARY

Location	Weekend Peak Hour	Existing Conditions	
		V/C Ratio or Delay	LOS
1 San Fernando Road & Fletcher Drive	Midday	0.862	D
2 San Fernando Road & SR-2 Southbound Ramps	Midday	0.879	D
3 San Fernando Road & Division Street [a]	Midday	11.6	B
4 San Fernando Road & Ave 26	Midday	0.488	A

Note:
a. Intersection controlled by stop-sign. Value represents average vehicle delay in seconds.

FUTURE WITHOUT PROJECT CONDITIONS

To evaluate the potential impact of the proposed project on local traffic conditions, it is first necessary to develop a forecast of future traffic volumes in the study area under conditions without the proposed project. This provides a basis against which to measure the potential significant impacts of the proposed project.

The anticipated buildout year of the proposed project is expected to be 2006. The projection of Year 2006 No-Project (future without project) traffic consists of existing traffic plus ambient traffic growth (general background regional growth) plus growth in traffic generated by specific cumulative projects expected to be completed by the year 2006. The following describes the two growth components.

Ambient Traffic Growth

Ambient traffic growth is the traffic growth that will occur in the study area due to general employment growth, housing growth and growth in regional through trips in southern California. Even if there was no change in housing or employment in the City of Los Angeles, there will be some background (ambient) traffic growth in the region. Per the LADOT, a one percent per year growth rate was assumed as a conservative estimate of traffic increase in the study area. Existing 2004 traffic volumes were increased by a factor of 1.02 to account for ambient traffic growth to the year 2006.

Cumulative Project Growth

Cumulative project traffic growth which is growth due to specific, known development projects in the study area is also included in the analysis of the future without project conditions. Based on information obtained from the City of Los Angeles and previous studies conducted in the area, there were a total of nine projects identified which may affect traffic circulation within the study area. **Table 3** summarizes the location, size and type of land use for each of project. A figure showing the general locations of the related projects is included in Appendix B.

Traffic generated due to these projects has been estimated based on information from the LADOT, previous studies in the area, and supplemented with standard trip generation data from the Institute of Transportation Engineers' (ITE) *Trip Generation, 6th Edition.* The estimated trip generation for each of the nine cumulative projects is summarized in **Table 3**. As shown, the cumulative projects are forecast to generate a total of approximately 12,840 weekend daily trips of which approximately 2,065 trips would be expected during the weekend midday peak hour. These trips expected from the cumulative projects were then assigned to the traffic model as part of the development of the future no-project traffic projections. The weekend midday peak hour traffic volumes associated with these related projects are shown on **Figure 5**.

Future Without Project Traffic Analysis

The proposed Taylor Yard Park Development is anticipated to be complete by 2006, therefore future conditions without the project were assessed for this year. The no-project traffic projections were developed and operating conditions were analyzed at the four study intersections for the weekend midday peak hour, taking into account the addition of the background ambient growth and traffic related to the cumulative projects.

TABLE 3
CUMULATIVE PROJECTS - TRIP GENERATION ESTIMATES

Location	Land Use Description and Size	Saturday Daily	Weekend Peak Hour		
			In	Out	Total
4200 Figueroa St [a]	2,684sf commercial bldg to include 1,260sf car wash	134	58	58	116
	2,684sf commercial bldg	*134*	*7*	*6*	*13*
	1,260sf car wash	*N/A*	*52*	*52*	*103*
1316 Glendale Bl [a]	Renovating 21,026sf building as recreation center	191	13	13	26
1923 Micheltorena St [a]	45 rooms hotel	369	18	14	32
2838 Rowena Av [a]	Proposed restaurant & bar w/live entertainment	477	32	22	55
2930 Fletcher Dr [b]	LACC Satellite Campus and 24,000sf retail	1,199	62	57	119
	LACC Satellite Campus	*	*	*	*
	Retail 24,000 sf	*1,199*	*62*	*57*	*119*
Westerly of San Fernando Rd [c]	Industrial Park, 750,300sf	1,868	84	179	263
3880 San Rafael Ave [c]	Church, 207,800sf	2,016	500	176	675
570 Ave. 26 [c]	Home improvement superstore, 129,700sf	5,923	371	329	700
2646 Figueroa St [c]	Reception hall, 7,000sf	661	45	31	76
Total		**12,838**	**1,183**	**880**	**2,063**

Notes:
[a] Source: LADOT Data Base.
[b] Source: Los Angeles Community College Satellite Campus Project Final EIR Update. Impact Sciences, May 2001.
[c] Source: Related Project List from Traffic Impact Study for Proposed Industrial and Retail Development at Taylor Yard, Northeast Los Angeles. Crain & Associates, December 1999.
* Negligible trips on Saturday.

Exhibit 4: Mitigated Negatie Declaration

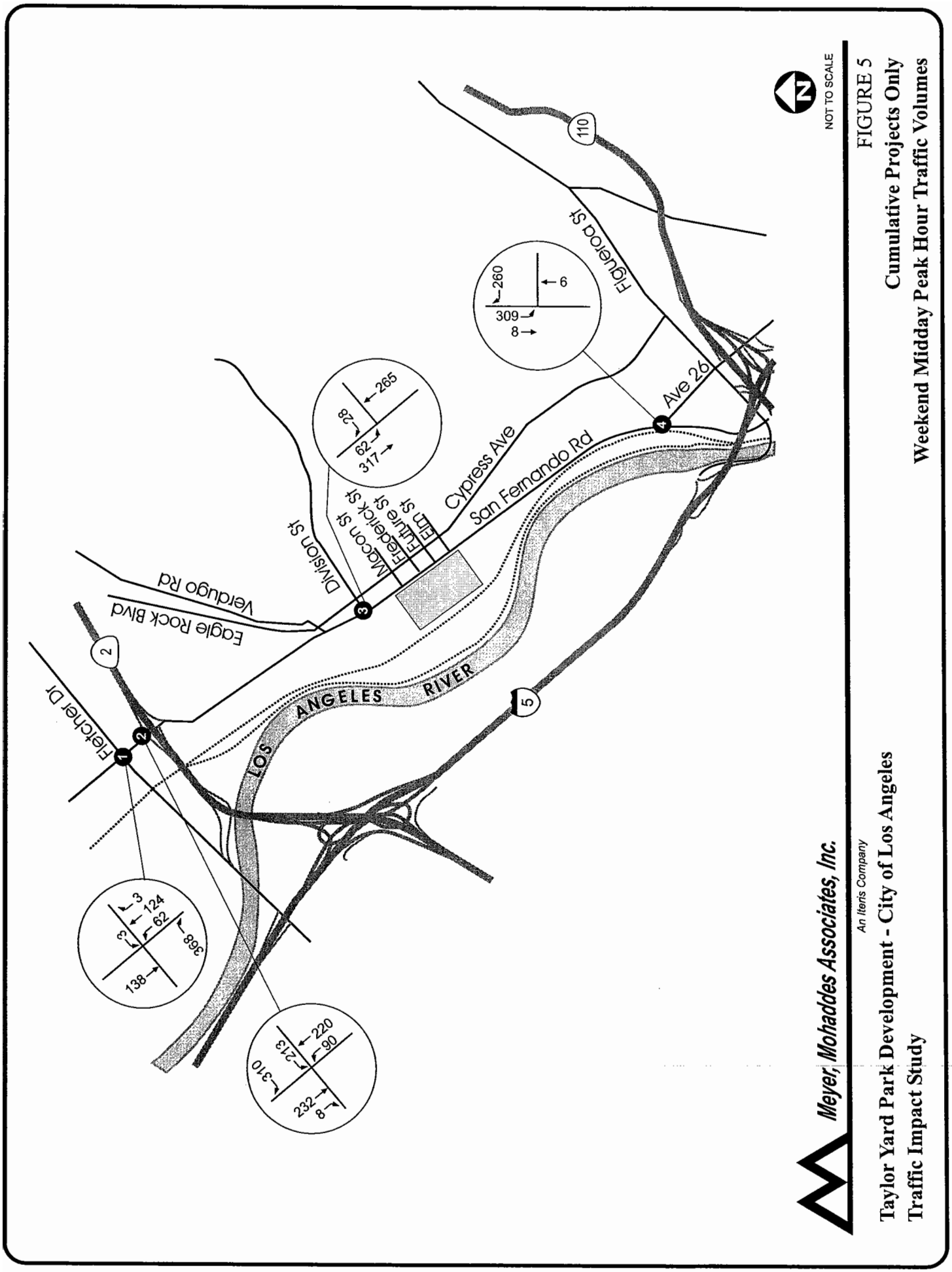

FIGURE 5
Cumulative Projects Only
Weekend Midday Peak Hour Traffic Volumes

Taylor Yard Park Development - City of Los Angeles
Traffic Impact Study

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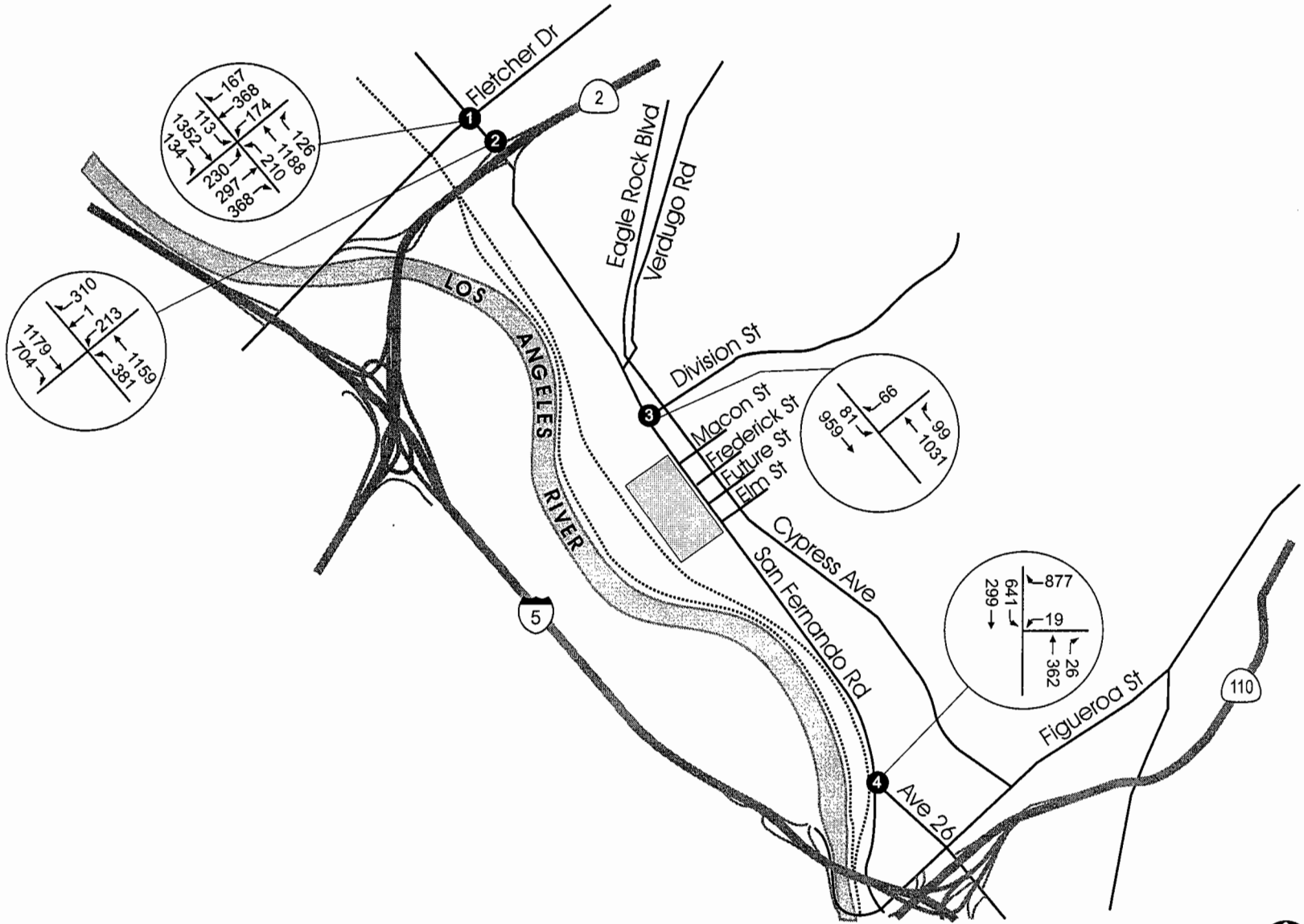
Based on the forecast parameters discussed above, the morning and evening peak hour traffic volumes were developed for the year 2006 conditions. **Figure 6** illustrates the future without project weekend midday peak hour traffic volumes at the four study intersections. These volumes represent conditions with ambient traffic growth in addition to traffic associated with the related projects.

Based on the 2006 without project traffic forecast, the levels of service at the analyzed intersections were calculated for the weekend midday peak hour. **Table 4** summarizes the peak hour level of service results. As shown in **Table 4**, two of the four analyzed intersections are projected to operate at LOS E or F during the midday peak hour. These intersections are:

- San Fernando Road & Fletcher Drive (LOS E)
- San Fernando Road & SR-2 Southbound Ramps (LOS F)

The remaining study intersections are projected to operate at LOS B during the midday peak hour under future conditions without the project.



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Traffic Impact Study

FIGURE 6
FutureWithout Project
Weekend Midday Peak Hour Traffic Volumes

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TABLE 4
FUTURE WITHOUT PROJECT WEEKEND MIDDAY PEAK HOUR
LEVEL OF SERVICE SUMMARY

Location	Weekend Peak Hour	Existing		Future w/o Project	
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS
1 San Fernando Road & Fletcher Drive	Midday	0.862	D	0.997	E
2 San Fernando Road & SR-2 Southbound Ramps	Midday	0.879	D	1.063	F
3 San Fernando Road & Division Street [a]	Midday	11.6	B	13.8	B
4 San Fernando Road & Ave 26	Midday	0.488	A	0.693	B

Note:
a. Intersection controlled by stop-sign. Value represents average vehicle delay in seconds.

FUTURE WITH PROJECT CONDITIONS

Project Trip Generation

The first step in analyzing the future traffic conditions with the project is to estimate the number of new trips expected to be generated by the proposed project. This section of the report describes the estimation of future traffic generation of the proposed project.

As described previously, the proposed project would consist of a 40-acre park development. Utilizing trip generation rate data contained in the ITE *Trip Generation, 6th Edition*, the estimated trips for the proposed project were calculated for the weekend. As noted earlier, the weekend midday time period is when the project is expected to generate the greatest number of trips. The resulting trip generation estimates are summarized in **Table 5**. As shown, the proposed park is expected to generate a total of approximately 486 weekend daily trips of which approximately 145 trips are expected to occur during the midday peak hour.

Project Trip Distribution and Assignment

The next step in the forecast of project traffic is the anticipated distribution of the trip estimates. The trip distribution assumptions are used to determine the origin and destination of the new vehicle trips associated with the project. The geographic distribution of the project trips is based on the locations of neighborhoods and residential areas, the street system that serves the site, and recent traffic data collected in the project study area. Based on these factors a distribution pattern was developed for the project and is shown on **Figure 7**. Utilizing the project trip generation and the trip distribution pattern, the project only traffic volumes were assigned to the street network. **Figure 8** illustrates the resulting project only weekend midday peak hour traffic volumes at the analyzed intersections.

Future With Project Traffic Analysis

The project only peak hour traffic volumes shown on **Figure 9** were then added to the future without project traffic volumes. The resulting year 2006 future with project weekend midday peak hour traffic volumes are shown on **Figure 9**.

Threshold of Significance

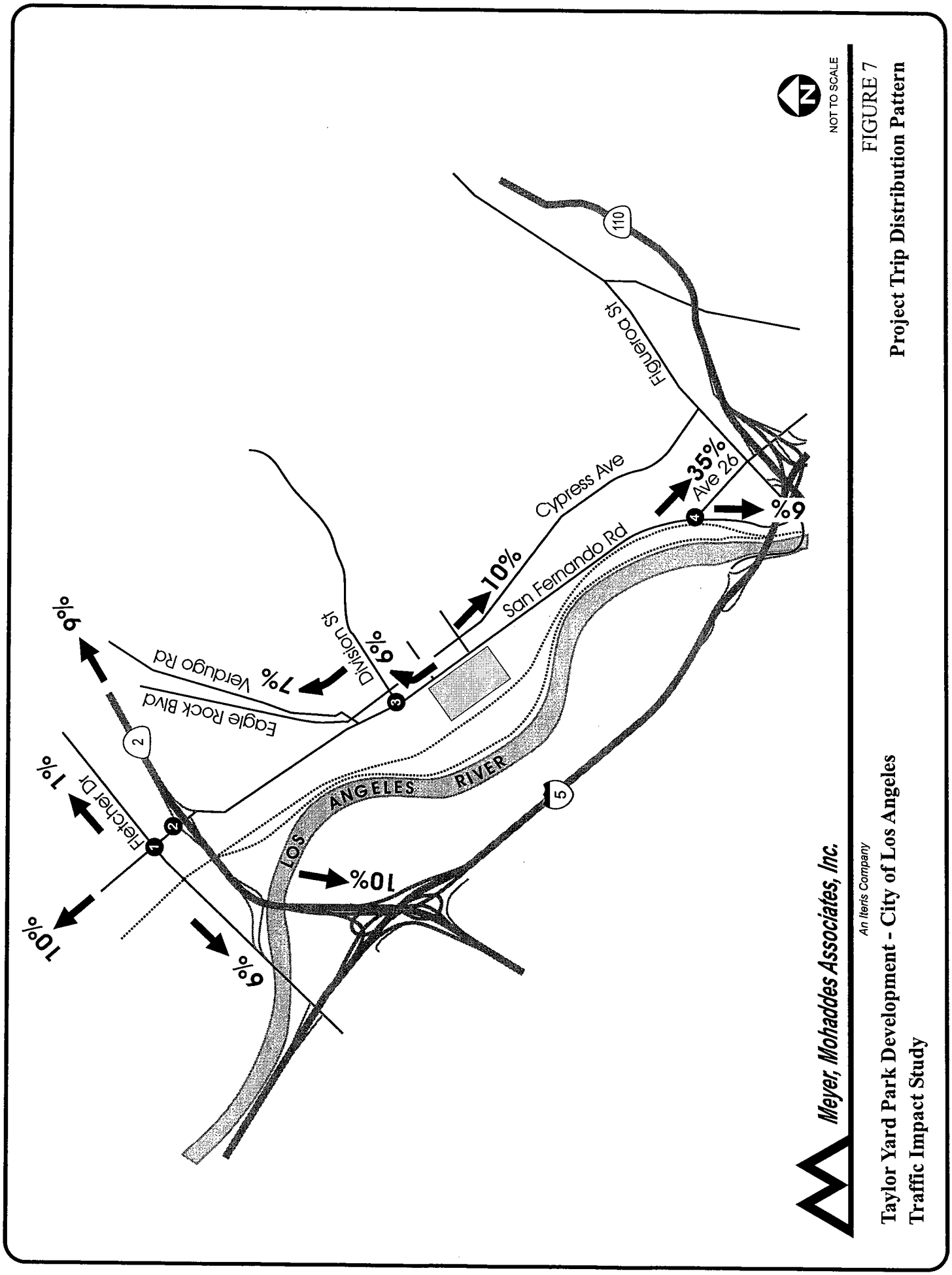
Per CEQA, any significant project related impacts are required to be identified in the environmental document. Significant traffic impacts are determined based on threshold of significance set by respective agencies. The City of Los Angeles Department of Transportation (LADOT) has established threshold criteria, which are used to determine if a project has a significant traffic impact. Using the LADOT standard, a project impact would be considered significant if the following conditions are met:

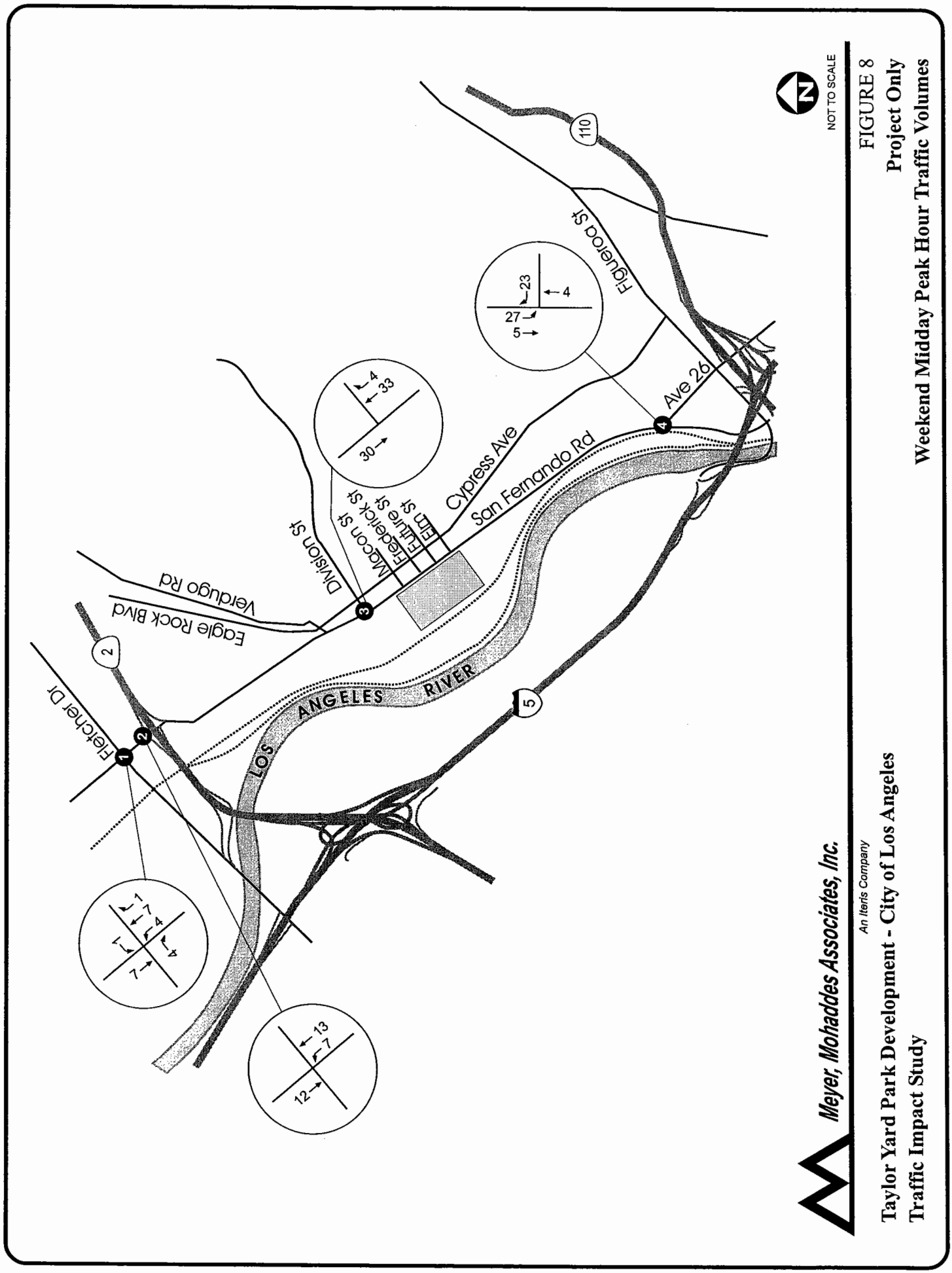
Intersection Condition With Project Traffic		Project-Related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.701-0.800	equal to or greater than 0.040
D	0.801-0.900	equal to or greater than 0.020
E,F	>0.900	equal to or greater than 0.010

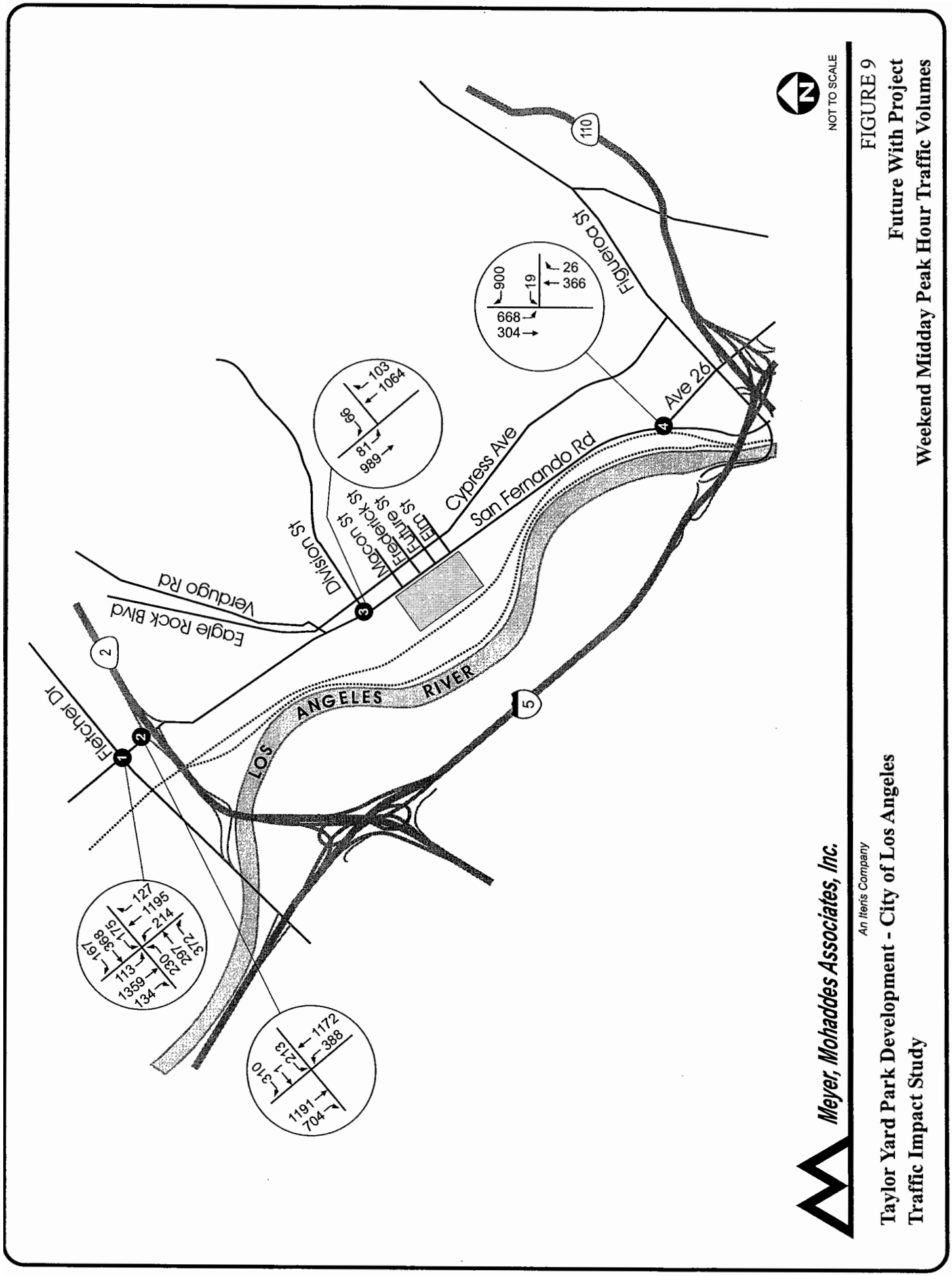
TABLE 5
TAYLOR YARD PARK
WEEKEND TRIP GENERATION ESTIMATES

Description	Size	Daily	WEEKEND PEAK HOUR		
			In	Out	Total
Taylor Yard Park	40 acres	486	68	76	144

ITE County Park (Land Use #412) rates used. Saturday daily rate and Sunday peak hour of generator.


10%
1%
Fletcher Dr
9%
Eagle Rock Blvd
7%
Verdugo Rd
6%
Division St
10%
6%
LOS ANGELES RIVER
10%
San Fernando Rd
Cypress Ave
35%
Ave 26
6%
Figueroa St
110
5
2
1
2
3
4
NOT TO SCALE
Meyer, Mohaddes Associates, Inc.
An Iteris Company
Taylor Yard Park Development - City of Los Angeles
Traffic Impact Study
FIGURE 7
Project Trip Distribution Pattern
G:\USERS\2003\J03-1642 Taylor Yard Park\Gra\Fig xx-Distribution Pattern.CDR 01/26/04


Fletcher Dr
Eagle Rock Blvd
Verdugo Rd
Division St
Macon St
Frederick St
Eastlake St
Elm St
Cypress Ave
San Fernando Rd
Figueroa St
Ave 26
LOS ANGELES RIVER
2
5
110
1
2
3
4
1
7
4
7
7
4
13
7
12
4
33
30
23
4
27
5
NOT TO SCALE
Meyer, Mohaddes Associates, Inc.
An Iteris Company
Taylor Yard Park Development - City of Los Angeles
Traffic Impact Study
FIGURE 8
Project Only
Weekend Midday Peak Hour Traffic Volumes
G:\USERS\2003\J03-1642 Taylor Yard Park\Grafi\Fig xx-Traffic Vol.CDR 01/22/04


Fletcher Dr
Eagle Rock Blvd
Verdugo Rd
Division St
Macon St
Federick St
Future St
Elm St
Cypress Ave
San Fernando Rd
Figueroa St
Ave 26
LOS ANGELES RIVER
2
5
110
1
2
3
4
127
1195
214
1359
134
113
230
167
368
175
297
372
1172
388
213
310
1191
704
103
1064
99
81
989
900
19
26
366
668
304
NOT TO SCALE
Meyer, Mohaddes Associates, Inc.
An Iteris Company
Taylor Yard Park Development - City of Los Angeles
Traffic Impact Study
FIGURE 9
Future With Project
Weekend Midday Peak Hour Traffic Volumes
G:\USERS\2003\J03-1642 Taylor Yard Park\Grel\Fig xx-Traffic Vol.CDR 01/22/04

The City's criteria were applied to determine potential significant traffic impacts associated with the project at the four study locations.

Future with Project Analysis

The intersection volume-to-capacity ratios and corresponding levels of service for future with project were calculated and the results summarized in **Table 6** for each of the four analyzed locations. The resultant change in V/C ratio comparing the "Future With Project" to the "Future Without Project" is also presented in the table.

Based on the City of Los Angeles' thresholds of significance, the future with project forecasts indicate that the proposed project would not create a significant traffic impacts at any of the four analyzed intersections during the weekday midday peak hour.

Site Access Analysis

As currently proposed the project would provide two access points along San Fernando Road. The northernmost project driveway would align with Macon Street while the other would align with Future Street. These two project access points were also assessed for weekend midday peak hour. Based on the future with project peak hour traffic volumes, both project access points are expected to operate at LOS A during the weekend midday peak hour. Each of the access points would be controlled by a traffic signal with left-turn lanes provided along San Fernando Road. The detailed level of service worksheets which included the future with project midday peak hour traffic volumes for the two project access points are provided in Attachment A.

On-site Parking

The Taylor Yard Park development proposes to provide a total of 361 parking space on-site. As shown on the conceptual site plan, the majority of the parking would be located toward the northern end of the park. Based on the project trip generation estimates for the weekend, shown previously on **Table 5**, a total of 486 daily trips (243 in and 243 out) are expected. If all the inbound trips (243 vehicles) came and stayed during one period, the 361 spaces would be more than adequate to meet the demand. Therefore, it is anticipated that the 361-parking space supply would be adequate to serve the parking needs of the Taylor Yard Park development on site.

Construction Impacts

It is anticipated that there will be short-term adverse traffic impacts, particularly along San Fernando Road during the streetscape phase of the proposed project. In order to keep the construction impacts to a minimum, a construction staging and traffic plan would be provided to the City of Los Angeles for review and approval. To the degree possible, staging of construction equipment and construction employee parking should be off-street, thus limiting the impact along San Fernando Road and other surrounding streets. Additionally, San Fernando Road should maintain two-way traffic (i.e., at least one lane in each direction) during the construction phase. Should lane closures be required in order to accommodate construction activities, these closures should occur outside of the standard peak periods of street traffic. Also, access to local businesses should be maintained during the construction period. The plan would include but is not limited to, hours of construction (limit to off peak hours), identification of haul routes, potential for off-site parking/staging areas, and shuttle bus to transport workers to/from remote parking area.

TABLE 6
FUTURE WITH PROJECT WEEKEND MIDDAY PEAK HOUR
LEVEL OF SERVICE SUMMARY

Location	Weekend Peak Hour	Existing		Future w/o Project		Future w/ Project		Change in V/C	Significant Impact
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS		
1 San Fernando Road & Fletcher Drive	Midday	0.862	D	0.997	E	1.005	F	0.008	No
2 San Fernando Road & SR-2 Southbound Ramps	Midday	0.879	D	1.063	F	1.071	F	0.008	No
3 San Fernando Road & Division Street [a]	Midday	11.6	B	13.8	B	14.1	B	NA	No
4 San Fernando Road & Ave 26	Midday	0.488	A	0.693	B	0.711	C	0.018	No

Note:
a. Intersection controlled by stop-sign. Value represents average vehicle delay in seconds.

APPENDIX A

LEVEL OF SERVICE WORKSHEETS

EXISTING CONDITIONS

2003 Mid-day Wed Jan 21, 2004 16:18:04 Page 3-1

Taylor Yard Park Development
Traffic Study
2004 Mid-day

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 San Fernando Rd / Fletcher Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	145	1043	121	111	1190	131	225	291	285	168	361	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1043	121	111	1190	131	225	291	285	168	361	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1043	121	111	1190	131	225	291	285	168	361	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1043	121	111	1190	131	225	291	285	168	361	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	145	1043	121	111	1190	131	225	291	285	168	361	164
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.80	0.20	1.00	1.01	0.99	1.00	1.38	0.62
Final Sat.:	1500	2688	312	1500	2702	298	1500	1516	1484	1500	2063	937
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.07	0.44	0.44	0.15	0.19	0.19	0.11	0.18	0.17
Crit Vol:	145				660		225				263	
Crit Moves:	****				****		****				****	

Traffix 7.5.1115 (c) 2001 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

2003 Mid-day Wed Jan 21, 2004 16:18:04 Page 4-1

Taylor Yard Park Development
Traffic Study
2004 Mid-day

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 San Fernando Rd / SR-2 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	285	940	0	0	928	682	0	0	0	152	1	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	940	0	0	928	682	0	0	0	152	1	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	940	0	0	928	682	0	0	0	152	1	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	940	0	0	928	682	0	0	0	152	1	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	285	940	0	0	928	682	0	0	0	167	1	319
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.15	0.85	0.00	0.00	0.00	1.03	0.01	1.96
Final Sat.:	1425	2850	0	0	1643	1207	0	0	0	1467	9	2799
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.11	0.11	0.11
Crit Vol:	285				805			0		162		
Crit Moves:	****				****					****		

Traffix 7.5.1115 (c) 2001 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

2003 Mid-day Wed Jan 21, 2004 16:18:04 Page 5-1

Taylor Yard Park Development
Traffic Study
2004 Mid-day

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 San Fernando Rd / Division St

Average Delay (sec/veh): 11.6 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 1	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	751	97	19	629	0	0	0	0	0	0	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	751	97	19	629	0	0	0	0	0	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	751	97	19	629	0	0	0	0	0	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	751	97	19	629	0	0	0	0	0	0	37
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	848	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	424
Potent Cap.:	xxxx	xxxx	xxxxx	798	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	584
Move Cap.:	xxxx	xxxx	xxxxx	798	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	584
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.6		
ApproachLOS:	*			*			*			B		

2003 Mid-day Wed Jan 21, 2004 16:18:04 Page 6-1

Taylor Yard Park Development
Traffic Study
2004 Mid-day

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 San Fernando Rd / Ave 26

Cycle (sec): 100 Critical Vol./Cap. (X): ~~0.367~~ 0.488
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	349	25	325	285	0	0	0	0	19	0	605
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	349	25	325	285	0	0	0	0	19	0	605
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	349	0	325	285	0	0	0	0	19	0	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	349	0	325	285	0	0	0	0	19	0	605
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	0	349	0	325	285	0	0	0	0	19	0	666
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	1425	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.23	0.10	0.00	0.00	0.00	0.00	0.01	0.00	0.23
Crit Vol:		175		325				0		~~19~~		196
Crit Moves:		****		****						****		

RTOR
605
-325
280
DUAL RTS 70%
196

NBT 175
SBL 325
WBR 196
696 / 1425 = 0.488 A

FUTURE WITHOUT PROJECT

2006 Mid-day without ProjecThu Jan 22, 2004 16:52:21 Page 5-1

Taylor Yard Park Development
Traffic Impact Study
2006 Mid-day without Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in V/C
# 1 San Fernando Rd / Fletcher Dr	D	xxxxx	0.880	E	xxxxx	0.997	+ 0.117
# 2 San Fernando Rd / SR-2 SB Ramp	D	xxxxx	0.897	F	xxxxx	1.063	+ 0.166
# 3 San Fernando Rd / Division St	B	11.7	0.000	B	13.8	0.000	+ 0.000
# 4 San Fernando Rd / Ave 26	A	xxxxx	0.371	A	xxxxx	0.590	+ 0.219

2006 Mid-day without ProjecThu Jan 22, 2004 16:52:21 Page 6-1

Taylor Yard Park Development
Traffic Impact Study
2006 Mid-day without Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 San Fernando Rd / Fletcher Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.997
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	145	1043	121	111	1190	131	225	291	285	168	361	164
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	148	1064	123	113	1214	134	230	297	291	171	368	167
Added Vol:	62	124	3	0	138	0	0	0	77	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1188	126	113	1352	134	230	297	368	174	368	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	1188	126	113	1352	134	230	297	368	174	368	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1188	126	113	1352	134	230	297	368	174	368	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	1188	126	113	1352	134	230	297	368	174	368	167
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.38	0.62
Final Sat.:	1500	2712	288	1500	2729	271	1500	1500	1500	1500	2064	936
Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.44	0.08	0.50	0.50	0.15	0.20	0.25	0.12	0.18	0.18
Crit Vol:	210				743				368	174		
Crit Moves:	****				****				****	****		

2006 Mid-day without ProjecThu Jan 22, 2004 16:52:21 Page 7-1

Taylor Yard Park Development
Traffic Impact Study
2006 Mid-day without Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

****

Intersection #2 San Fernando Rd / SR-2 SB Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.063
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	285	940		0	0	928		682	0	0		0	152		1	290
Growth Adj:	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02		1.02	1.02
Initial Bse:	291	959		0	0	947		696	0	0		0	155		1	296
Added Vol:	90	200		0	0	232		8	0	0		0	58		0	14
PasserByVol:	0	0		0	0	0		0	0	0		0	0		0	0
Initial Fut:	381	1159		0	0	1179		704	0	0		0	213		1	310
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	381	1159		0	0	1179		704	0	0		0	213		1	310
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	381	1159		0	0	1179		704	0	0		0	213		1	310
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.10		1.00	1.10
Final Vol.:	381	1159		0	0	1179		704	0	0		0	234		1	341
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	1.25		0.75	0.00	0.00		0.00	1.22		0.01	1.77
Final Sat.:	1425	2850		0	0	1784		1066	0	0		0	1737		7	2531
Capacity Analysis Module:																
Vol/Sat:	0.27	0.41		0.00	0.00	0.66		0.66	0.00	0.00		0.00	0.13		0.13	0.13
Crit Vol:	381					941				0			192			
Crit Moves:	****					****							****			

****

2006 Mid-day without ProjecThu Jan 22, 2004 16:52:21 Page 8-1

Taylor Yard Park Development
Traffic Impact Study
2006 Mid-day without Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 San Fernando Rd / Division St

****

Average Delay (sec/veh): 13.8 Worst Case Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	0	1	1	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	751		97	19	629		0	0		0	0	0		0	37
Growth Adj:	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02		1.02	1.02
Initial Bse:	0	766		99	19	642		0	0		0	0	0		0	38
Added Vol:	0	265		0	62	317		0	0		0	0	0		0	28
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1031		99	81	959		0	0		0	0	0		0	66
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	0	1031		99	81	959		0	0		0	0	0		0	66
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	1031		99	81	959		0	0		0	0	0		0	66
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1130	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		565
Potent Cap.:	xxxx	xxxx		xxxxx	626	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		473
Move Cap.:	xxxx	xxxx		xxxxx	626	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		473
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx		xxxxx	10.8	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		13.8
LOS by Move:	*	*		*	B	*		*	*	*		*	*	*		B
Movement:	LT -	LTR	-	RT	LT -	LTR	-	RT	LT -	LTR	-	RT	LT -	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Shrd StpDel:	xxxxx	xxxx		xxxxx	11.6	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	B	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				13.8			
ApproachLOS:	*				*				*				B			

2006 Mid-day without ProjecThu Jan 22, 2004 16:52:21 Page 9-1

Taylor Yard Park Development
Traffic Impact Study
2006 Mid-day without Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

****

Intersection #4 San Fernando Rd / Ave 26

****

Cycle (sec): 100 Critical Vol./Cap. (X): ~~0.890~~ 0.693
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: ~~A~~ B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Lanes:	0	0	2	0 1	1	0	2	0 0	0	0	0	0 0	1	0	0	0 2
Volume Module:																
Base Vol:	0	349		25	325	285		0	0		0	0	19		0	605
Growth Adj:	1.02	1.02		1.02	1.02	1.02		1.02	1.02		1.02	1.02	1.02		1.02	1.02
Initial Bse:	0	356		25	332	291		0	0		0	0	19		0	617
Added Vol:	0	6		0	309	8		0	0		0	0	0		0	260
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	362		25	641	299		0	0		0	0	19		0	877
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	362		0	641	299		0	0		0	0	19		0	877
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	362		0	641	299		0	0		0	0	19		0	877
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.10
Final Vol.:	0	362		0	641	299		0	0		0	0	19		0	965
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	0.00	2.00		1.00	1.00	2.00		0.00	0.00		0.00	0.00	1.00		0.00	2.00
Final Sat.:	0	2850		1425	1425	2850		0	0		0	0	1425		0	2850
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13		0.00	0.45	0.10		0.00	0.00		0.00	0.00	0.01		0.00	0.34
Crit Vol:		181			641				0				~~>0~~			165
Crit Moves:		****			****								****			

****

RTOR
877
-641
236
DUAL BYS 70%
165

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NBT 181
SBL 641
WBR 165
987/1425 = 0.693 B

Exhibit 4: Mitigated Negatie Declaration

FUTURE WITH PROJECT

2006 Mid-day with Project Mon Jan 26, 2004 10:12:48 Page 5-1

Taylor Yard Park Developement
Traffic Impact Study
2006 Mid-day with Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in V/C
# 1 San Fernando Rd / Fletcher Dr	D	xxxxx	0.879	F	xxxxx	1.005	+ 0.126
# 2 San Fernando Rd / SR-2 SB Ramp	D	xxxxx	0.896	F	xxxxx	1.071	+ 0.175
# 3 San Fernando Rd / Division St	B	11.7	0.000	B	14.1	0.000	+ 0.000
# 4 San Fernando Rd / Ave 26	A	xxxxx	0.371	B	xxxxx	0.610	+ 0.239

2006 Mid-day with Project Mon Jan 26, 2004 10:12:48 Page 6-1

Taylor Yard Park Developement
Traffic Impact Study
2006 Mid-day with Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 San Fernando Rd / Fletcher Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 1.005
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	145	1043	121	111	1190	131	225	291	285	168	361	164
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	148	1064	123	113	1214	134	230	297	291	171	368	167
Added Vol:	66	131	4	0	145	0	0	0	81	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1195	127	113	1359	134	230	297	372	175	368	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1195	127	113	1359	134	230	297	372	175	368	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1195	127	113	1359	134	230	297	372	175	368	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	214	1195	127	113	1359	134	230	297	372	175	368	167
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.38	0.62
Final Sat.:	1500	2711	289	1500	2731	269	1500	1500	1500	1500	2063	937
Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.44	0.08	0.50	0.50	0.15	0.20	0.25	0.12	0.18	0.18
Crit Vol:	214				746				372	175		
Crit Moves:	****				****				****	****		

2006 Mid-day with Project Mon Jan 26, 2004 10:12:48 Page 7-1

Taylor Yard Park Developement
Traffic Impact Study
2006 Mid-day with Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 San Fernando Rd / SR-2 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.071
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	285	940	0	0	928	682	0	0	0	152	1	290
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	291	959	0	0	947	696	0	0	0	155	1	296
Added Vol:	97	213	0	0	244	8	0	0	0	58	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1172	0	0	1191	704	0	0	0	213	1	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	388	1172	0	0	1191	704	0	0	0	213	1	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1172	0	0	1191	704	0	0	0	213	1	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	388	1172	0	0	1191	704	0	0	0	234	1	341
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.26	0.74	0.00	0.00	0.00	1.22	0.01	1.77
Final Sat.:	1425	2850	0	0	1791	1059	0	0	0	1739	8	2529
Capacity Analysis Module:												
Vol/Sat:	0.27	0.41	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.13	0.13	0.13
Crit Vol:	388				947			0		192		
Crit Moves:	****				****					****		

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2006 Mid-day with Project Mon Jan 26, 2004 10:12:48 Page 8-1

Taylor Yard Park Developement
Traffic Impact Study
2006 Mid-day with Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 San Fernando Rd / Division St

Average Delay (sec/veh): 14.1 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 1	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	751	97	19	629	0	0	0	0	0	0	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	766	99	19	642	0	0	0	0	0	0	38
Added Vol:	0	298	4	62	347	0	0	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1064	103	81	989	0	0	0	0	0	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1064	103	81	989	0	0	0	0	0	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1064	103	81	989	0	0	0	0	0	0	66
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1167	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	583
Potent Cap.:	xxxx	xxxx	xxxxx	606	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	460
Move Cap.:	xxxx	xxxx	xxxxx	606	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	460
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.1
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.1		
ApproachLOS:	*			*			*			B		

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2006 Mid-day with Project Mon Jan 26, 2004 10:12:48 Page 9-1

Taylor Yard Park Developement
Traffic Impact Study
2006 Mid-day with Project

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 San Fernando Rd / Ave 26

Cycle (sec): 100 Critical Vol./Cap. (X): ~~0.610~~ 0.711
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: ~~D~~ C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	1 0 0	0	2
Volume Module:												
Base Vol:	0	349	25	325	285	0	0	0	0	19	0	605
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	356	25	332	291	0	0	0	0	19	0	617
Added Vol:	0	10	0	336	13	0	0	0	0	0	0	283
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	366	25	668	304	0	0	0	0	19	0	900
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	366	0	668	304	0	0	0	0	19	0	900
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	366	0	668	304	0	0	0	0	19	0	900
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	0	366	0	668	304	0	0	0	0	19	0	990
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	1425	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.47	0.11	0.00	0.00	0.00	0.00	0.01	0.00	0.35
Crit Vol:		183		668				0		~~19~~		162
Crit Moves:		****		****						****		

RTOR
900
- 668
232
Dual RTs 70%
162

NBT 183
SBL 668
WBR 162
1013 / 1425 0.711 C

Exhibit 4: Mitigated Negatie Declaration

FUTURE WITH PROJECT
SITE ACCESS POINTS

2004 Mid-day Thu Feb 5, 2004 12:29:30 Page 11-1

Taylor Yard Park Development
Traffic Study
2006 Site Access

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 San Fernando Rd / Macon St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	4	15	20	6	20	20	964	25	7	1137	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	4	15	20	6	20	20	964	25	7	1137	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	4	15	20	6	20	20	964	25	7	1137	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	4	15	20	6	20	20	964	25	7	1137	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	4	15	20	6	20	20	964	25	7	1137	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.21	0.79	0.44	0.13	0.43	1.00	1.95	0.05	1.00	1.97	0.03
Final Sat.:	1500	316	1184	652	196	652	1500	2924	76	1500	2948	52
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.03	0.03	0.03	0.01	0.33	0.33	0.00	0.39	0.39
Crit Vol:	30				46		20				578	
Crit Moves:	****				****		****				****	

2004 Mid-day Thu Feb 5, 2004 12:29:30 Page 12-1

Taylor Yard Park Development
Traffic Study
2006 Site Access

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 San Fernando Rd / Future St

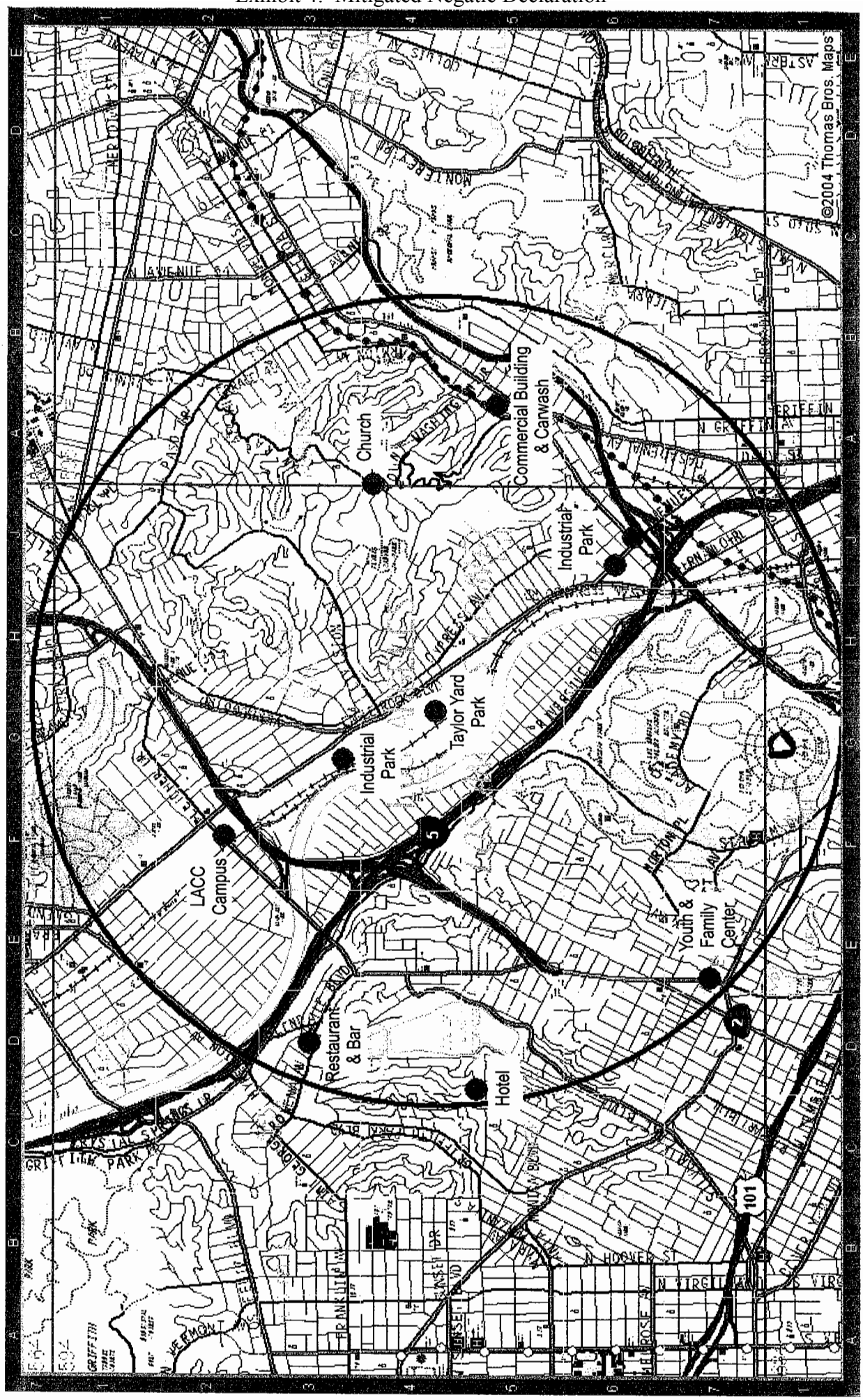
Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1 0		1 0	0 1 0		1 0	1 1 0		1 0	1 1 0	
Volume Module:												
Base Vol:	7	3	17	20	5	20	20	974	5	20	1137	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	17	20	5	20	20	974	5	20	1137	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	17	20	5	20	20	974	5	20	1137	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	17	20	5	20	20	974	5	20	1137	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	3	17	20	5	20	20	974	5	20	1137	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.15	0.85	1.00	0.20	0.80	1.00	1.99	0.01	1.00	1.97	0.03
Final Sat.:	1500	225	1275	1500	300	1200	1500	2985	15	1500	2948	52
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.01	0.02	0.02	0.01	0.33	0.33	0.01	0.39	0.39
Crit Vol:		20		20			20				578	
Crit Moves:		****		****			****				****	

APPENDIX B

LOCATIONS OF CUMULATIVE PROJECTS

Exhibit 4: Mitigated Negatie Declaration



Appendix E

Western Spadefoot Toad Survey Report

Taylor Yard, Angeles District
Scapheopus hammondii Survey
April 8, 2004

Summary

Taylor Yard was surveyed for *Scapheopus hammondii* (Western spadefoot toad) on April 8, 2004. A day survey included egg-mass searches, and tadpole collections. A night survey included road driving, area searches on foot, and auditory surveys. No *Scapheopus hammondii* were detected.

Day Survey

Start time: 16:30
End time: 19:00

Ground-truthing
Roughly one hour was dedicated to ground-truthing the site for standing water and damp soils. Three locations were noted (See Map):

Site1: Main pond (Figure 1). This site held standing water in a central pond (0.5 acres, and estimated 1m at deepest) and included two smaller associated surface waters within depressions or road ruts (each roughly 5m x 2m and .3m at deepest). Dominant vegetation consisted of *Baccharis salicifolia*, *Salix goodingii*, *Typha spp*, exotic grasses, *foniculum vulgare*. Damp to muddy soils surrounded the pond on the north, south, and east and radiated roughly 5 to 10 meters from the wetted edge.
Site 2: South/west drain (Figure 2). Standing water was present in the drain apron. Damp soils were present around the apron and extended north along the base of the vegetation of the eastern road edge for roughly 30 meters. Vegetation consited of *Baccharis salicifolia*, *Salix goodingii*, *Gazania linearis*, *Artemisia californica*, *Salvia mellifera*, *Foniculum vulgare*, *Malosma laurina*, exotic grasses.
Site 3: North low points (Figure 3). Damp soils were noted at two closely associated points along a single-track trail and a roadway. These wet regions were fairly small (roughly 3m x 10m) and apparently isolated from any other currently present damp soils or surface waters. Dominant vegetation included exotic grasses, *Foniculum vulgare*, and *Baccharis salicifolia*.

Tadpole Survey and Egg-mass Survey
Tadpole and egg-mass sampling was conducted only at Site 1. Within this site, six locations were sampled for tadpoles. Prior to tadpole sampling, the location was searched for egg-masses, which involved visually scanning the area while gently moving wetted vegetation. Tadpole sampling involved repeated passes with an aquarium net (7cm x 12cm, 1mm mesh). All tadpoles collected were held in a 5-gallon bucket, viewed in subsets on a measuring board, and returned to the location of capture. Due to time constraints, accurate enumeration and size assessment was sacrificed in order to increase effort spent visually inspecting as many tadpoles as possible. This was judged to be the most effective method to detect the presence of S*capheopus* larvae.

Location 1 (Figure 4): A vegetated depression, small surface water associated with but not directly connected to the main pond. No egg masses present. Roughly 600 tadpoles collected and viewed. Rut is estimated to have contained nearly 1,000 tadpoles total. The majority of the tadpoles were generally 15-25mm total length. Roughly 5% were nearly morphed to juvenile frogs. All tadpoles viewed were *Hyla regilla* (pacific treefrog).
Location 2 (Figure 5): A road rut closely associated with but not directly connected to the main pond. No egg masses present. Roughly 300 tadpoles collected and viewed. Rut is estimated to have contained nearly 600 tadpoles. The majority of the tadpoles were generally 15-25mm total length. Roughly 5% were nearly morphed to juvenile frogs. All tadpole viewed were *Hyla regilla*.
Location 3 (Figure 6)**:** East edge of main pond. No egg masses present. Less than 20 tadpoles collected and viewed. The majority of the tadpoles were generally 20-30mm total length. All tadpoles were *Hyla regilla*.
Location 4 (Figure 7): North edge of main pond. No egg masses present. Less than 20 tadpoles collected and viewed. The majority of the tadpoles were generally 20-30mm total length. All tadpoles were *Hyla regilla*.
Location 5 (Figure 8): South edge of main pond. No egg masses present. Less than 20 tadpoles collected and viewed. The majority of the tadpoles were generally 20-30mm total length. All tadpoles were *Hyla regilla*.
Location 6 (Figure 9): West edge of main pond. No egg masses present. Less than 20 tadpoles collected and viewed. The majority of the tadpoles were generally 15-25mm total length. All tadpoles were *Hyla regilla*.

Night Survey

Start time: 20:15
End time: 22:15

Night surveys involved driving the road system and scanning for adult toads, area searches on foot, and auditory surveys. Area searches on foot were limited to Sites 1,2, and 3. These sites were slowly and systematically scanned for toads with the aid of a flashlight while listening for any calls. The majority of the walking survey effort was concentrated on the damp soils and the closely associated perimeter of dry soils and specifically areas lacking a high density of exotic grasses. Findings and survey schedule as follows:
Driving survey: 20:15-20:45. No *Scapheopus* detected.
Site 1: 20:45- 21:15. No *Scapheopus* detected. Many *Hyla regilla* calling from pond.
Site 2: 21:15-21:45. No *Scapheopus* detected. No *Hyla regilla* calling.
Site 3: 21:45-22:00. No *Scapheopus* detected. No *Hyla regilla* calling.
Site 1: 22:00-22:15. No *Scapheopus* detected. Many *Hyla regilla* calling from pond.

Comments

Scapheopus hammondii was not detected with this survey. Given the standing water and distribution of damp soils, I would have expected to detect this species if a significant

population did indeed exist on-site. Because both wetland and native upland habitat is present, I feel that the site has the potential to support this toad. The fact that the site was holding a significant amount of surface water in the form of a pond and two small pools increases the likelihood of its presence. However, the small size of the site, and limited distribution and separation and isolation of the wetland and native upland habitat within the site indicate that the existence of *Scapheopus* is unlikely. It is possible that further surveys may detect this toad, especially if conducted during a warm rainstorm, however I feel that conditions on April 8, 2004 were adequate to allow for the presence of active adult toads and/or egg-masses and tadpoles. The lack of detection of toads, eggs, and tadpoles indicates that *Scapheopus hammondii* is not present on site. Restoration and re-introduction could be successful and should be considered for this species.

Although *Scapheopus hammondii* was not detected, the ecological value of the site should be noted. The main pond supports wetland-dependent wildlife and plants. A pair of cinnamon teal was flushed from the pond early in the survey and circled the pond several times before heading west toward the river. Two pairs of mallard ducks were repeatedly flushed from the pond and circled the area throughout the daytime survey. Unidentified waterfowl were also flushed during the night survey at this site. In addition, a sora was seen within the cattails, and red-winged blackbirds were also noted moving through the wetland-associated vegetation. Thousands of *Hyla regilla* tadpoles were seen at the main pond and associated road ruts and several types of aquatic invertebrates (odinates and other species) were present in all tadpole samples. The pond, or some form of ponding wetland habitat would be a valuable component of the future park elements. It is very likely that the habitat value may be significantly enhanced through design and restoration efforts. Run-off (chlorine, asphalt contaminants, etc) from urban park elements (ball fields and courts, recreational water features) should be controlled in such a way that it does not contaminate ponds designed to support wetland habitat and wildlife.

Although the Los Angeles River is not immediately adjoining, it is apparent that the parkland is connected to the river's ecology in a valuable way. Wetland-associated plants and animals appear to be benefiting from the limited amount of standing water available. Upland vegetation is also present, approximating and potentially allowing for the return of wetland/upland transitional ecological elements. It is clear that the park currently provides wetland and upland habitat and supplements what little remains of what was once a very diverse and biologically rich Los Angeles River system.

Contact:
Chris Peregrin
Resource Ecologist, CA State Parks, Southern Service Center

Figure 1 (Site 1)

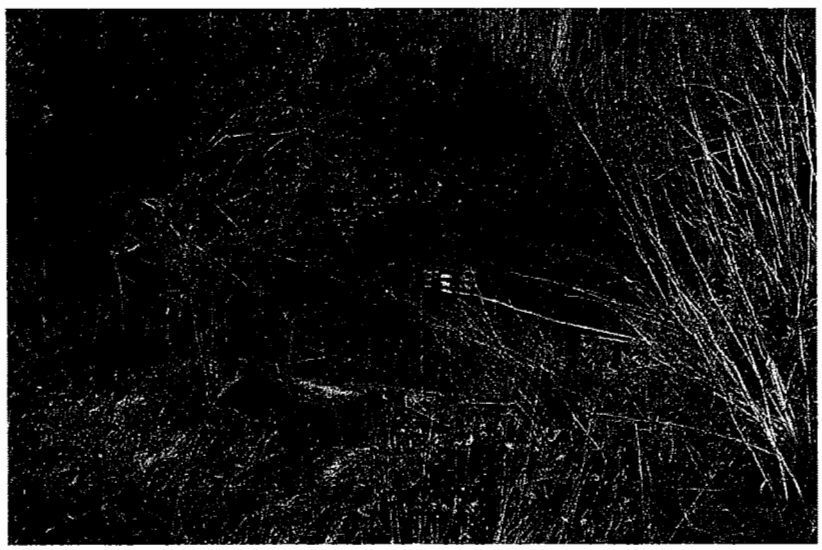


Figure 2 (Site 2, drain)

Figure 3 (Site 3)

Figure 4 (Site 1, Location 1)

Figure 5 (Site1, Location 2)

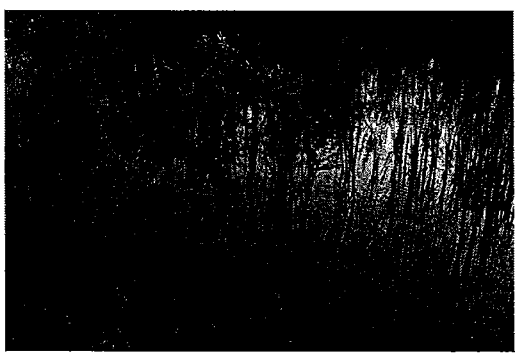


Figure 6 (Site 1, Location 3)

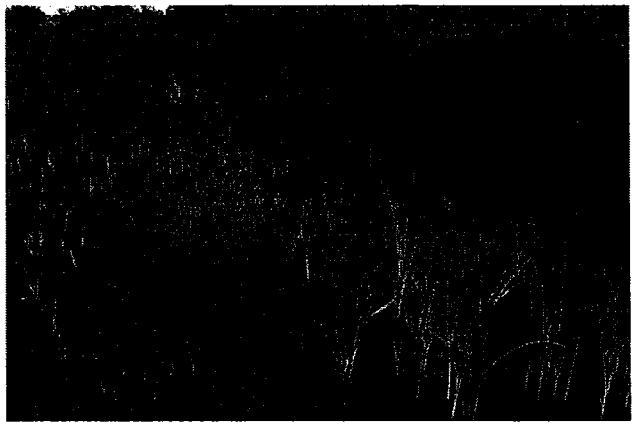


Figure 7 (Site 1, Location 4)

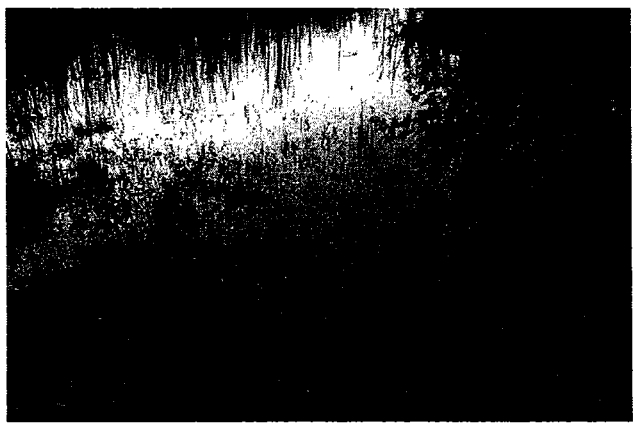


Figure 8 (Site 1, Location 5)

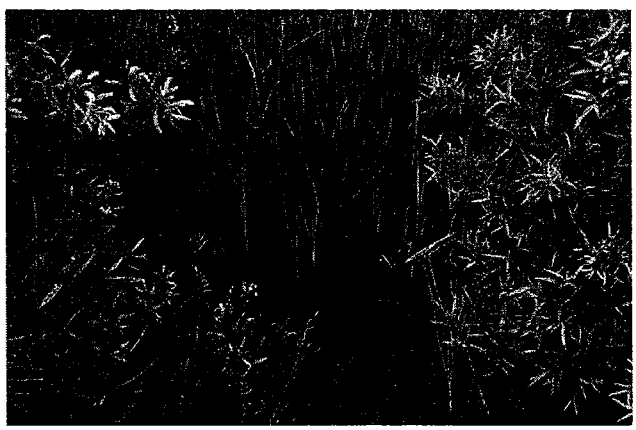
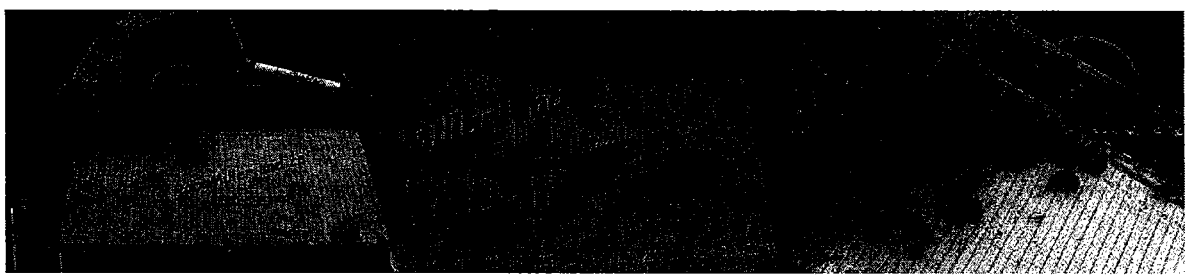


Figure 9 (Site 1, Location 6)

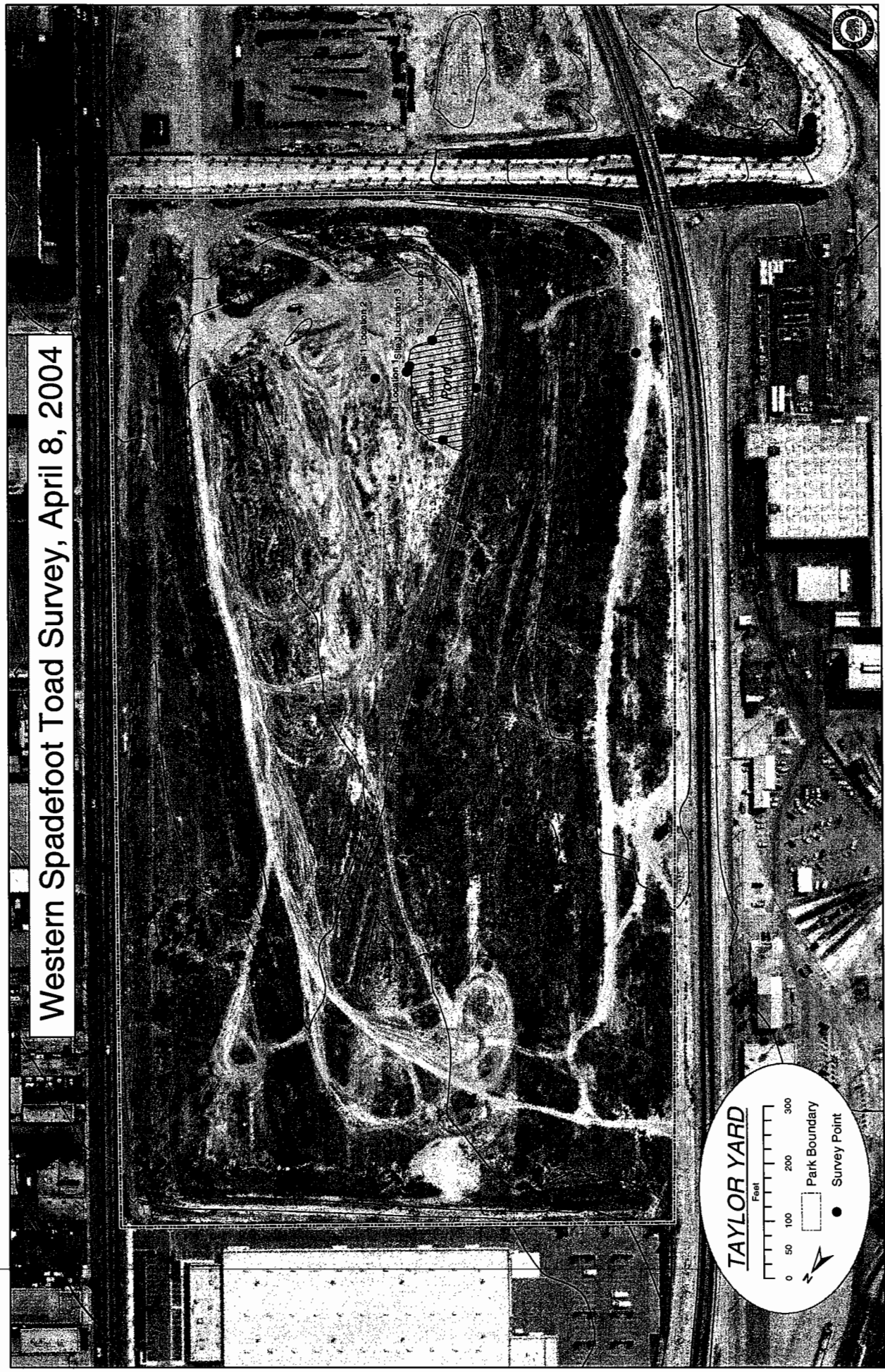
Region with potential pooling, but dry

Native upland habitat



Hyla regilla tadpoles

Exhibit 4: Mitigated Negatie Declaration



Appendix F

Supplemental Vegetation Survey Report

RIPARIAN CHARACTERIZATION REPORT
TAYLOR YARD PROJECT
CALIFORNIA DEPARTMENT OF PARKS AND RECREATION
LOS ANGELES COUNTY, CALIFORNIA

Prepared by:
The Southern Service Center
California Department of Parks and Recreation
8885 Rio San Diego Drive, #270
San Diego, CA 92108

Contact: Brenda McMillan
Telephone: (619) 688-6104
E-mail Address: bmcmillan@parks.ca.gov

May 5, 2004

INTRODUCTION

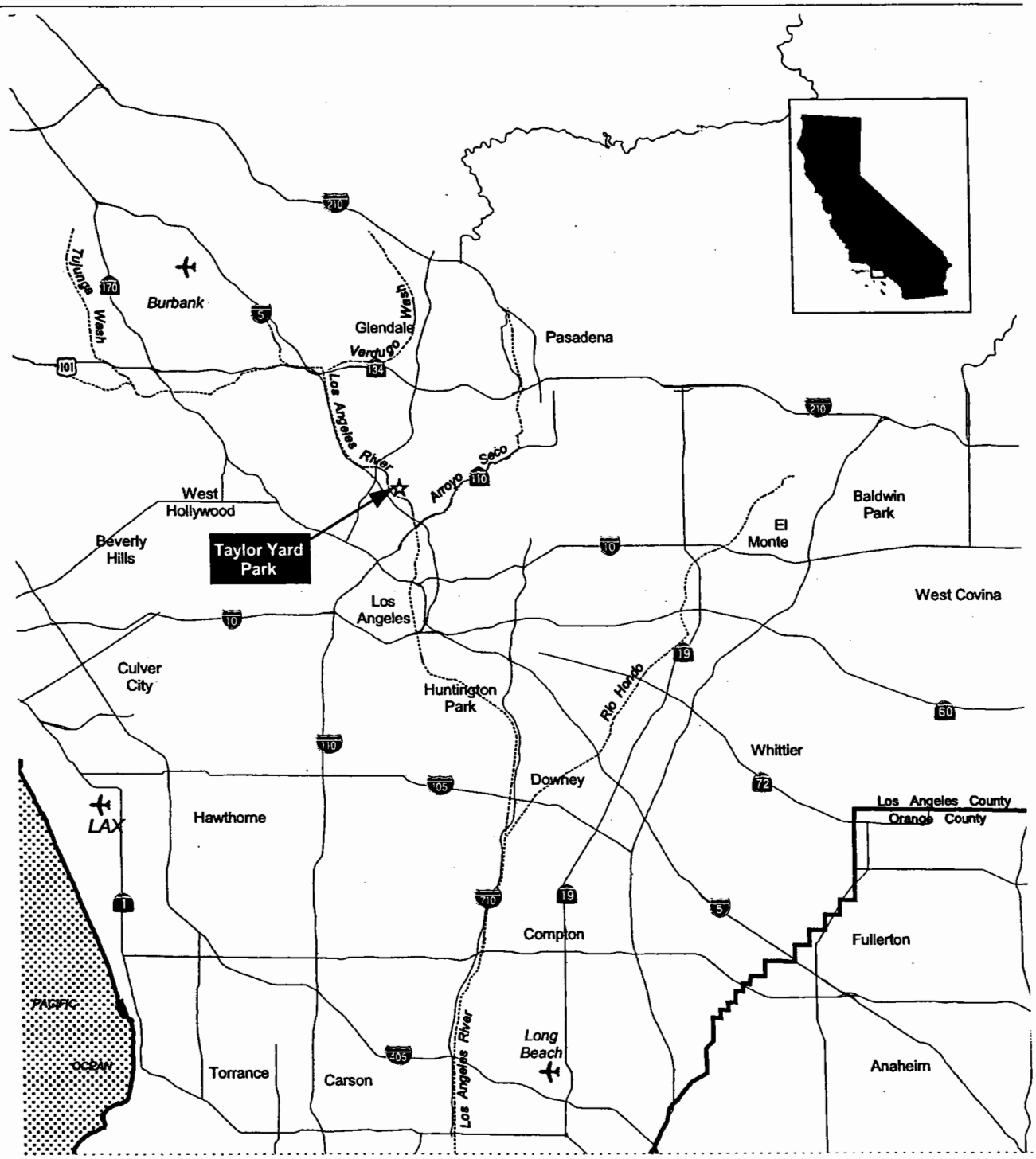
Taylor Yard is located in the City of Los Angeles and is set in the communities of Cypress Park and Glassell Park (Figure 1). It encompasses approximately 40 acres and is part of the largest undeveloped parcel of land along the Los Angeles River (LA River). Taylor Yard is located east of the LA River along San Fernando Road to the north and railway tracks and a railway maintenance station on the south side that separate it from the LA River. The California Department of Parks and Recreation (DPR) and the City of Los Angeles have agreed to a cooperative planning and development of the new park at Taylor Yard resulting in a joint City-State park with each entity developing approximately 20 acres.

The development of a park at this location would provide much needed parkland to nearby communities. The City of Los Angeles will lease 20 acres for active park uses such as multi-purpose sports fields and courts, play areas, bike paths and a community room and support facilities. State Parks will operate the remaining 20 acres for passive parks uses such as; education, open space and transitional parkland, and a river ox-bow and nature walk.

Historically Taylor Yard was used for railroad maintenance operations located on the eastern boundary of the LA River within a stretch known as the "Glendale Narrows" which lies between the San Fernando Valley and the Los Angeles coastal plain. The Narrows portion of the LA River is a steep sided valley approximately 5 miles in length. Historically this stretch of the LA River was a lush valley that supported a rich variety of plants and wildlife. In the late 1930's a majority of the LA River was encased in concrete changing it forever. The Narrows portion of the LA River is unlined along the bottom and supports riparian vegetation and wildlife; a rarity in an otherwise highly industrialized area of Los Angeles.

Despite the intense urbanization of the surrounding area and the historical uses of the site, this site currently supports a perched freshwater marsh, based on the results of a characterization of riparian areas and boundary confirmation survey conducted on April 20, 2004 by DPR and EDAW staff. The freshwater marsh supports cattails, willows, pacific treefrogs, various species of waterfowl, and aquatic invertebrates. Standing water was observed on a number of occasions in one main pond area and along dirt roads in ruts and small depressions around the pond. Grading and construction activities would result in the removal or disturbance of most of the vegetation on site including the 1.3 acres of freshwater marsh.

Due to the isolated, disturbed nature of the site and the lack of any connection to streams or natural water courses, the area mapped as freshwater marsh is not considered federal or state jurisdictional wetlands, and therefore is not protected by the California Department of Fish and Game or the U.S. Army Corps of Engineers wetland regulations.



Source: California Geospatial Information Library, and Southern California Association of Governments,

☆ Taylor Yard Site
Airport
River
Road
County Line

N

5 0 5 Miles

1 inch = 5 miles

Figure 1
Location Map

The purpose of this report is to describe the riparian resources on the site and analyze their significance in view of federal, state, and local laws and policies. This report also provides an analysis of direct and indirect effects based on the proposed park development scenario. This document provides the results of a characterization of riparian resources and freshwater marsh boundaries of the site conducted by staff from California Department of Parks and Recreation's Southern Service Center and EDAW.

METHODS

The characterization of the freshwater marsh utilized the routine methodology developed by the U.S. Army Corps of Engineers to investigate wetlands using hydric soils, hydrophytic vegetation, and indicators of hydrology. The area is highly disturbed and therefore, observations were examined in terms of the human modifications that have occurred. Standard data forms, as recommended for use in the Field Guide for Wetland Delineation, 1987 Corps of Engineers Manual (1987 Manual) were completed for each test area. Soil pits were dug when sites supported hydrophytic vegetation and hydrology. Soil pits were not dug when one or both of the parameters were absent.

Hydrophytic vegetation was determined using the National List of Plant Species that Occur in Wetlands: California (Region 0), (Reed, 1988). Hydrology was determined using visual clues and evidence of temporary flooding and ponding, and area supporting appropriate vegetation. All test pits and riparian areas were hand mapped and delineated on aerial photographs in the field.

RESULTS AND DISCUSSION

Site Description

Taylor Yard is located in the City of Los Angeles and is set in the communities of Cypress Park and Glassell Park. It encompasses approximately 40 acres and is part of the largest undeveloped parcel of land along the LA River. Taylor Yard is located east of the LA River along San Fernando Road to the north and railway tracks and a railway maintenance station on the south side that separate it from the LA River. The project site is located on the Los Angeles USGS 7.5" quadrangle map.

Vegetation

The project site has a long history of physical disturbance and as a result it supports vegetation that consists of disturbance specialist species that are not native to the region. However, within the larger matrix of exotic vegetation there remain patches that support four native vegetation communities (disturbed coastal sage scrub, disturbed riparian woodland, freshwater marsh, and mulefat scrub) and one community classified as ruderal/disturbed (Figure 2). Trash piles occur throughout the site and exotic species such as tree tobacco (*Nicotiana glauca*), pampas grass (*Cortaderia selloana*), fountain grass (*Pennisetum setaceum*), and fennel (*Foeniculum vulgare*) can also be found throughout.

Disturbed Coastal Sage Scrub

Coastal sage scrub typically occurs on xeric sites with shallow soils. Within the site only one patch of coastal sage scrub was mapped and due to current site conditions it was classified as Disturbed Coastal Sage Scrub. This community is comprised of California sagebrush (*Artemisia californica*), laurel sumac (*Malosma laurina*), black sage (*Salvia mellifera*), and coyote bush (*Baccharis pilularis*). Although typically coastal sage scrub can support sensitive species, due to the disturbed site conditions and isolated nature of the site, sensitive species are not expected nor were they observed on site.

Ruderal/Disturbed

Ruderal includes areas supporting dicots and to a lesser extent non-native grasses. The majority of this vegetation is composed of greater than 50 percent cover ruderal dicot species including Russian thistle (*Salsola tragus*), black mustard (*Brassica nigra*), wild radish (*Raphanus sativus*), filaree (*Erodium* spp.), fennel, and pampas grass (*Cortaderia selloana*). The remaining cover is made up of annual grasses including wild oat (*Avena* spp.), ripgut grass (*Bromus diandrus*), foxtail chess (*Bromus madritensis* ssp.*rubens*), and bare ground. Native herbs were not dominant nor were they large enough (less than 0.1 acre) to be considered a vegetation type.

Mulefat scrub

This vegetation consists of about equal cover of non-native ruderal species (*e.g.,* wild radish, black mustard) and mulefat (*Baccharis salicifolia*). Mulefat scrub occurs throughout the project site. Mulefat is a facultative wetland plant (FACW-) plant species that is adapted to disturbance in mesic habitats. Mulefat can occur in upland habitats that have low evapo-transpirative stress. Because of the moisture retaining properties of the alkaline soils within this project site, mulefat is able to persist in this highly disturbed habitat.

Freshwater Marsh.

The freshwater marsh is dominated by perennial emergent species such as cattails (*Typha* sp.), which grow in standing fresh water and is surrounded by mulefat (*Baccharis salicifolia*) arroyo willow (*Salix lasiolepis*), and black willow (*Salix gooddingii*) (Figure 3). Ponded water was observed in two areas and along dirt roads in ruts where soil compaction is evident. The marsh area provides habitat for waterfowl, the Pacific treefrog, and various aquatic invertebrates. Following the U.S. Fish and Wildlife classification system (Cowardin *et.al.* 1979), the freshwater marsh can be classified as Palustrine persistent emergent wetland. A focused Western spadefoot toad (*Scaphiopus hammondii*) survey was conducted by DPR staff on April 8, 2004. None were observed nor are they expected due to the disturbed nature of the site.

Taylor Yard Park

Figure 2
Vegetation on Parcel D

DCSS	Disturbed Coastal Sage Scrub
DRW	Disturbed Riparian Woodland
FWM	Freshwater Marsh
MFS	Mulefat Scrub
RUD/DIST	Ruderal/Disturbed
•	Delineation Test Pit

1 inch = 250 feet

N

Sources: Aerial Base in UTM zone xi, NAD 83 - EagleAerial; Vegetation polygons - EDAW

May 2004

EDAW

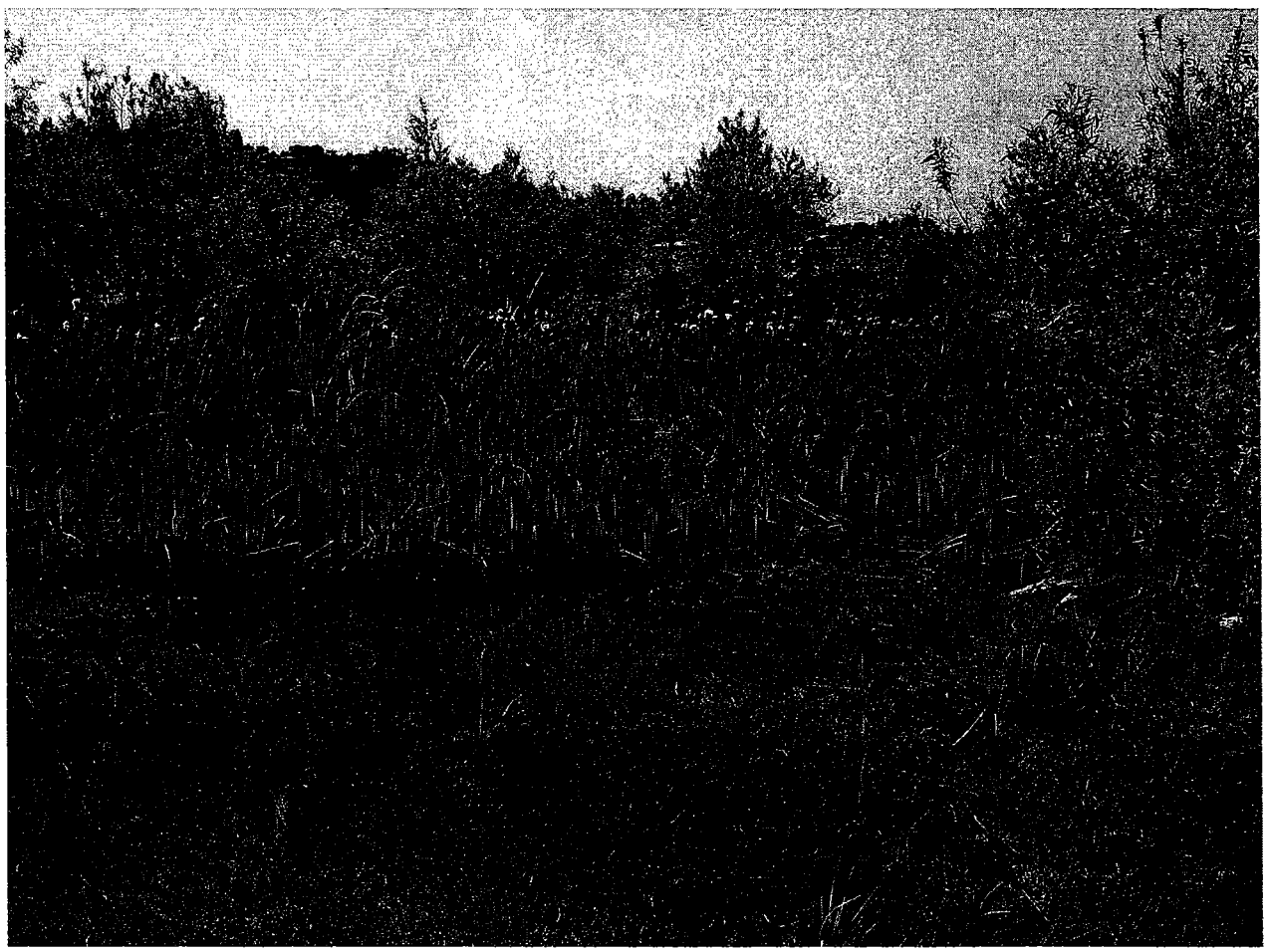


Figure 3. Freshwater marsh

Disturbed Riparian Woodland

Riparian communities are typically situated along stream and river courses and on adjacent banks. Most riparian species are restricted to conditions similar to those following periodic flooding events. The low lying areas and localized drainages present within the site are artifacts of past activities and remediation work on the property which have created isolated mesic conditions appropriate for supporting riparian species such as willows (*Salix* spp.), cottonwoods (*Populus fremontii*), and Mexican elderberry (*Sambucus mexicana*). Due to the disturbed conditions present on the site, these areas were mapped as Disturbed Riparian Woodland and based on site conditions these areas are not considered federal or state jurisdictional wetlands and are therefore not protected by DFG or ACOE.

Soils

Soils on the site have been remediated by the Department of Toxic Substances control to residential standards to remove the contamination accrued during the railroad maintenance usage. Soils on the project site consist of shallow to deep alluvial deposits (native soil) and disturbed soils/artificial fill. In addition, there are several stockpile areas that may be the result of remediation efforts and/or unauthorized soil dumping. Stockpile areas appear to have been placed directly over old fill materials related to the previous rail yard usage. Fills consist of medium dense silts and medium stiff to stiff silts and clays. Alluvial deposits can be found directly under fills and generally consist of medium dense to very dense sands, clayey sands, and silty sands. It is believed that 75 to 100 feet of alluvium overlies marine sedimentary rock beneath the site (URS 2004).

A USDA Soil Survey of this area of Los Angeles was conducted in 1906 and updated in 1916. No further soil surveys have been conducted in this area and the aforementioned surveys are no longer in print. Based on recent geotechnical work (Boring B-3) soils encountered during the characterization of riparian areas and boundary determination at the freshwater marsh were described as fill down to a depth of 5 feet and alluvium down to a depth of approximately 11.5 feet (URS 2004). The native soil is considered a mineral soil and based on test pit observations the alluvium is in the Soil Order Entisol. Entisols have little or no evidence of diagnostic horizons due to having little or slight development and properties that reflect their parent material. Entisols include soils found on steep slopes, floodplains and sand dunes.

Soils encountered in the wetland test pit closest to standing water within the freshwater marsh (1C) are described as gleyed with clay to loamy clay texture in the 01 Horizon to a depth of 2 inches. In test pit 1B soils are described as clay to clay-loam and were found to have a low to medium chroma. Test pit 1B soils were classified as hydric soils. Test pit 1C the soils were found to be hydric based on a low chroma and had a clay to fine clay-loam texture. Our field observations classified the 01 Horizon as fill and the A Horizon as native alluvial soils. Refer to Appendix A for completed field data forms and Figure 2 for test pit locations.

The original ground elevation has been estimated to range from +345 to +355 feet Mean Sea Level (MSL). Ground water was encountered at 30 to 45 feet below the existing ground surface at approximately +317 MSL in elevation (URS 2004). Topography in the project vicinity is relatively flat. The stretch of the LA River which is adjacent to the site is unlined and supports riparian vegetation and open water year round. Elevations on the site range from 350 to 365 feet above mean sea level.

Hydrology

Hydrology indicators were often difficult to detect in the field due to the timing of the field investigations. No streams or other drainages are known to occur on the site. The freshwater marsh occurs within a higher portion of the site and could be the result of soil compaction in that area. Hydrological indicators at test pit 1C include water stained leaves where the ponded water stood and drift lines indicating water movement during precipitation events. At test pit 1B hydrological indicators were observed in the form of matted grass leaves. Overall hydrological indicators were indicative of standing water versus flowing water giving credence to the idea that the freshwater marsh area is a result of soil compaction allowing water to pond. Water moving into the pond likely comes via surface flow and direct precipitation.

Findings

No jurisdictional wetlands were found on the Taylor Yard project site. A freshwater marsh area does occur on site and due to the isolated nature and lack of any connection to streams or natural water courses this area is not considered federal or state jurisdictional wetlands. However, the habitat provided by this area is considered sensitive under CEQA. Based on initial coordination with DFG a characterization of riparian areas and boundary confirmation survey was conducted on April 20, 2004 by DPR and EDAW staff (Figure 4, field notes included as Appendix A). The freshwater marsh acreage was confirmed at 1.3 acres. The freshwater marsh supports 13 plant species of which 8 (62%) are native and 5 (38%) are exotic species. Of the native species present the willows and cattails dominant the freshwater marsh in the tree and shrub layers. Bermuda grass (*Cynodon dactylon*) dominants the herb layer as it is found in large patches along the shore of the ponded area. During site investigations Pacific treefrog tadpoles and froglets were observed in numbers too numerous to count. Mallards and Cinnamon teals were observed either in the water or flying over, circling the ponded area. Red-winged blackbirds were observed in the cattails. Dragonflies and dragonfly larvae (at least 3 species) were observed in the water as well as water boatmen, diving beetles and water fleas (*Daphnia* sp.). Refer to Appendix B for a list of species observed in and around the freshwater marsh.

Overall, despite the disturbed nature of the site, a variety of native animal species were observed indicating that the freshwater marsh is providing habitat for resident and migratory species in the area.

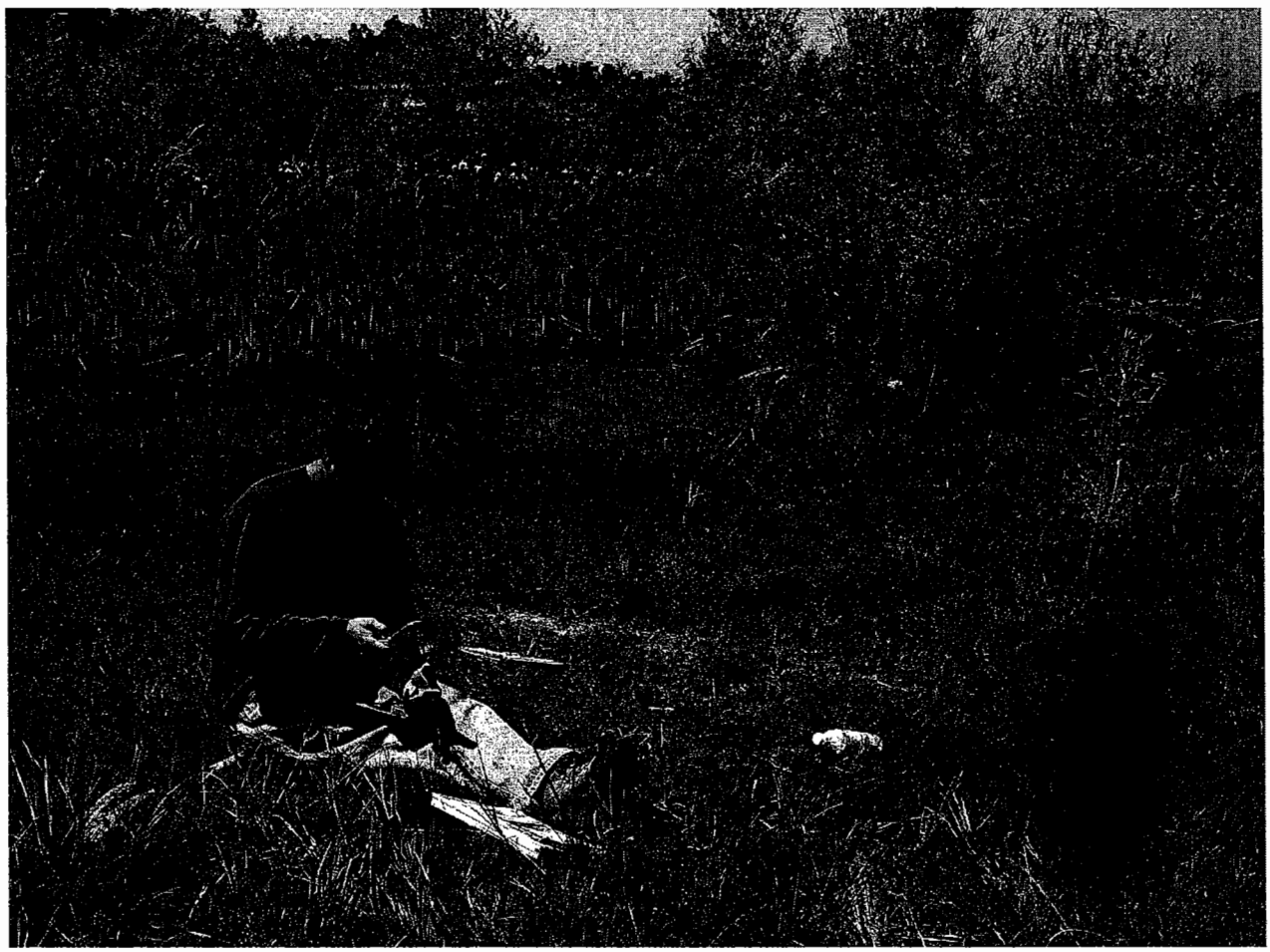


Figure 4. Riparian and freshwater march boundary confirmation survey.

ANTICIPATED PROJECT IMPACTS AND MITIGATION MEASURES

Grading and construction activities would result in the removal of 1.3 acres of freshwater marsh habitat at Taylor Yard, Parcel D. One of the primary components of the passive recreation area includes habitat restoration and creation of a freshwater marsh and river ox-bow in the State operated portion of the park. Mitigation measures would be incorporated into the design and construction of the natural parkland area that would reduce impacts associated with freshwater marsh habitat loss. Based on initial coordination with DFG the State has included in the conceptual plan the creation/restoration of 1.42 acres of freshwater marsh within 3.5 acres of riparian/river ox-bow habitat. The freshwater marsh habitat will be seasonally wet, deeper, and cover a larger area thereby providing more open water for wildlife and waterfowl usage. The river ox-bow will include a variety of native riparian trees that will move from the freshwater marsh to the upland in a more gradual transition than that is currently on site. The created/restored area will provide more valuable wetland and riparian habitat for the area.

The entire river ox-bow area will cover 3.5 acres of which 1.42 acres will be freshwater marsh habitat and 1.7 to 2 acres of riparian woodland, thus providing at least a 1:1 mitigation ratio for the loss of the existing freshwater marsh onsite, and at least 1:1 mitigation ratio for riparian woodland. Additionally, there will be a more gradual transition into a riparian woodland from open water that will provide a more varied tree canopy and structure than currently exists. Overall habitat value will increase and it is anticipated that more birds and wildlife will use the area.

Long-term indirect effects associated with implementation of the proposed project will be minimized by using appropriate native species in landscaping and planters; limiting the use of pesticides or herbicides near potential wildlife habitats to those approved by the regulatory agencies; and focusing runoff from buildings, roads and parking lots to appropriate storm water collection facilities.

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Appendix A
Wetland Delineation Data Sheets

DATA FORM
ROUTINE WETLAND DETERMINATION
(1987 COE Wetlands Delineation Manual)

Project/Site: Taylor Yard Applicant/Owner: State Parks (Calif. Dept. Parks & Rec) Investigator: Blair Baker, Brenda McMillan	Date: April 20, 2004 County: Los Angeles State: CA
Do Normal Circumstances Exist on the site? Yes (No) Is the site significantly disturbed (Atypical Situation)? (Yes) No Is the area a potential Problem Area? Yes (No) (If needed, explain on reverse.)	Community ID: ____ Transect ID: 1A Plot ID: ____

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. Cynodon dactylon	H	FAC	9.		
2. Lolium sp. multiflorum	H	UPL	10.		
3. Bromus madritensis	H	~~UPL~~ NI	11.		
4.			12.		
5.			13.		
6.			14.		
7.			15.		
8.			16.		

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-). 33%

Remarks: Hydrophytic vegetation not present

HYDROLOGY

___ Recorded Data (Describe in Remarks):
- ____ Stream, Lake, or Tide Gauge
- ____ Aerial Photographs
- ____ Other

X No Recorded Data Available

Field Observations:

Depth of Surface Water: 0 (in.)

Depth to Free Water in Pit: 0 (in.)

Depth to Saturated Soil: 0 (in.)

Wetland hydrology Indicators:

Primary Indicators:
- ____ Inundated
- ____ Saturated in Upper 12 Inches
- ____ Water Marks
- ____ Drift Lines
- ____ Sediment Deposits
- ____ Drainage Patterns in Wetlands

Secondary Indicators (2 or more required):
- ____ Oxidized Root Channels in Upper 12"
- ____ Water-Stained Leaves
- ____ Local Soil Survey Data
- ____ FAC-Neutral Test
- ____ Other (Explain in Remarks)

Remarks: No hydrological indicators present

SOILS

Map Unit Name
(Series and Phase): Unknown

Drainage Class: UNK

Field Observations
Confirm Mapped Type? Yes (No)

Taxonomy (Subgroup): Unknown

Profile Description:

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/Contrast	Texture, Concretions, Structure, etc.
0-2	01	10YR3/2			Sandy loam
2-12	A1	10YR ~~5/6~~ 3/2	10YR5/6	VF-F/5%	Sandy fine loam

Hydric Soil Indicators:

- ___ Histosol
- ___ Histic Epipedon
- ___ Sulfidic Odor
- ___ Aquic Moisture Regime
- ___ Reducing Conditions
- X Gleyed or Low-Chroma Colors
- ___ Concretions
- ___ High Organic Content in Surfa ce Layer Sandy Soils
- ___ Organic Streaking in Sandy Soils
- ___ Listed on Local Hydric Soils List
- ___ Listed on National Hydric Soils List
- ___ Other (Explain in Remarks)

Remarks:

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	Yes	(No)	(Circle)
Wetland Hydrology Present?	Yes	(No)	
Hydric Soils Present?	(Yes)	No	

(Circle)
Is this Sampling Point Within a Wetland? Yes (No)

Remarks:

Approved by HQUSACE 3/92

DATA FORM
ROUTINE WETLAND DETERMINATION
(1987 COE Wetlands Delineation Manual)

Project/Site: Taylor Yard Applicant/Owner: California State Parks Investigator: Brenda McMullen / Blair Baker	Date: April 20, 2004 County: Los Angeles State: CA
Do Normal Circumstances Exist on the site? Yes (No) Is the site significantly disturbed (Atypical Situation)? (Yes) No Is the area a potential Problem Area? Yes (No) (If needed, explain on reverse.)	Community ID: ____ Transect ID: 1B Plot ID: ____

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. Cynodon dactylon	H	FACU	9.		
2. Lolium multiflorum	H	UPL	10.		
3.			11.		
4.			12.		
5.			13.		
6.			14.		
7.			15.		
8.			16.		

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-). 50%

Remarks: Hydrophytic ~~veg~~ vegetation not present ~~on-site~~ at test pit site

HYDROLOGY

___ Recorded Data (Describe in Remarks): ____ Stream, Lake, or Tide Gauge ____ Aerial Photographs ____ Other X No Recorded Data Available	Wetland hydrology Indicators: Primary Indicators: ____ Inundated ____ Saturated in Upper 12 Inches ____ Water Marks ____ Drift Lines ____ Sediment Deposits ____ Drainage Patterns in Wetlands Secondary Indicators (2 or more required): ____ Oxidized Root Channels in Upper 12" X Water-Stained Leaves ____ Local Soil Survey Data ____ FAC-Neutral Test X Other (Explain in Remarks)
Field Observations: Depth of Surface Water: 0 (in.) Depth to Free Water in Pit: 0 (in.) Depth to Saturated Soil: 0 (in.)	

Remarks: Matted vegetation (grasses) present.

SOILS

Map Unit Name (Series and Phase): Unknown

Drainage Class: UNK

Field Observations Confirm Mapped Type? Yes (No)

Taxonomy (Subgroup): Unknown

Profile Description:

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/Contrast	Texture, Concretions, Structure, etc.
0-0.5	O1	10YR4/2			Clay
0.5-12	A1	10YR4/3	10YR5/8	VF / 7%	Clay loam

Hydric Soil Indicators:

- ___ Histosol
- ___ Histic Epipedon
- ___ Sulfidic Odor
- ___ Aquic Moisture Regime
- ___ Reducing Conditions
- X Gleyed or Low-Chroma Colors
- ___ Concretions
- ___ High Organic Content in Surface Layer Sandy Soils
- ___ Organic Streaking in Sandy Soils
- ___ Listed on Local Hydric Soils List
- ___ Listed on National Hydric Soils List
- ___ Other (Explain in Remarks)

Remarks:

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	Yes	(No)	(Circle)
Wetland Hydrology Present?	(Yes)	No	
Hydric Soils Present?	Yes	(No)	

(Circle)

Is this Sampling Point Within a Wetland? Yes (No)

Remarks: This sampling point is not within a wetland

Approved by HQUSACE 3/92

DATA FORM
ROUTINE WETLAND DETERMINATION
(1987 COE Wetlands Delineation Manual)

Project/Site: Taylor Yard Applicant/Owner: California State Parks Investigator: Brenda McMillan / Blair Baker	Date: April 20, 2004 County: Los Angeles State: CA
Do Normal Circumstances Exist on the site? Yes (No) Is the site significantly disturbed (Atypical Situation)? (Yes) No Is the area a potential Problem Area? Yes (No) (If needed, explain on reverse.)	Community ID: ____ Transect ID: 1C Plot ID: ____

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. Cynodon dactylon	H	FAC	9.		
2. Polygonum aviculare	H	FAC	10.		
3. Lolium multiflorum	H	UPL	11.		
4. Spergularia marina	H	OBL	12.		
5.			13.		
6.			14.		
7.			15.		
8.			16.		

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-). 75%

Remarks: Assoc. species include: Polygonum amphibium (OBL), Scirpus acutus (OBL), Leptochloa uninerva (FACW), Baccharis salicifolia (FACW).

HYDROLOGY

___ Recorded Data (Describe in Remarks): ____ Stream, Lake, or Tide Gauge ____ Aerial Photographs ____ Other X No Recorded Data Available	Wetland hydrology Indicators: Primary Indicators: ____ Inundated ____ Saturated in Upper 12 Inches ____ Water Marks X Drift Lines ____ Sediment Deposits ____ Drainage Patterns in Wetlands
Field Observations: Depth of Surface Water: 0 (in.) Depth to Free Water in Pit: 0 (in.) Depth to Saturated Soil: 0 (in.)	Secondary Indicators (2 or more required): X Oxidized Root Channels in Upper 12" X Water-Stained Leaves ____ Local Soil Survey Data ____ FAC-Neutral Test ____ Other (Explain in Remarks)

Remarks:

SOILS

Map Unit Name (Series and Phase): Unknown Information not available

Drainage Class: UNK

Field Observations Confirm Mapped Type? Yes (No)

Taxonomy (Subgroup): alluvium

Profile Description:

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/Contrast	Texture, Concretions, Structure, etc.
0-2	01	Gley1 3/10Y	10YR5/8	2% - VF	Clay
2-12	A1	10YR3/2	10YR3/3	VF/2%	Clay to sandy clay

Hydric Soil Indicators:

- ___ Histosol
- ___ Histic Epipedon
- ___ Sulfidic Odor
- ___ Aquic Moisture Regime
- ___ Reducing Conditions
- X Gleyed or Low-Chroma Colors
- ___ Concretions
- ___ High Organic Content in Surface Layer Sandy Soils
- ___ Organic Streaking in Sandy Soils
- ___ Listed on Local Hydric Soils List
- ___ Listed on National Hydric Soils List
- ___ Other (Explain in Remarks)

Remarks: Hydric soils present

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	(Yes)	No	(Circle)
Wetland Hydrology Present?	(Yes)	No	
Hydric Soils Present?	(Yes)	No	

Is this Sampling Point Within a Wetland? (Circle) (Yes) No

Remarks:

Approved by HQUSACE 3/92

Appendix B
Species Lists

Appendix B: Plant and Animal Species Observed in the Freshwater Marsh Vicinity

Plants	
Scientific Name	Common Name
Baccharis salicifolia (FACW)	Mulefat
**Bromus madritensis* ssp. *rubens* (NI)	Red brome
**Cynodon dactylon* (FAC)	Bermuda grass
**Leptochloa uninerva* (FACW)	Mexican sprangletop grass
**Lolium multiflorum* (UPL)	Italian ryegrass
Polygonum amphibium var. *emersum* (OBL)	Water smartweed
**Polygonum aviculare* (FAC)	Common knotweed
Populus fremontii (FACW)	Fremont's cottonwood
Sambucus mexicanus (FAC)	Mexican elderberry
Salix gooddingii (OBL)	Black willow
Salix lasiolepis (FACW)	Arroyo willow
Scripus acutus (OBL)	Bulrush
Spergularia marina (OBL)	Sand spurry
Amphibians	
Hyla regilla	Pacific tree frog
Birds	
Anas platyrhynchos	mallard
Anas cyanoptera	Cinnamon teal
Agelaius phoeniceus	Red-winged blackbird
Invertebrates	
	Dragonfly
	Water boatman
	Diving beetle
Daphnia sp.	Water flea