

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The Emerald Necklace is located in the San Gabriel Valley in the southeastern portion of Los Angeles County (Figures 2-1). The San Gabriel Valley is an urbanized valley that is largely built out with single- and multi-family residential, commercial, and industrial land uses; however, some areas within the valley are reserved for open space. The Emerald Necklace is a 17-mile interconnected network of bikeways, multi-use trails, parks, and greenways along the Rio Hondo and the San Gabriel River (Figure 2-2). Along the Rio Hondo the Emerald Necklace stretches from Peck Road Water Conservation Park in the north to the Whittier Narrows Recreation Area in the south. Along the San Gabriel River it stretches from Hanson Quarry in the north to Whittier Narrows Recreation Area in the south.

2.2 PROJECT BACKGROUND

In 2005, Amigos de los Rios, a California non-profit organization, in conjunction with various cities and stakeholders, developed the Vision Plan for the Emerald Necklace. The Vision Plan presented opportunities for the development of linear greenway projects along the Rio Hondo and the San Gabriel River.

In 2006, the County of Los Angeles Board of Supervisors adopted a resolution encouraging the development of the Emerald Necklace with the County of Los Angeles Department of Public Works (DPW) and County of Los Angeles Department of Parks and Recreation (DPR) working in coordination with Amigos De Los Rios to accomplish this goal.

In 2010, a Memorandum of Understanding (MOU) between the Los Angeles County Flood Control District (LACFCD) and Amigos De Los Rios was executed. The MOU defines goals and plans of each participant pertaining to the Emerald Necklace. The ultimate MOU goal is to collaborate in the development of proposed Emerald Necklace projects.

In 2012, the Watershed Conservation Authority (WCA), a joint powers authority composed of the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) and the LACFCD, completed a feasibility study that evaluated the existing elements of the Emerald Necklace and identified feasible projects that support the Emerald Necklace Vision (WCA 2012). The feasibility study was presented to the Emerald Necklace Steering Committee (Committee) composed of the Los Angeles County First Supervisorial District, RMC, DPR, DPW, LACFCD, Amigos de los Rios, and Southern California Edison (SCE).

Thirty-seven (37) projects were analyzed in the feasibility study and presented to the Committee. After including initial recommendations and additions, formal project reports were issued to all Committee members for further review and comment. Comments were received from the LACFCD, DPR, and DPW. After review, an additional seven project elements were further broken out as projects along the west side of the Rio Hondo creating a final total of forty-four (44) projects.

The Committee developed a set of consensus goals that were used when assessing the priority of each project. The goals included:

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- 1) Completion of a trail loop through a “Clasp” at the northern portion of the loop;
- 2) Connecting Whittier Narrows to the trail loop;
- 3) Providing access to the Emerald Necklace for surrounding communities; and
- 4) Providing access points, missing multi-use/equestrian trail elements, and other park elements.

In prioritizing projects, an attempt was made to achieve significant improvements in all of the above categories in the order of importance as presented in Figure 2-3. Within each category projects were ranked according to the overall goal of that category. Highest rated projects were generally projects that filled a missing link in connectivity, or were relatively simple projects that produce great benefits with little effort or cost.

The sixteen (16) projects that best met the goals listed above compose the Proposed Project (Figure 2-3). An Initial Study, which considered these 16 projects, was completed in March 2013 to help focus the scope of this PEIR.

Since the Initial Study was completed, Project 4 in the Quarry Clasp area was analyzed under a separate CEQA document. As a result, the remaining fifteen (15) projects are being carried forward for analysis and collectively make up the Proposed Project. The individual project locations are shown in more detail on Figures 2-4 through 2-6.

The components of the Proposed Project are summarized in Section 2.4. An expanded version of this project description with additional project details can be found at: www.wca.ca.gov/emerald_necklace_greening_and_trails.

2.3 PROJECT GOALS

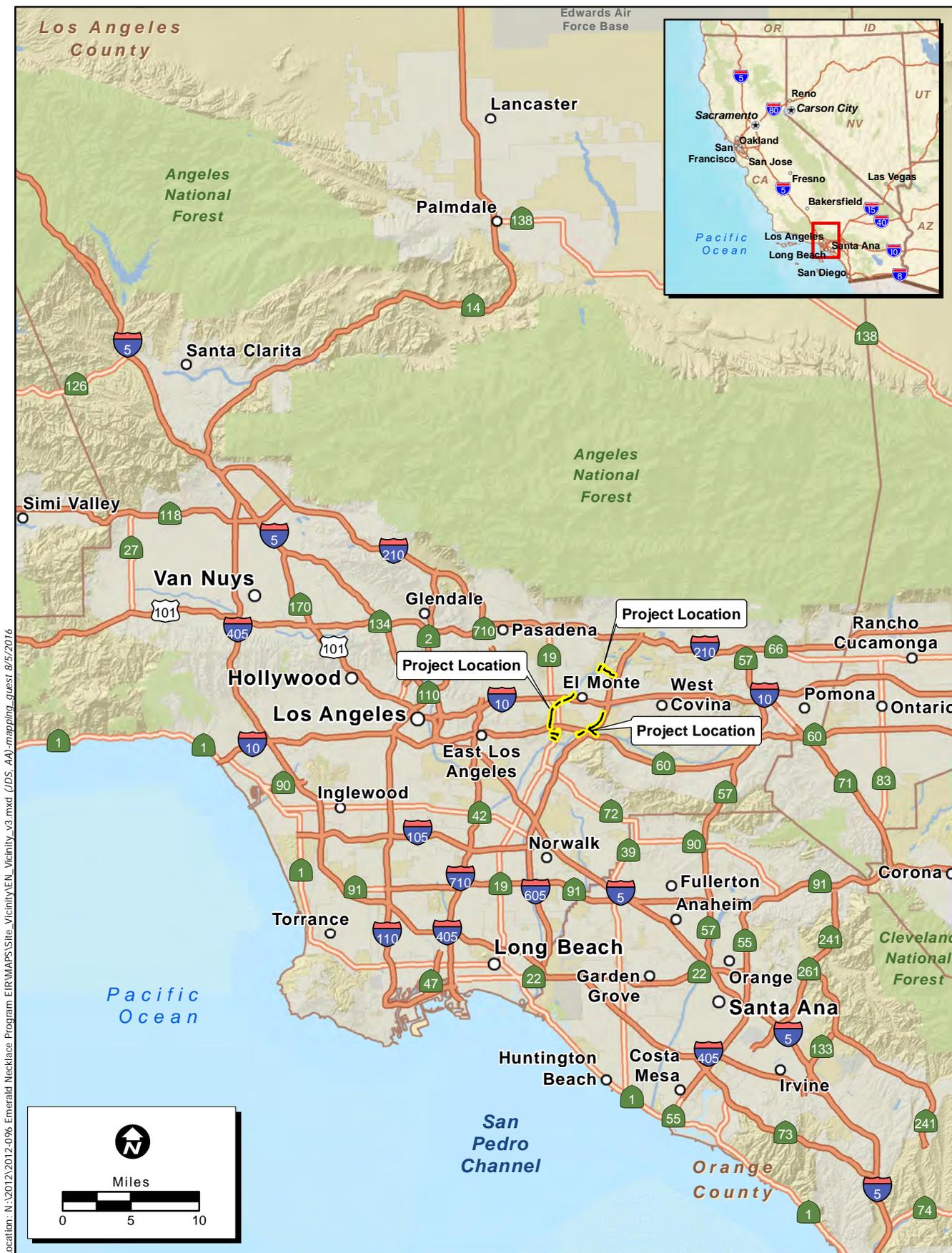
The goals of the Emerald Necklace Implementation Plan – Phase I are:

1. Completion of a Trail Loop through a “Clasp”

Without a trail that connects the Rio Hondo with the San Gabriel River the Emerald Necklace is incomplete. Allowing a full loop with access to multiple park resources or “jewels” is the core principle of the Emerald Necklace, and projects that close the loop at the northern point of the necklace are a critical priority.

2. Connecting Whittier Narrows Recreation Area to other Park Areas

Another important step in implementing the Emerald Necklace vision is enhancing connectivity to jewels. Of these, the Whittier Narrows area constitutes the major attraction and resource available. Making the Whittier Narrows Recreation Area accessible at the southern end of the necklace involves strategic placement of Class I bicycle trail segments and new multi-use trails within the area. Internal circulation in the Whittier Narrows area will need to be improved so that pedestrians and bicyclists can access all park areas currently inaccessible without a car, including the Whittier Narrows facilities on the east side of the San Gabriel River.

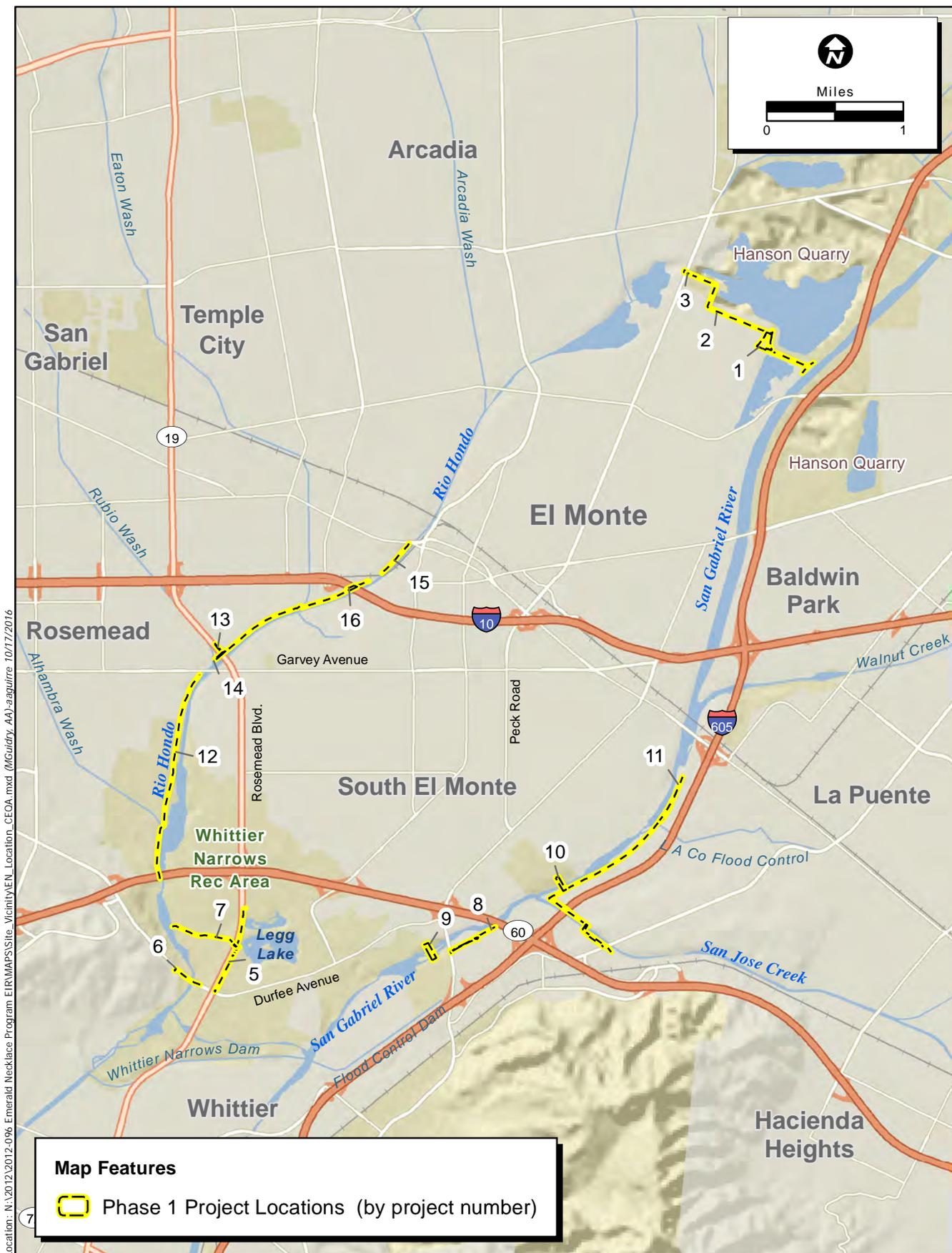


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Figure 2-1 Regional Location

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Figure 2-2. Project Vicinity

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EMERALD NECKLACE

FEASIBILITY STUDY & IMPLEMENTATION PLAN - PHASE I

The Emerald Necklace is an extraordinary 17-mile loop of bicycle and multi-use trails which links parks and open spaces along two waterways, the San Gabriel River and the Rio Hondo. Phase I's 16 projects will close gaps in this regional recreational trails network and increase access to hundreds of thousands of constituents. Ongoing efforts will also add gateways, signage and greening. Further phases identified in the feasibility study will continue to expand the system in following years, contingent on funding and public support.

Westside Multi-Use Trail: A Trail for All User Groups

The primary benefit of this trail would be to create a continuous loop around the Emerald Necklace for equestrians, and improve recreational potential for all user groups. The secondary benefit is improving access to the Emerald Necklace system for west side communities.

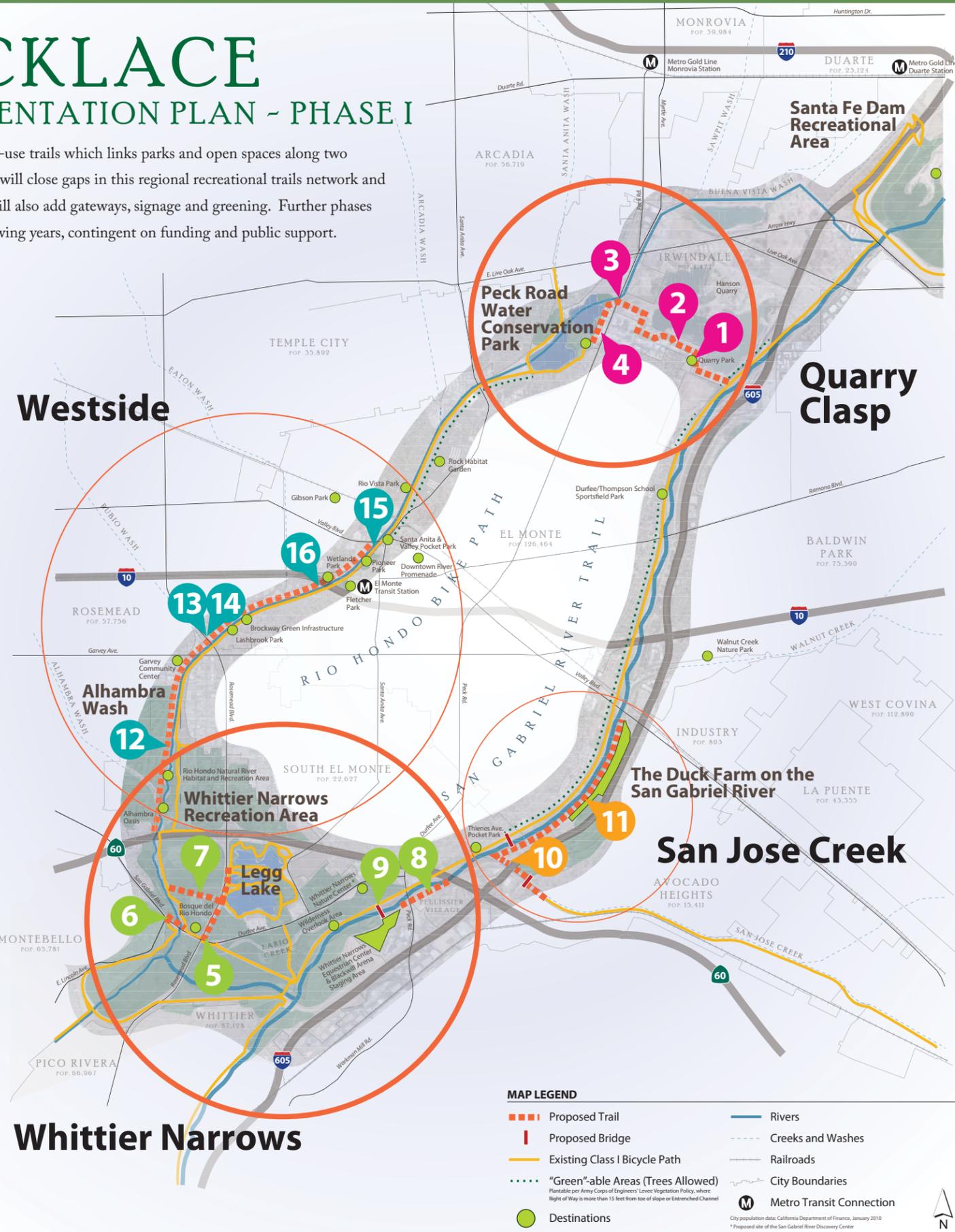
- 12** Multi-Use Trail: Alhambra Wash from State Route 60 to the Garvey Community Center with Gates, Signage, etc.
- 13** Street Access Ramps at Rosemead Blvd. with Gates & Signage
- 14** Underpass at Rosemead Blvd.
- 15** Multi-Use Trail: Rosemead Blvd. to Valley Blvd.
- 16** 10 Freeway Underpass Improvements

Whittier Narrows Connectivity: Linking Existing Park Resources

Trail connections at the southern end of the necklace involve strategic placement of Class I bike path segments and new Multi-Use Trails within the area. Internal circulation within the Whittier Narrows area will be improved so pedestrians and bicyclists can access all park areas currently inaccessible without a car.

- 5** Class I Bicycle Path: Adjacent to Rosemead Blvd. to Legg Lake
- 6** Class IV Bicycle Path: From El Bosque del Rio Hondo to Lincoln Ave. on San Gabriel Blvd. with Enhanced Signalized Crossing, Signage & Wayfinding
- 7** Class I Bicycle Path: From the Rio Hondo to Legg Lake through the Southern California Edison Easement
- 8** Multi-Use Trail: Pellissier Village from State Route 60 to Peck Road Bridge
- 9** Multi-Use Bridge: Pellissier Bridge at Blackwill Arena Staging Area

PROJECT COMPONENTS



MAP LEGEND

- Proposed Trail
- Proposed Bridge
- Existing Class I Bicycle Path
- "Green"-able Areas (Trees Allowed)
- Destinations
- Rivers
- Creeks and Washes
- Railroads
- City Boundaries
- Metro Transit Connection

Quarry Clasp: Completing the Loop

Multi-Use Trail extension projects from Peck Road Water Conservation Park east to the San Gabriel River will connect the trail gap between the Class I bike paths on the Rio Hondo and the San Gabriel Rivers.

- 1** Park Development with Trail, Gates, Signage and Amenities
- 2** Multi-Use Trail and Bike Paths
- 3** Signalized Crossing at Peck Road with Signage and Wayfinding
- 4** Rio Hondo Multi-Use Trail and Class I Bicycle Path: Connection in Peck Road Water Conservation Park

San Jose Creek Regional Access: Connecting Communities East of the San Gabriel River

Trail completions and creek/bridge crossings will improve access to the Emerald Necklace for a significant population east of the San Gabriel River.

- 10** Multi-Use Trails and 2 Multi-Use Bridges: From San Jose Creek Trail to San Gabriel River Trail
- 11** Multi-Use Trail: From San Jose Creek to the Duck Farm on the San Gabriel River

Figure 2-3

EMERALD NECKLACE STEERING COMMITTEE:



PLANNING CONSULTANTS:



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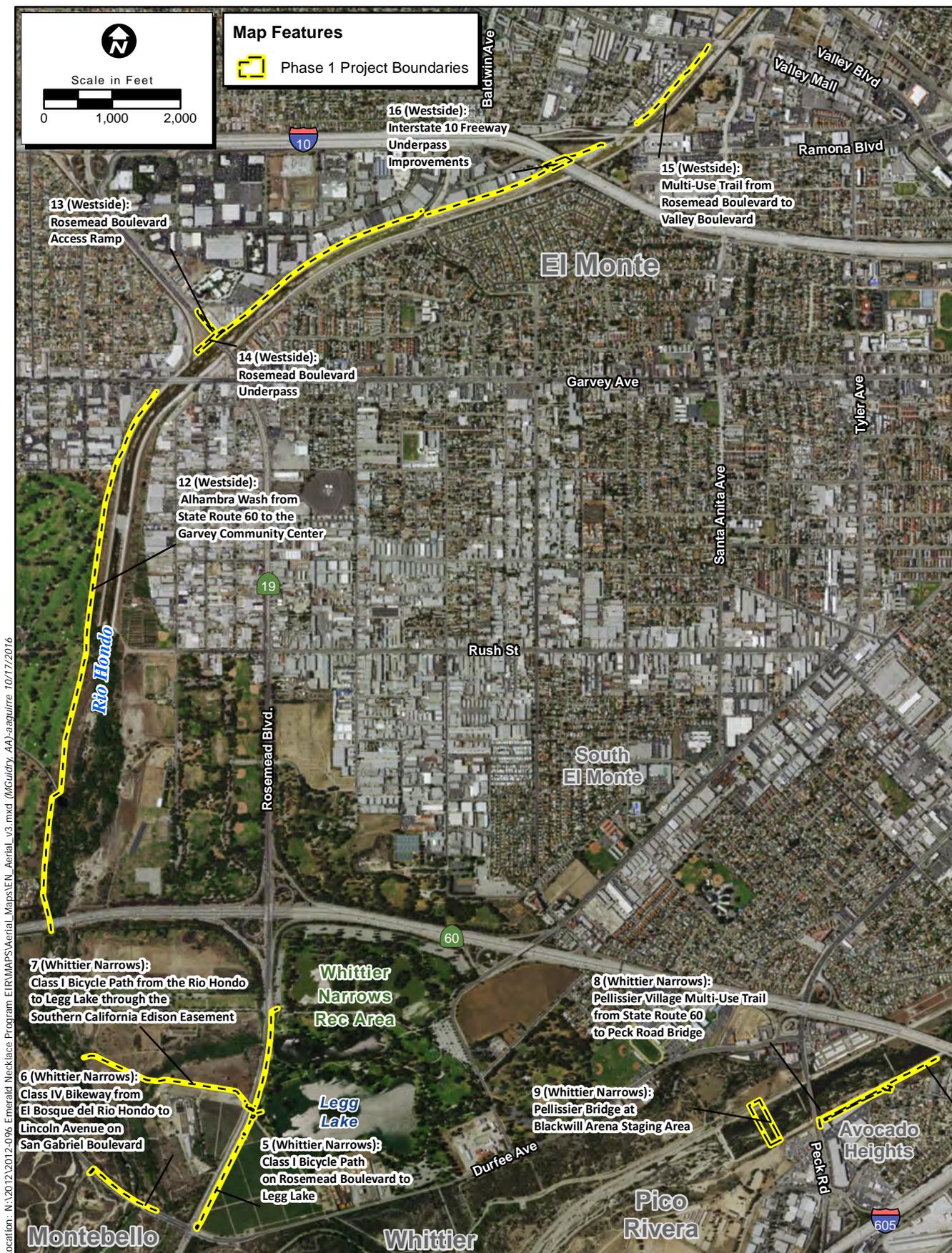


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Figure 2-4 Project Locations

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Figure 2-5 Project Locations

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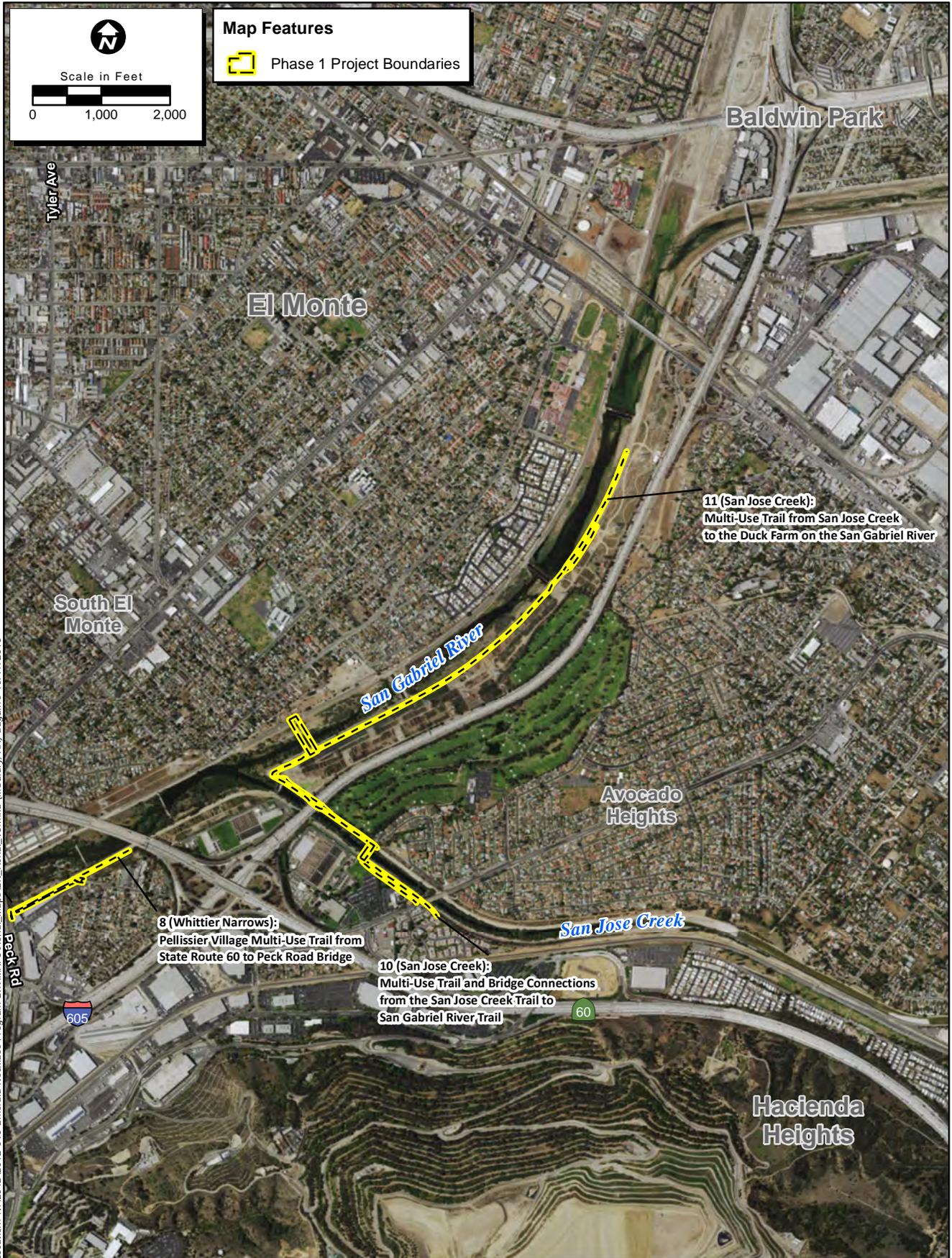


Figure 2-6 Project Locations

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3. Providing Access to the Emerald Necklace for Surrounding Communities

The potential for up to 16 cities in the region to access this vital recreational opportunity demands a variety of projects that would either modify existing infrastructure or connect and extend existing infrastructure to allow access to the Emerald Necklace recreation system. The Emerald Necklace is currently constructed on the “inner ring” of the flood control levees along the Rio Hondo and San Gabriel River. Regional connectivity to the Emerald Necklace and to the Whittier Narrows Recreation Area is lacking from the outside. Significant populations and communities exist east of the San Gabriel River and west of the Rio Hondo that are not currently able to access the resources of the Emerald Necklace. Missing pieces of the recreational system are bridges that would allow people to safely cross the San Gabriel River and the Rio Hondo. Outer levee trails along the San Gabriel River and the Rio Hondo would allow people to move along the river to reach jewels such as the Duck Farm and to move along the river until they find a safe bridge crossing. Class I and several Class II bicycle trails could be extended to reach the Emerald Necklace from outer communities by providing access to proposed multi-use bridges to cross the rivers.

4. Develop Access Points, Missing Multi-Use/Equestrian Trail Elements, and Other Park Elements

The trail on the west side of the Rio Hondo is an unutilized portion of the Emerald Necklace that could provide a significant missing link for development of a multi-use trail. Included are also any remaining “micro-jewels” that can contribute to the Emerald Necklace recreational experience. Opportunities for trail greening, pocket park development, equestrian and pedestrian amenities along the various trails and amenities that increase bicycle safety such as signaled crossings, signage, and way-finding are significant components of a complete multi-use trail experience. The creation of destination points at selective spots along the Emerald Necklace loop would attract more people and provide an identifiable place that is unique along the trail. Destination points would also potentially expand to become recreation spots on their own for parking, gathering, or crossing to a city venue on foot or bicycle thereby decreasing the need for a car to get around the area.

2.4 PROJECT SUMMARY

The Proposed Project includes 16 projects that would close gaps in this regional recreational trails network and increase access to the trails to hundreds of thousands of people in the project area. The new trails and park would be maintained by the County of Los Angeles. It should be noted that the numbering of the following 16 proposed projects does not indicate prioritization. The proposed projects may be implemented in any order depending on funding and community needs. They are organized in four distinct regional areas: **Quarry Clasp** to the north, **Whittier Narrows** to the south, **San Jose Creek** to the east, and **Westside** to the west (Figure 2-3). Each of the four project areas are described below followed by a listing of the 16 projects. Descriptions of each of the proposed projects and site-specific figures are located at the end of this section.

2.4.1 Project Areas

2.4.1.1 Quarry Clasp

The Quarry Clasp project area is located along the northern end of the Proposed Project within the cities of Arcadia and El Monte and in an unincorporated area of the County of Los Angeles. The Quarry Clasp project area and its surroundings are characterized by single family residential, industrial, public institutional, open space and mining (quarries) land uses.

2.4.1.2 Whittier Narrows

The Whittier Narrows project area is located along the southern end of the Proposed Project within unincorporated areas of Los Angeles County and partially within the City of Industry. This area and its surroundings are characterized by recreational and agricultural open space, and light industrial land uses.

2.4.1.3 San Jose Creek

The San Jose Creek project area is located along the southeastern side of the Proposed Project within unincorporated areas of Los Angeles County (Avocado Heights and Bassett) and the City of Industry. This area and its surroundings are characterized by recreational and open space land uses.

2.4.1.4 Westside

The Westside project area is located along the western side of the Proposed Project within unincorporated areas of Los Angeles County and the cities of El Monte, Rosemead, and South El Monte. This area and its surroundings are characterized by open space and public facilities land uses.

2.4.2 Quarry Clasp Park Development

The Quarry Clasp would close the loop at the northern point of the Emerald Necklace by connecting the Rio Hondo with the San Gabriel River. The Quarry Clasp includes **four (4)** proposed projects:

1. **Quarry Clasp Park Development**
2. **Quarry Clasp Multi-Use Trail and Bicycle Path**
3. **Peck Road Signalized Crossing and Trail Connectivity**
4. **Rio Hondo Multi-Use Trail and Class I Bicycle Path Connection in Peck Road Water Conservation Park**

This project was included in the Feasibility Study and Implementation Plan – Phase I for the Emerald Necklace and was identified as one of the 16 projects to be analyzed in this PEIR. Subsequently, Project 4 was carried forward for design and implementation and underwent separate CEQA review.

2.4.3 Whittier Narrows Connectivity

The Whittier Narrows projects would connect the Emerald Necklace trails to the Whittier Narrows park resources at the southern side of the trail loop. This segment of the Emerald

Necklace would include **five (5)** proposed projects that would improve the internal circulation in the Whittier Narrows area allowing access to pedestrians and bicyclists to all park areas currently inaccessible without a car. The five proposed projects of the Whittier Narrows segment are listed below.

5. **Class I Bicycle Path on Rosemead Boulevard to Legg Lake**
6. **Class IV Bikeway from El Bosque del Rio Hondo to Lincoln Avenue on San Gabriel Boulevard**
7. **Class I Bicycle Path from the Rio Hondo to Legg Lake through the Southern California Edison Easement**
8. **Pellissier Village Multi-Use Trail from State Route 60 to Peck Road Bridge**
9. **Pellissier Bridge at Blackwill Arena Staging Area**

2.4.4 San Jose Creek Regional Access

The San Jose Creek segment would improve regional access to the Emerald Necklace for the communities on the east side of the San Gabriel River. This segment includes **two (2)** proposed projects:

10. **Multi-Use Trail and Bridge Connections from the San Jose Creek Trail to San Gabriel River Trail**
11. **Multi-Use Trail from San Jose Creek to the Duck Farm on the San Gabriel River**

2.4.5 Westside Multi-Use Trail

The Westside projects would create a multi-use trail and a continuous loop around the Emerald Necklace for equestrians and improved recreational potential for all user groups. Secondary benefit include improves access to the Emerald Necklace for the communities on the west side of the Rio Hondo. This segment includes **five (5)** proposed projects.

12. **Alhambra Wash from State Route 60 to the Garvey Community Center**
13. **Rosemead Boulevard Access Ramp**
14. **Rosemead Boulevard Underpass**
15. **Multi-Use Trail from Rosemead Boulevard to Valley Boulevard**
16. **Interstate 10 Freeway Underpass Improvements**

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THE QUARRY CLASP:

1. Quarry Clasp Park Development

The project consists of the acquisition of land for the development of a public park at the intersection of Durfee Avenue and Clark Street in the City of Arcadia (Figure 1.1). The land is currently zoned Planned Industrial District (M-1). Development of the land would require a zone change to allow recreational uses. This project would entail a conceptual park design that features equestrian amenities such as trailer parking, picnic areas, restroom facilities, a potable water source, trail maps, native plantings, and interpretive signage. The park would be constructed per DPR Guidelines, the County of Los Angeles Trails Manual, and the County of Los Angeles Equestrian Design Guidelines.

EMERALD NECKLACE Quarry Clasp Park Project



Figure 1.1. Proposed five-acre park/trailhead on the southern edge of Hanson Quarry

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Land acquisition for the park would also provide for the expansion of the existing 15-foot easement at the end of Clark Street to accommodate a 30-foot passage for both a Class I bicycle path and a multi-use trail.

The approximate 5-acre proposed park site encompasses seven privately owned parcels and extends north into the Hanson Quarry. Figure 1.2 shows the proposed Quarry Clasp Park Concept.

Demolition would involve the removal of approximately 1,200 square feet of concrete driveway aprons and approximately 1,600 lineal feet of 6-foot chain link fencing and gating. The entire site would require weed removal and fine grading. Purchase of a residential property at the southern end of the site may involve either building renovation or demolition depending on the design development of the park.

The new park elements would include a new concrete curb cut and drive entrance, parking space for approximately five horse trailers and five cars, bicycle racks, drinking fountain, a viewing and seating plaza approximately 100 feet by 100 feet in size, two interpretive signs, and approximately three acres of turf area. The remaining landscape would be planted with native trees and shrubs. Approximately 60 lineal feet of concrete curbing would be replaced. As this park would be utilized as a trailhead area, a restroom facility with an approximate building area of 600 square feet would be constructed. Safety lighting would be associated with the building. Both dry and wet utilities would be brought into the site.

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QUARRY CLASP PARK CONCEPT | MARCH 2016

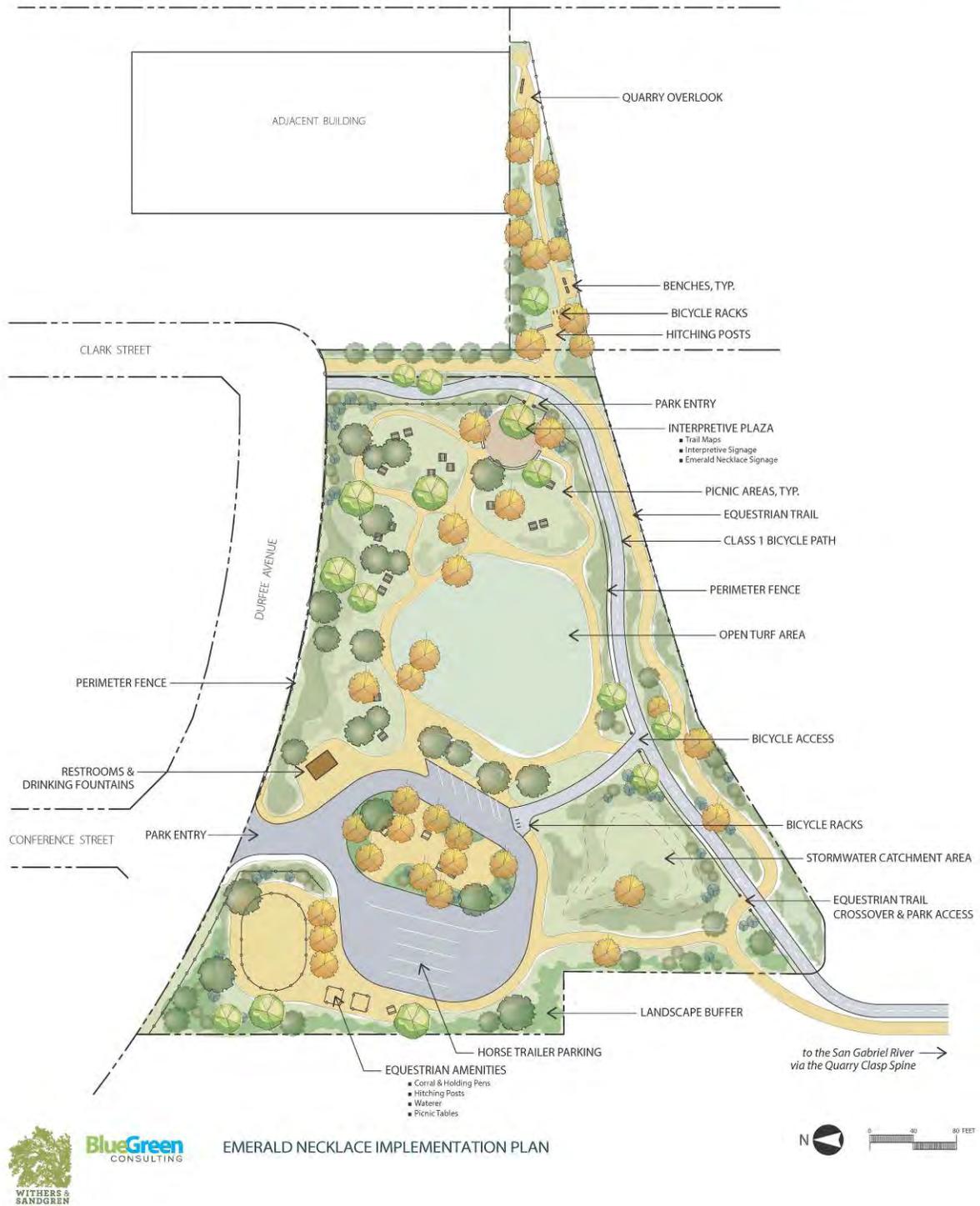


Figure 1.2. Proposed Quarry Clasp Park Concept

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The northern and eastern park boundaries would feature both a 10-foot wide multi-use trail and a 12-foot wide, asphalted and striped Class I bicycle trail (Figure 1.3). The multi-use trail would be designed and constructed per the County of Los Angeles Trails Manual. The Class I bicycle path would be designed and constructed per the California Department of Transportation (Caltrans) Highway Design Manual standards and American Association of State Highway and Transportation Officials (AASHTO) guidelines. Fencing would include approximately 2,300 lineal feet of 6-foot tubular steel with two 16-foot wide decorative gates to control park access and two 16-foot wide service gates. Wayfinding, regulatory, and new park entry monument signage would be located adjacent to the entry parking lot.

Projects 1 through 3 would be coordinated with the Peck Water Conservation Improvement Project proposed by the County of Los Angeles DPW/Flood Control District. The project includes a pump station at the Peck Road Spreading Basin and a pipeline along Clark Street to transfer water to the soft-bottom San Gabriel River. Projects 1, 2, and the Peck Water Conservation Improvement Project share similar footprints.

EMERALD NECKLACE Quarry Clasp Phase I Projects



Figure 1.3. Proposed Quarry Clasp Park, Multi-Use Trail, and Class I Bicycle Path

THE QUARRY CLASP:

2. Quarry Clasp Multi-Use Trail and Bicycle Path

Project 2 would connect both a multi-use trail and a combination of Class I bicycle path and Class IV bikeway from the Foothill Transit parking lot on Peck Road to the existing Class I bicycle path on the San Gabriel River. This connection is referred to as the “Clasp” of the Emerald Necklace. These trails would connect to the extension (Project 3, Peck Road Signalized Crossing) of the Rio Hondo Class I bicycle path in the Peck Road Water Conservation Park at an existing traffic light on Peck Road at the Foothill Transit Driveway (Figure 2.1).

The trails would be located along the southern edge of the Hanson Quarry, turning south behind the Transit Center and then east to parallel Clark Street (Figure 2.2). Approximately mid-way towards the San Gabriel River, the trails would be located on Clark Street right-of-way due to industrial building development at the quarry edge. The trail alignments would continue on Clark Street through the intersection of Clark Street and Durfee Avenue (Figure 2.1). From the Clark Street and Durfee Avenue intersection and cul-de-sac, both trails would continue east through the Clark Street easement and the proposed Quarry Clasp Park (Project 1) to a narrow passageway between the active Hanson Quarry and an inactive quarry site slated for industrial building development. This area is referred to as the “spine”.

EMERALD NECKLACE Quarry Clasp Phase I Projects



Figure 2.1. Quarry Clasp Trail Alignment

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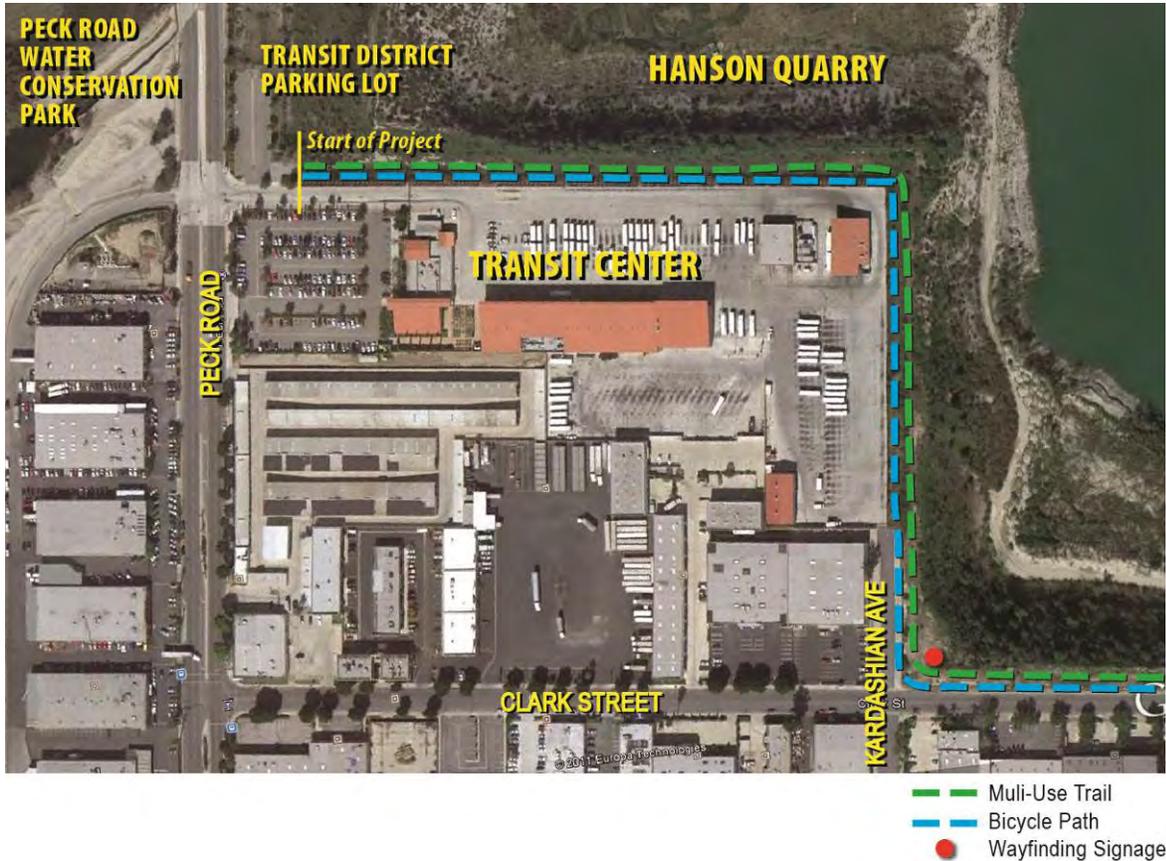


Figure 2.2. Proposed trail alignments around the Foothill Transit Center and in Hanson Quarry

The existing maintenance road bed is approximately 16 feet wide and approximately 1,500 feet in length. In order to accommodate both a trail and a bike path on the spine, easement right-of-way (ROW) agreements would be necessary with both the north and south property owners. The spine would provide views to the quarry to trail users (Figure 2.3). The spine is at a higher elevation which would accommodate minimal ramping on the back side of the San Gabriel River levee to connect to the San Gabriel River Trail (Figure 2.4).

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Figure 2.3. View of Hanson Quarry from the “Spine”



Figure 2.4. Proposed trail alignments along the proposed Quarry Clasp Park and quarry spine on the Rio Hondo-San Gabriel River connection. Two ADA ramps on the levee will accommodate a soft trail and a Class I bicycle path up to the existing Class I bicycle path at the top.

Due to the limited opportunity for trails in this area, trail widths, trail materials, and trail classifications would vary. Where possible, the width of the bicycle path would follow Caltrans guidelines for a Class I bicycle path. When the bicycle path shifts from the Hanson Quarry property to Clark Street, the bicycle path would become a Class IV bikeway defined by lane separators, bollards, and striping (Figures 2.5 and 2.6). At the shift the multi-use trail would narrow to 6 feet and be constructed of non-skid concrete surfacing with a wood rail fence separating the bikeway and the multi-use trail.

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Figures 2.5 and 2.6. When the trails are located within the Clark Street right-of-way, alternating lane markers (left) and flexible hazard markers (right) will separate the trails from the adjacent traffic lane as shown above.

At the ten existing commercial/industrial driveways traffic barriers and trail fencing setbacks would accommodate regular ingress and egress of wide turning truck traffic. The concrete trail surface would increase to 6 inches minimum to support trucks. It is anticipated that all street lighting, street trees, and street drains would remain in place with little or no modifications. On-street parking would be eliminated in the section of Clark Street that would accommodate the two trails.

Safety and regulatory signage as well as other appropriate trail signage would be included as part of the project to the specifications of the County of Los Angeles Trails Manual. Emerald Necklace wayfinding and signage would follow the County of Los Angeles Department of Public Works Emerald Necklace Signage Guidelines.

The multi-use trail utilized by riders and hikers would be designed to the specifications of the County of Los Angeles Trails Manual. The Class I bicycle path and the Class IV bikeway would be designed to Caltrans Highway Design Manual standards and AASHTO guidelines and include safety measure such as stop signs, striping, and speed calming measures. The crossing (Project 3) would be coordinated with existing and planned traffic signal synchronization improvements administered by the County of Los Angeles Department of Public Works (DPW).

Projects 1 through 3 would be coordinated with the Peck Water Conservation Improvement Project proposed by the County of Los Angeles DPW/Flood Control District. The project includes a pump station at the Peck Road Spreading Basin and a pipeline along Clark Street to transfer water to the soft-bottom San Gabriel River. Projects 1, 2, and the Peck Water Conservation Improvement Project share similar footprints.

THE QUARRY CLASP:

3. Peck Road Signalized Crossing and Trail Connectivity

The Peck Road Signalized Crossing Project (Project 3) in conjunction with Project 2, the Quarry Clasp Multi-Use Trail and Bicycle Path, would connect Peck Road Water Conservation Park, a regional recreation area on the Rio Hondo, to the San Gabriel River Trail (Figure 3.1). This connection is referred to as the Quarry Clasp of the Emerald Necklace. The project would modify an existing lighted intersection on Peck Road to accommodate a safe crossing for all trail users. In addition, the Foothill Transit parking lot entrance would be modified to accommodate both the Class I bicycle path and the multi-use trail (Figure 3.2).

EMERALD NECKLACE Quarry Clasp Peck Road Signalized Crossing

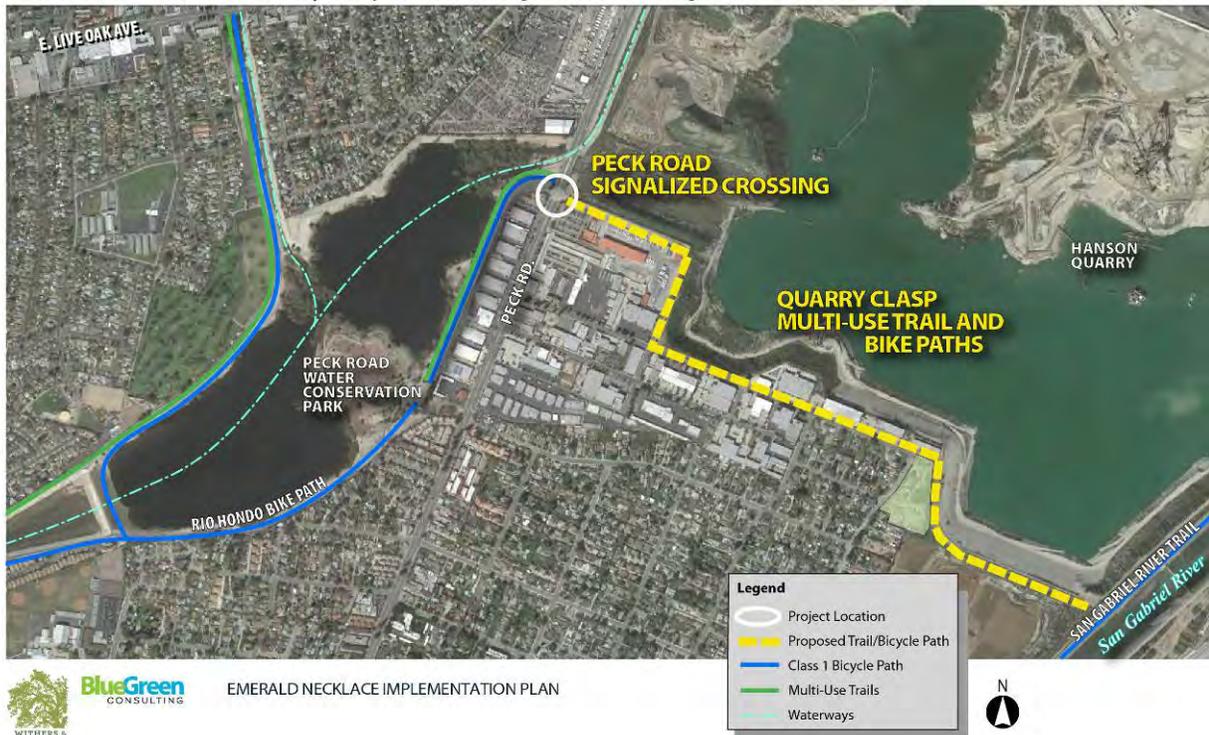


Figure 3.1. Project 3 would connect the Peck Road Water Conservation Park trails to the proposed Project 2, Quarry Clasp Multi-Use Trail and Bicycle Path

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EMERALD NECKLACE *Peck Road Signalized Crossing Project*



Figure 3.2. Intersection at Peck Road and Foothill Transit parking

Modifications to the intersection would follow the Manual on Uniform Traffic Control Devices (MUTCD) and other applicable requirements including the Federal Highway Administration (FHWA), U.S. Department of Transportation (USDOT), and U.S. Forest Service (USFS) specific recommendations for equestrian crossings. The crossing would be coordinated with existing and planned traffic signal synchronization improvements administered by the County of Los Angeles Department of Public Works (DPW).

The multi-use trail would be designed and constructed per the County of Los Angeles Trails Manual. The Class I bicycle path would be designed and constructed per the Caltrans Highway Design Manual standards and AASHTO guidelines.

Crossing elements include safety pads behind the curbs that would accommodate an equestrian waiting area, the installation of push button signal actuators for equestrians, bicyclists, and pedestrians on each side of Peck Road. The project also includes the addition of standard traffic and regulatory signs, re-construction of the street curb and gutter, installation of textured accessible ramps, median modification to accommodate a wider safe crossing for equestrians, crossing striping, and street paint stencils.

Street work excavation, trenching, filling and patching would be necessary for new electrical signal activation, signal post relocation, and raised median nose reduction. Approximately 60 lineal feet of curbing would be removed and replaced with waiting areas for equestrians and

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bicyclists with Americans with Disabilities Act (ADA) standard curb cuts for ramps. Approximately 1,500 square feet of non-skid concrete and would be required to form the two waiting areas on each side of the crossing. It is anticipated that the existing wooden power pole located at the northwest corner would be protected in place. Approximately 400 square feet of existing landscape area would be affected during construction. The entry of the parking lot would be modified. The parking lot would be reduced by 4 parking spaces to accommodate trails and new landscaping. An active gas line under the asphalt of the parking lot bisects the proposed trail alignment. The gas line would need to be protected in place at all times, especially under the proposed soft multi-use trail.



Proposed crossing location at the Peck Road traffic light, looking east.

Street striping would include horse crossing warnings and would be painted on the street in each direction a set distance from the actual crossing. The crosswalk striping would be widened to provide a safe crossing zone for equestrians. The widened crossing would require that the nose of the median be moved back approximately 12 feet requiring fill and concrete patching of approximately 120 square feet.

Signage would include but not be limited to 2 metal signs on 8 foot metal poles, one in each direction for horse, bicyclist, and pedestrian crossing. In addition, 2 metal signs on 8 foot metal poles would indicate horse crossing to be placed on Peck Road. Emerald Necklace wayfinding signage would also be included.

Projects 1 through 3 would be coordinated with the Peck Water Conservation Improvement Project proposed by the County of Los Angeles DPW/Flood Control District. The project includes a pump station at the Peck Road Spreading Basin and a pipeline along Clark Street to transfer water to the soft-bottom San Gabriel River. Projects 1, 2, and the Peck Water Conservation Improvement Project share similar footprints.

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WHITTIER NARROWS CONNECTIVITY:

5. Class I Bicycle Path on Rosemead Boulevard to Legg Lake

Project 5 would improve recreational connectivity on Rosemead Boulevard from San Gabriel Boulevard to the Whittier Narrows Recreation Area. This project includes development of a Class I bicycle path and a multi-use trail on the eastern shoulder of Rosemead Boulevard and partially on the adjacent strawberry field, leased from the U.S. Army Corps of Engineers (USACE) (Figure 5.1). ROW would need to be acquired from the USACE for this project. The proposed bicycle path and multi-use trail would link the El Bosque del Rio Hondo Park and a western spur of the San Gabriel River Trail on Siphon Road to Legg Lake and would be designed to Caltrans Highway Design Manual standards and AASHTO guidelines.

EMERALD NECKLACE *Rosemead Blvd. Class I Bicycle Path Project*



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EMERALD NECKLACE IMPLEMENTATION PLAN



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Figure 5.1. The project site is located on the east shoulder of Rosemead Boulevard and on USACE-leased agricultural land

Approximately 1,900 lineal feet of proposed bicycle path would be constructed starting at the corner of Rosemead Boulevard and Siphon Road. The road shoulder would be raised and expanded to accommodate improvements to the existing bus stop area and the start of the bicycle path and multi-use trail. In order to balance cut and fill, most of the bicycle path and multi-use trail length would be below the grade of the roadway. At the north end of the project site, the proposed bicycle path would meet the grade of an existing driveway into the agricultural area.



Rosemead Boulevard looking north toward Legg Lake area

The Class I bicycle path would be approximately 1,900 feet long, 12 feet wide, and striped to accommodate two-way bicycle travel. An approximately 1,900-foot long, 8-foot wide decomposed granite multi-use trail would be constructed adjacent to the bicycle path. At Legg Lake, an approximately 145-foot long, 15-foot wide decomposed granite path into the Whittier Narrows Recreation Area would intersect with the internal pathways of the lake; approximately 2,400 square feet of turf would be removed to accommodate the new path (Figure 5.2). Hitching posts would be provided at the entrance to Legg Lake since horses are not allowed on the walking path within the park. Approximately 1,900 lineal feet of 6-foot tall fencing would be removed along the east side of Rosemead Boulevard. New fencing would be installed between the trails and the agricultural area. Creating a seven stall parking area for the strawberry patch is part of this project. New signage would include two metal directional and regulatory signs on metal posts and mile markers.

Two benches and a posted sign to indicate a bus stop would be installed close to the northeast corner of the intersection. Alignment of the bicycle path behind the bus stop would require use of the stockpiled soil located directly east of Rosemead Boulevard for approximately a 150-foot length in order to construct a new bus stop with the Class I bicycle path adjacent to it flush to the existing curb elevation.



Bus stop on Rosemead Boulevard

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Two driveways would be developed into the agricultural area. The first driveway would serve the proposed parking lot and berry picking shack for seasonal use. The second driveway is an improved entry into an existing Southern California Edison (SCE) easement access location. The trails would cross both driveways and terminate at the park boundary (Figure 5.2).

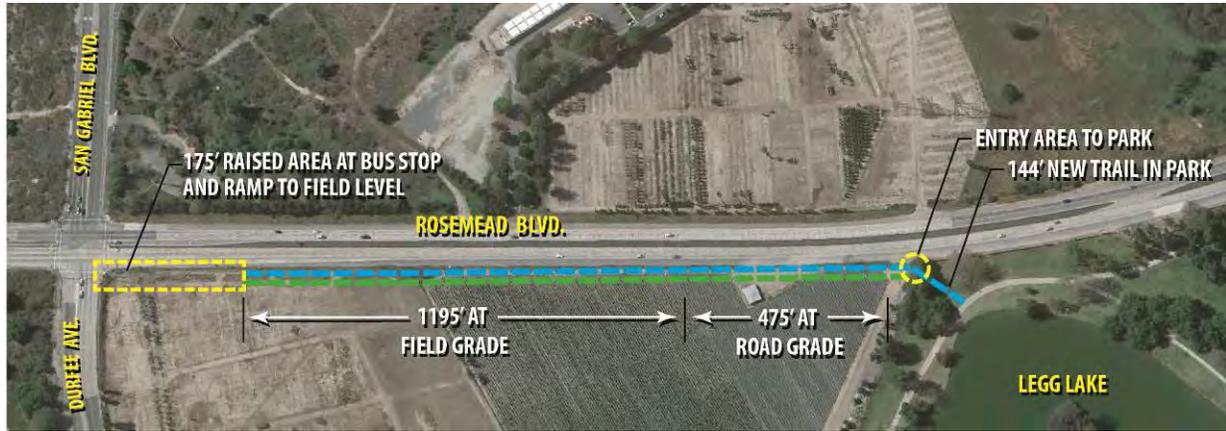


Figure 5.2. Class I Bicycle Path and Multi-Use Trail component diagram

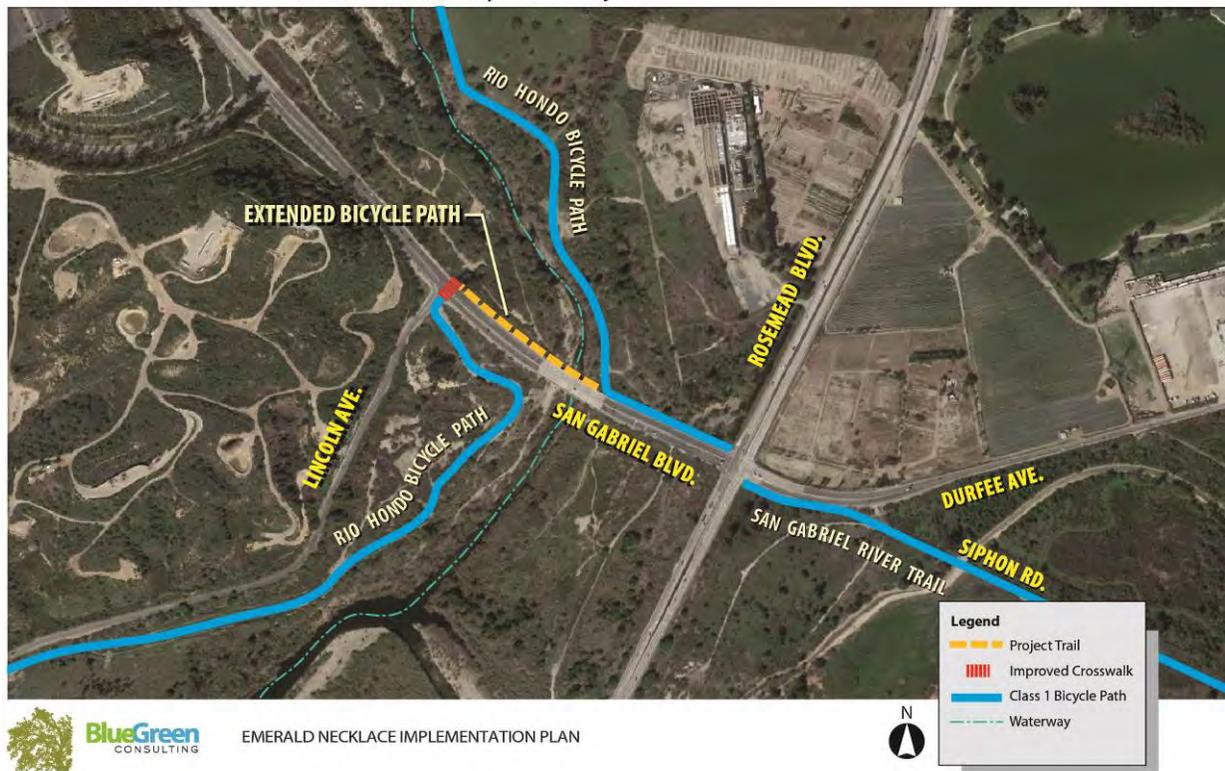
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WHITTIER NARROWS CONNECTIVITY:

6. Class IV Bikeway from El Bosque del Rio Hondo to Lincoln Avenue On San Gabriel Boulevard

The intent of this project is to fill in the missing gap between the northern and southern portions of the Rio Hondo Class I bicycle path with a Class IV bikeway. Specifically, this project would extend the existing Class I bicycle path on the north side of San Gabriel Boulevard from the end of the northern section of the Rio Hondo Bicycle Path to Lincoln Avenue (Figures 6.1 and 6.2). To gain the width necessary for the new Class IV bikeway, all traffic lanes would be reduced and the center raised median relocated to allow an expansion of the north sidewalk. The Class IV bikeway would be designed to Caltrans Highway Design Manual standards, AASHTO guidelines, the MUTCD guidelines, and other applicable requirements.

EMERALD NECKLACE San Gabriel Blvd. Class I Bicycle Path Project



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Figure 6.1. Proposed Class IV Bikeway and Improved Signalized Crosswalk

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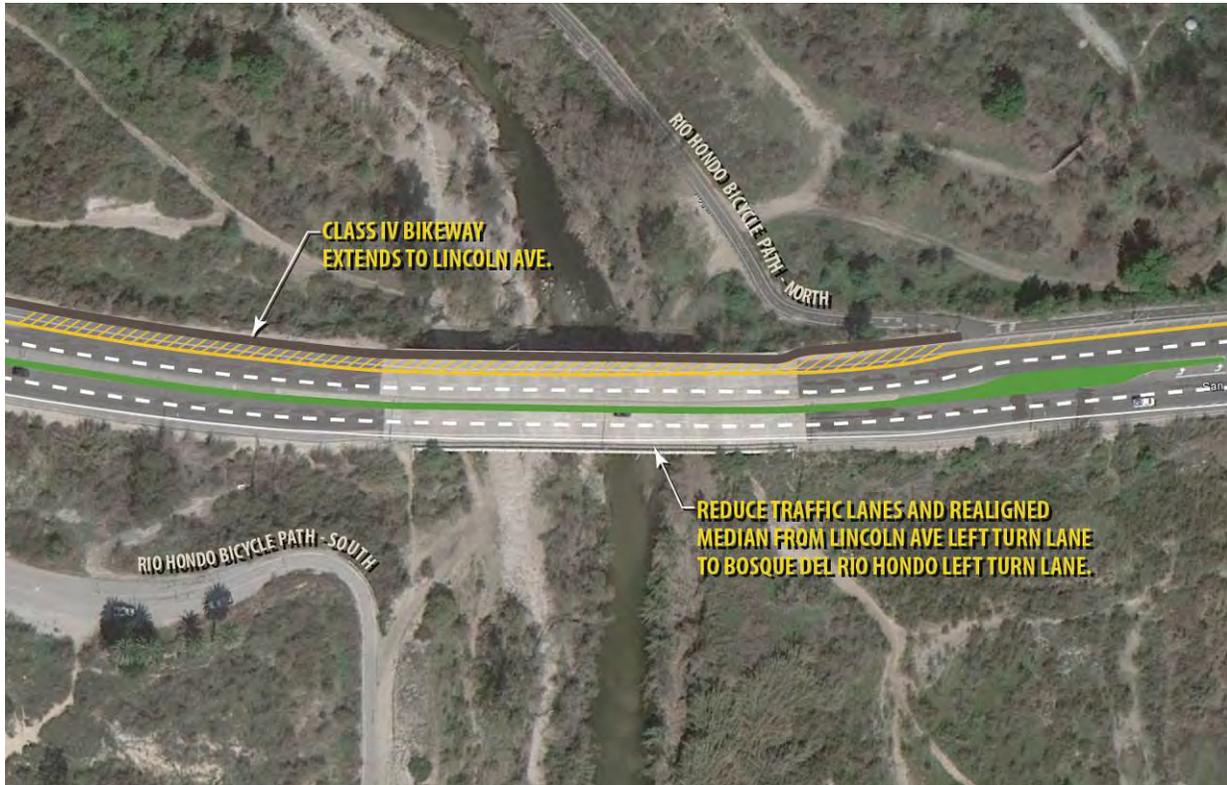


Figure 6.2. Proposed modifications to San Gabriel Boulevard and the existing bridge in order to connect the north and south portions of the Rio Hondo Bicycle Path

On the bridge spanning the Rio Hondo, the existing 5-foot wide concrete sidewalk would be expanded to a minimum of 12 feet wide. A continuous concrete barrier approximately 1,200 feet in length would be installed between the bikeway and the adjacent traffic lane.

This project would require the re-striping of traffic lanes (Figure 6.3). Median width modification for an approximate project length of 915 lineal feet would also be necessary. Approximately 500 lineal feet of concrete would be installed to raise the grade of the Class IV bikeway to a consistent level over the San Gabriel Boulevard Bridge, then ramping down to street grade to the signalized crossing at Lincoln Avenue. The Class II bike lane and signage on the south side of San Gabriel Boulevard would remain at the existing width of 8 feet. Approximately 660 lineal feet of fencing would be installed from the bridge to Lincoln Avenue at the top of the road embankment to eliminate informal access points to the river. The proposed crosswalk improvements would be coordinated with existing and planned traffic signal synchronization improvements administered by the County of Los Angeles Department of Public Works (DPW).

**EMERALD NECKLACE IMPLEMENTATION PLAN – PHASE I
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Figure 6.3. San Gabriel Boulevard Bridge with striping and median changes to accommodate the Class IV Bikeway

Additionally, the signalized crosswalk at the intersection of San Gabriel Boulevard and Lincoln Avenue would be improved with a widened waiting area. ADA accessible ramps, curbing, signage, improved striping and pavement markings to indicate a crossing of the Emerald Necklace, wayfinding signage, and banner pole would be installed. Miscellaneous road signage would be removed and relocated per standards. The existing street lighting and utilities would remain in-place.

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WHITTIER NARROWS CONNECTIVITY:

7. Class I Bicycle Path from the Rio Hondo to Legg Lake through the Southern California Edison Easement

Project 7 has three components that would connect the northern section of the Rio Hondo Class I bicycle path directly to the Legg Lake recreation area parking lot (Figure 7.1). The first project component would develop an approximately half-mile long Class I bicycle path located on the north side of the Southern California Edison (SCE) transmission line corridor to connect the Rio Hondo Bike Path to Rosemead Boulevard. The 12-foot wide asphalt bicycle path would be



The Rio Hondo Bike Path looking north to the SCE Easement

designed to Caltrans Highway Design Manual standards and AASHTO guidelines.

Both ends of the new bicycle path would require approximately 100 lineal feet of new fencing, master posts, and gates for emergency closure during SCE transmission line repairs. Four, 8-foot wide, 48-inch tall chain link gates (match existing fence height) on each side of the bicycle path would be installed with gate posts that lock gates open during times of

operation. Both ends of the new bicycle path would receive striping and directional, wayfinding, and regulatory/safety signage mounted on metal posts.

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WHITTIER NARROWS SCE Easement Class I Bicycle Path Project

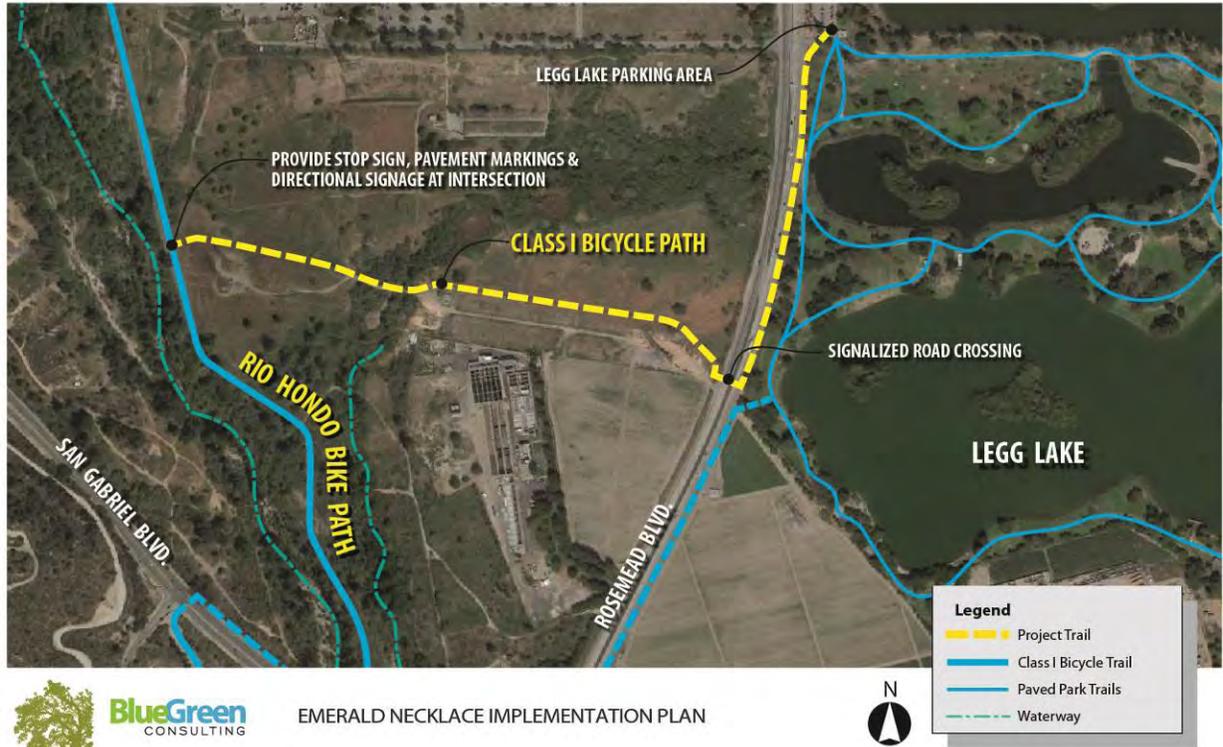


Figure 7.1. Proposed Class I Bicycle Path from the Rio Hondo to Legg Lake

The second trail connection component associated with this project is a mid-block signalized pedestrian crossing on Rosemead Boulevard with center median modifications for planting and irrigation (Figure 7.2). This crosswalk would be designed and constructed per Caltrans design standards. The lighted, pedestrian activated crosswalk from the east edge of the SCE easement area across to Legg Lake would require modifications to the roadbed, median, and shoulders of Rosemead Boulevard including striping, new curbing, concrete landing pads, ADA ramping, signage, and height clearances. Approximately 400 lineal feet of the existing asphalted median would be removed and replaced with a new planted and irrigated median on each side of the new crosswalk. Rosemead Boulevard would receive new metal traffic warning signage indicating a lighted pedestrian crossing ahead in both directions per Caltrans standards. The crossing would require the installation of traffic lights, highway warning signs, street striping, and construction of a total of 800 lineal feet of landscaped medians (400 feet each side) to calm traffic as it approaches the new signalized crossing. The proposed crossing would be coordinated with the County of Los Angeles Department of Public Works (DPW) Traffic and Lighting Division.



Entry to the SCE Easement on Rosemead Boulevard.

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From the signalized crossing a continuation of the Rosemead Boulevard Bicycle Trail will extend north approximately 1,400 linear feet along the street to the parking lot at the main entry to the Legg Lake parking area. This segment of the trail would be a Class I bicycle path separated from traffic on Rosemead Boulevard by a landscaped buffer.

The project may also include a multi-use trail path within the SCE transmission line corridor, running parallel and adjacent to the proposed bicycle path. This component will be considered during the design development phase.

WHITTIER NARROWS SCE Easement Class I Bicycle Path Project



EMERALD NECKLACE IMPLEMENTATION PLAN

Figure 7.2. Proposed crosswalk location on Rosemead Boulevard

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WHITTIER NARROWS CONNECTIVITY:

8. Pellissier Village Multi-Use Trail from State Route 60 to Peck Road Bridge

Project 8 would develop a pedestrian path and includes multi-use trail improvements with a stormwater management/water quality component (bio-swale) to reduce pollution running into the San Gabriel River. The hardened pedestrian trail would connect to an ADA accessible ramp on the northeast side of the new Peck Road Bridge (Figure 8.1).

The project would accommodate DPR's plans for a small arena located at the end of Pellissier Road. The arena can be constructed to drain to the proposed bio-swale. The bio-swale would tie into the existing stormwater drainage system at the street end and at the edge of an office building parking lot adjacent to Peck Road.

Implementation of the widened Peck Road Bridge would include improvements to the existing multi-use trail underneath the bridge. Underpass height clearance would be maintained for equestrian use.

EMERALD NECKLACE Pellissier Village Multi-Use Trail Project



Figure 8.1. Pedestrian access to Peck Road Bridge would connect to a hardened pedestrian trail

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The first trail component would be a 5-foot wide hardened decomposed granite path for pedestrians only with 6-inch colored concrete curbing on both sides that would parallel the street side of the soft surface equestrian trail from the south side of SR-60 to the Peck Road Bridge. The length of this improved trail segment is approximately 1,950 lineal feet.

Approximately 1,000 lineal feet behind the decomposed granite path would be developed with drainage solutions and stormwater management systems in order to eliminate horse waste from entering the San Gabriel River. Actual location, length, and design of the bio-swale would be determined by location of stormwater system connections and jurisdictional boundaries.

The second trail component would be the ADA-compliant concrete ramps constructed on the north side of the Peck Road Bridge. The proposed concrete and metal ramps would be approximately 5 feet wide with metal railings. The north side ramp length would be approximately 144 lineal feet assuming a 12-foot rise to the new Peck Road Bridge sidewalk.



Concrete ramp with metal railings

Way-finding, regulatory signage, and an Emerald Necklace banner would be installed near the trail to promote awareness of the trail system.

WHITTIER NARROWS CONNECTIVITY:

9. Pellissier Bridge at Blackwill Arena Staging Area

The proposed shared-use Pellissier Bridge would span the San Gabriel River at a critical location to link existing recreational facilities on both the west and east sides of the river (Figures 9.1 and 9.2). The Blackwill Arena Staging Area (formerly known as Horseman’s Park) is located on the east side of the river and the Whittier Narrows Nature Center (proposed location of the San Gabriel River Discovery Center) is located directly across the river to the west. The shared-use bridge would be flush with the proposed adjoining paths and would be approximately 540 feet long by 15 feet wide. The bridge would emulate a proposed shared-use bridge developed by DPW for Emerald Necklace Project 10, the San Jose Creek Regional Access Project. Emerald Necklace way-finding and regulatory signage would be installed at each end of the bridge.

EMERALD NECKLACE *Pellissier Bridge at Blackwill Arena Staging Area*

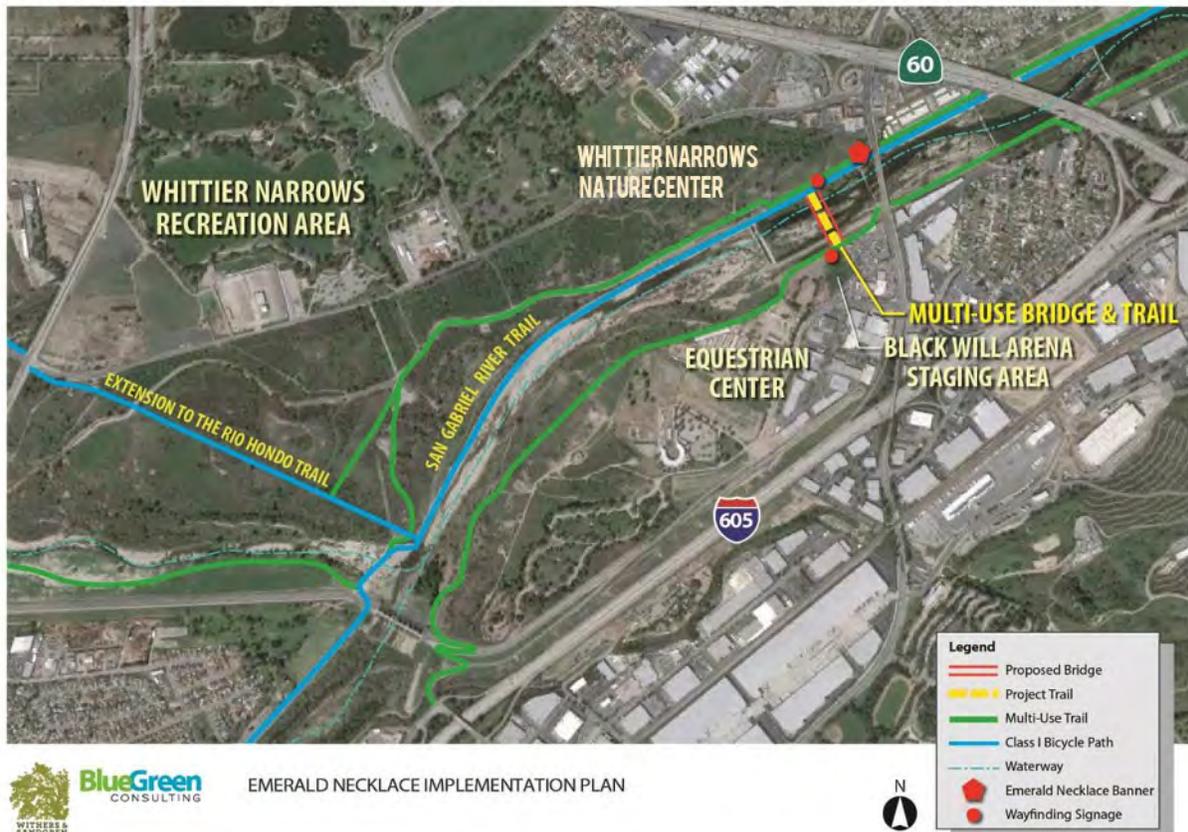


Figure 9.1. Project 9 would connect a number of recreation facilities on both sides of the San Gabriel River

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Figure 9.2. Proposed bridge location across the San Gabriel River

SAN JOSE CREEK REGIONAL ACCESS:

10. Multi-Use Trail and Bridge Connections from the San Jose Creek Trail to San Gabriel River Trail

The intent of Project 10 is to close the half-mile gap between the San Gabriel River Trail, a Class I bicycle path on the west side of the river, and the existing trails along San Jose Creek. The project includes two multi-use bridges; one located over San Jose Creek and the other spanning the San Gabriel River (Figure 10.1). Project features include:

- ◆ Construction of a shared-use bridge (540 feet long by 15 feet wide) over the San Gabriel River that is flush with the proposed adjoining shared-use paths with Emerald Necklace wayfinding signage.
- ◆ Class I bike path and improved multi-use (horse trail) path extension between the two proposed bridges with formalized underpass below I-605.
- ◆ Construction of a shared-use bridge (250 feet long by 12 feet wide) over San Jose Creek that is flush with the proposed adjoining shared-use paths.
- ◆ Class I shared-use path extension between the proposed San Jose Creek shared-use bridge and the existing Class I San Jose Creek bike path with a formalized underpass below the Workman Mill Road bridge.
- ◆ Emerald Necklace signage and wayfinding.
- ◆ Figure 10.2 is an artist's rendering of the proposed shared-use bridge over San Jose Creek.

Figure 10.2 is an artist's rendering of the proposed shared-use bridge over San Jose Creek.

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EMERALD NECKLACE

Multi-Use Trail and Bridge Connections from San Jose Creek Trail to San Gabriel River Trail



Figure 10.1. The connection between the San Jose Creek Trail and the San Gabriel River Trail consists of a series of bridge and trail improvement components



Figure 10.2. An artist's illustration of the proposed bridge over San Jose Creek

SAN JOSE CREEK REGIONAL ACCESS:

11. Multi-Use Trail from San Jose Creek to the Duck Farm on the San Gabriel River

This project would temporarily connect both the existing and proposed San Jose Creek Class I bicycle path and the multi-use trail to Phase 1 of the Duck Farm on the San Gabriel River when it opens to the public in the spring of 2018. The extension of the multi-use trail would utilize the existing flood control maintenance road (see yellow dashed line below; Figure 11.1).

Additionally, if the proposed San Gabriel River shared-use bridge is constructed as part of Project 10 (*San Jose Creek Regional Access: Multi-Use Trail and Bridge Connections from the San Jose Creek Trail to San Gabriel River Trail*), public use of the multi-use trail would increase from the west side of the San Gabriel River.

EMERALD NECKLACE *Eastside Multi-Use Trail Project*

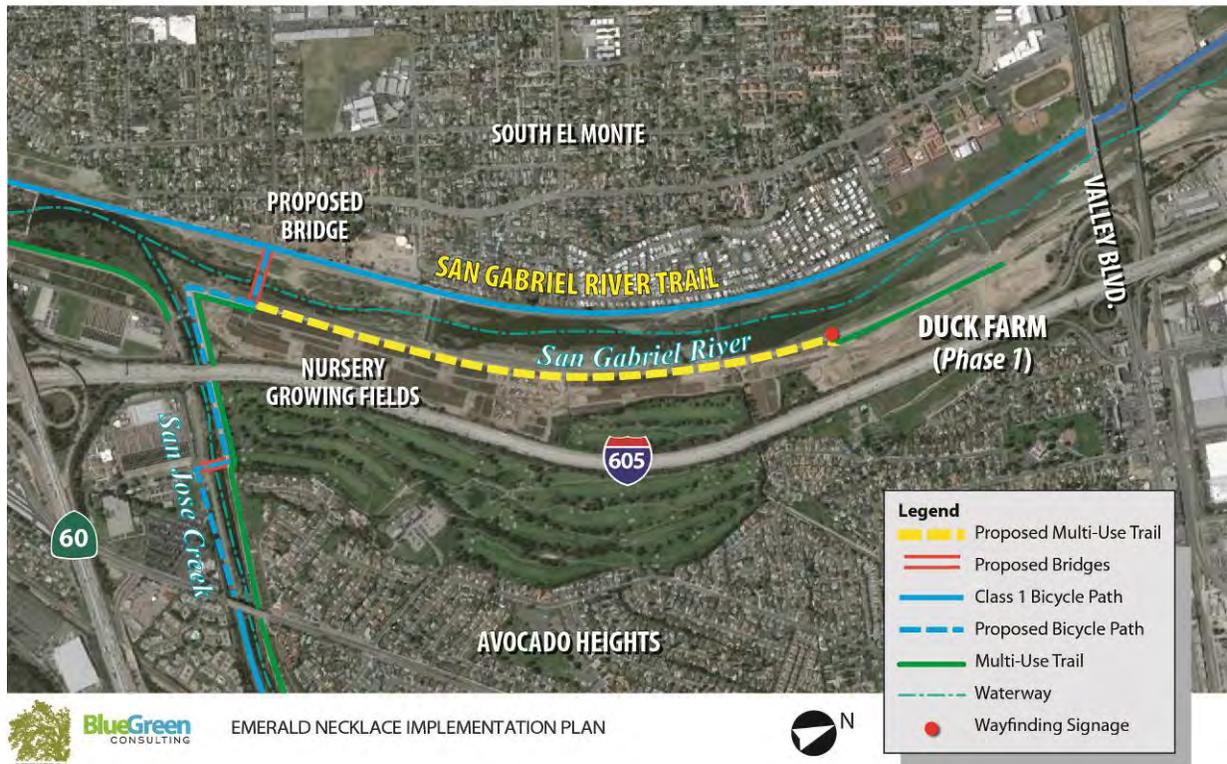


Figure 11.1. The proposed multi-use trail alignment connecting the proposed San Jose Creek bike path and multi-use trail in Project 10 to the Duck Farm Phase 1

The multi-use trail access from San Jose Creek and from the proposed San Gabriel River Bridge to the Phase 1 portion of the Duck Farm is currently possible along the river levee per current agreements along this section between DPR Unit "A-37", the Los Angeles County Flood Control District (LACFCD), and USACE. This project would provide temporary access solutions for the

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multi-use trail route to the Duck Farm (Phase 1) utilizing the existing paved Los Angeles County maintenance road on the river levee until all phases of the Duck Farm are completed. Figure 11.2 is an aerial view of the Duck Farm currently under construction. Existing fencing on the river side would remain and regulatory signage would direct the public to stay on the levee road. Once the nursery's lease expires, and construction of Phase 2 of the Duck Farm can be completed, the multi-use trail would be incorporated into the final park design. After Phase 2 is complete, equestrians would be able to access park trails at the south end of the Duck Farm rather than use the existing LACFCD maintenance road.



Figure 11.2. A bird's eye view of the Duck Farm Phase 1 under construction. Photo credit: Watershed Conservation Authority image library.

Temporary 48-inch tall chain link fencing would be installed at the south end of the park to guide trail users from the levee maintenance road down the levee and into the park. At the southern end of the park fencing, gating, a textured warning strip, and signage are necessary as trail users would have to cross the nursery service road (Figure 11.3). The two temporary chain link gates would be 16 feet high. Delivery trucks would use this dirt road to access the nursery growing grounds in the SCE easement until 2030. Regulatory signage would also be installed to warn the public about the commercial traffic. Emerald Necklace signage, including directional, wayfinding, and trail rules and regulations, would be installed at the trail entry point into the Duck Farm. Signage, rumble strips, and warning signs would be removed after all

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phases of the park are complete. An Emerald Necklace Kiosk (location to be determined) would be constructed as part of this project.

EMERALD NECKLACE *Eastside Multi-Use Trail Project*
Interim Trail Connections to Duck Farm Phase 1



Figure 11.3. The temporary trail alignment will require new fencing where it crosses the service road into the park

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WESTSIDE MULTI-USE TRAIL:

12. Alhambra Wash from State Route 60 to the Garvey Community Center

The Westside Multi-Use Trail Project from SR-60 to the Garvey Community Center would improve approximately 1.25 miles or 6,700 lineal feet of multi-use trail utilizing the DPR riding and hiking easement. Approximately half of the project trail length is located within the natural area of the Rio Hondo. Flood waters from the Alhambra Wash have created a scour pool called the Alhambra Oasis in this area. Equestrians and hikers skirt around the oasis which contains water throughout the year. Therefore, this project would formalize and better define the multi-use trail with a combination of fencing, trail footing improvements, landscaping with native trees and shrubs, and signage. These improvements would attract more recreational users and deter the vagrant camps that have steadily increased in number on the west side of the Rio Hondo. Specific improvement locations are indicated in Figure 12.1 by section.

Section 1

At the southern end of the project the first section of trail would include improvements to the SR-60 underpass, by providing dry footing for equestrians in a wet patch where poor drainage has caused a deep mud area to form. Improvements in this area would require approximately 400 square feet of gravel base and decomposed granite or crushed rock footing to de-water and reconstruct the trail. The improved trail area would be 10 feet wide by approximately 30 feet in length. Additional drainage solutions may be necessary to allow water to drain.



A deep mud area at the south end of the underpass created by drainage from SR-60.

One hundred feet of proposed fencing, trail widening, non-native plant eradication, and trail footing improvements implemented south of SR-60 would better connect the trail to the Bosque del Rio Hondo further to the south.

Section 2

North of SR-60, approximately 3,550 lineal feet of trail would follow an existing informal trail alignment or a new alignment would be created with a trail width of 10 feet minimum on natural soil with a compacted subgrade. Double rail wood fencing in lengths of approximately 100 feet with 25-foot long gaps would be placed between the trail and the river.

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A temporary irrigation line extending from the County golf course irrigation system would be necessary to establish buffer plantings. New tree planting between the trail and the golf course fence would provide shade along the trail and a barrier for errant golf balls. Riparian areas currently disturbed by trails would be re-seeded and/or re-planted with native riparian plants to control erosion and usage of native habitat areas adjacent to the Rio Hondo. The restored area around the trail assumes 20 feet on either side of the 10-foot wide trail.

EMERALD NECKLACE / WESTSIDE MULTI-USE TRAIL
from California State Highway 60 to Garvey Community Center

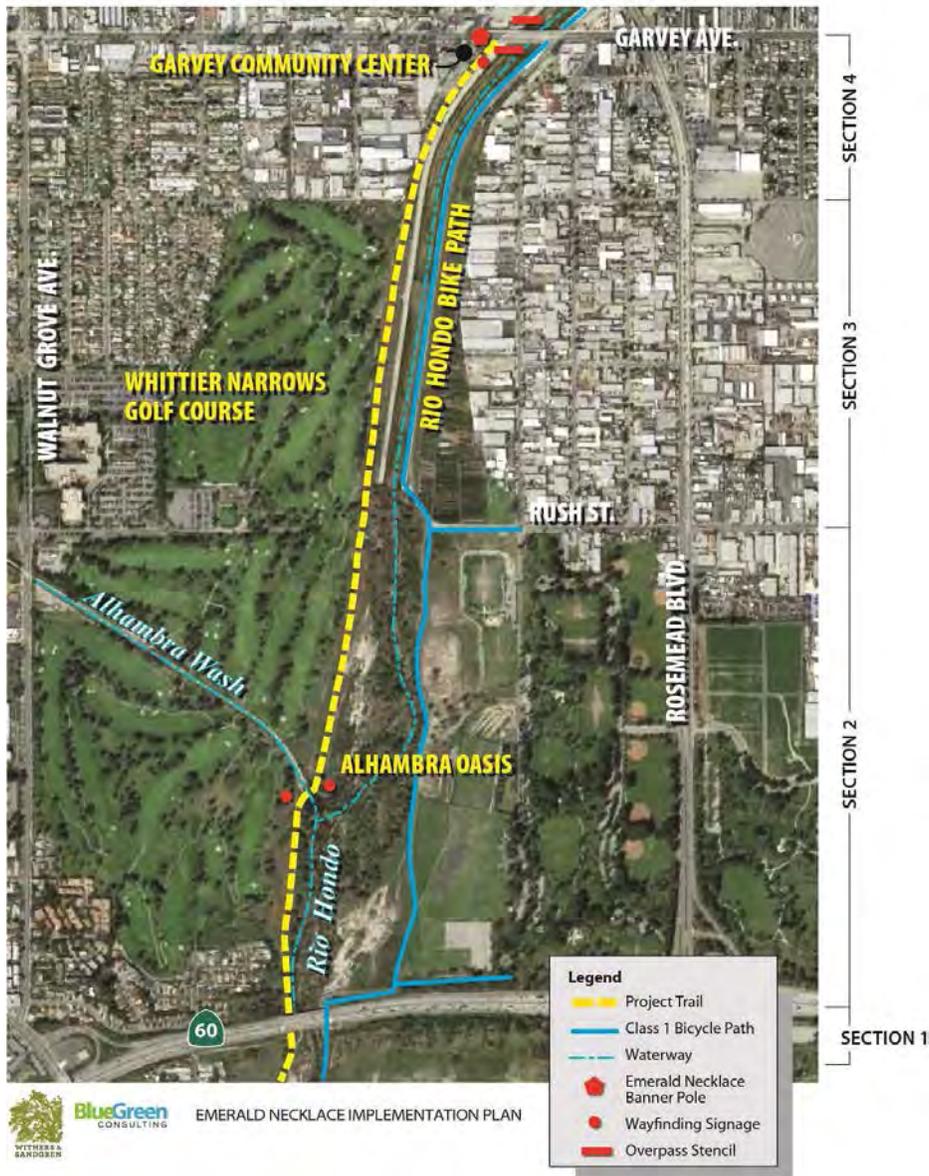


Figure 12.1. Project area extending from south of SR-60 north to the Garvey Avenue Bridge

In the Alhambra Oasis area, the existing informal trails would continue to connect the southern and northern sections of improved riding and hiking trails around the scour pool. Directional

wayfinding signage on each side of the oasis would provide trail continuity. Flash flood warning signage would also be installed in this area.

Section 3

From Rush Street to the connection to the Rio Hondo levee, DPR has made improvements to the trail. Trail tread widths in this section vary from 5 feet to 20 feet. Double rail wood fencing has been installed on the river side of the trail. Additional project improvements to this area would include the installation of native trees and greening with native shrubs that are non-toxic to horses. Further restoration efforts would include elimination of non-native plants in the areas around the trail. Restoration efforts would require USACE approval.

Section 4

North of the golf course the available open space narrows, and equestrians and trail users would share the paved levee maintenance road for a short distance (Figure 12.2). The southern portion of the Garvey Community Center parking lot encroaches on the trail in this section. Widths along the Rio Hondo levee vary from 15 feet to 30 feet. Miscellaneous trail improvements would include trail grading, new tread material, short lengths of fencing for trail definition, and aesthetics and signage.



Figure 12.2. Artist's rendering of the maintenance road and multi-use trail along the edge of the Garvey Community Center

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WESTSIDE MULTI-USE TRAIL:

13. Rosemead Boulevard Access Ramp

Project 13 would construct an ADA accessible ramp on the east side of Rosemead Boulevard connecting to the Westside Multi-Use Trail (now named the Rio Hondo River Trail) on the Rio Hondo Channel (Figure 13.1). Rosemead Boulevard rises on an embankment to cross the Rio Hondo; the ramp would be constructed adjacent to the sidewalk on the embankment in the Caltrans ROW. The ramp would be approximately 300 feet in length. Materials for construction of the ramp would match the Garvey Bridge ramp, consisting of concrete and metal. The ramp would require retaining walls and would be separated from the road by a fence with a gate for security. The reconfiguration of the underpass and grading design of Project 14, *Rosemead Boulevard Underpass*, would determine the length and layout of the access ramp.

The undeveloped parcel on the west side of Rosemead Boulevard was identified during the feasibility phase of the Emerald Necklace Master Plan for park development. If it is developed for public open space, this project access ramp would not be necessary. An ADA trail access point can be provided as part of the park design.

EMERALD NECKLACE Rosemead Blvd. Access Ramp Project



EMERALD NECKLACE IMPLEMENTATION PLAN



Figure 13.1. Proposed Rosemead Boulevard access ramp location

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Decorative gates and fencing, pedestrian seating, and way-finding signage would be incorporated into the project. The application of decorative gates, whether in a future park or at the ramp entrance, would invite the public onto the trail from Rosemead Boulevard. Improvements to the landscape would require securing a source for irrigation water, possibly from the County of Los Angeles Public Health facility to the north of the site.



Example of a decorative river steel gate panels by Brett Goldstone

WESTSIDE MULTI-USE TRAIL:

14. Rosemead Boulevard Underpass

This project proposes re-contouring the backside of the levee and improving the underpass at Rosemead Boulevard to ensure a wide and safe multi-use trail on the west side of the Rio Hondo (Figure 14.1). Trail construction would meet Los Angeles County Trails Manual standards. Project coordination with the construction of a ramp or ramps on the back side of the levee is also necessary to ensure that the design and final location of the ramp(s) conform to the underpass improvements.

The current vertical clearance of the underpass is 12 feet which meets the Los Angeles County Trails Manual standards. The length of the underpass is approximately 40 feet. A decomposed granite trail through the tunnel would include a drainage system and sumps to provide secure footing for equestrians and trail users. Approximately 75 cubic yards of fine, pulverized dirt would be replaced with graded decomposed granite for trail tread. A structural assessment of the Rosemead Boulevard Bridge underpass would be needed to confirm an engineering approach to the drainage system and re-contouring of the soil abutments on either side so as to not compromise the structural integrity of the bridge or adjacent levee.



Rosemead Boulevard underpass – west side

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EMERALD NECKLACE *Rosemead Blvd. Underpass Project*



Figure 14.1. Proposed Rosemead Boulevard underpass improvements



Rubio Wash Bridge access ramp looking southwest

In order to provide public access from the existing Rubio Wash Bridge to the Rosemead Boulevard underpass, a ramp or ramps would be constructed on the back side of the Rio Hondo levee. The ramps would conform to existing conditions with widths varying from 4 to 8 feet wide with 4 inches of decomposed granite on a compacted subgrade. The access ramp to the underpass would be similar to the trail segment recently constructed as part of the Rubio Wash Bridge restoration. A retaining wall may be necessary on the east side of Rosemead Boulevard.

Development of a public park on the west side of Rosemead Boulevard may expand this project to include a trail connection up and into the future park from the Rubio Wash Bridge. Future shading of the trail with trees and establishment of native plantings would be dependent on a water source for temporary irrigation in this area. Emerald Necklace, regulatory, and safety signage would be installed as required.

WEST SIDE MULTI-USE TRAIL:

15. Multi-Use Trail from Rosemead Boulevard to Valley Boulevard

Project 15 would assemble a continuous, unimpeded trail (now called the Rio Hondo River Trail) on the west side of the Rio Hondo from Rosemead Boulevard to Valley Boulevard for equestrians, hikers, and mountain bikers. This project would formalize and better define the multi-use trail with a combination of fencing, trail footing improvements, landscaping with native trees and shrubs, and signage. The multi-use trail would be constructed in DPR riding and hiking easement located behind the asphalt levee maintenance road following the river channel alignment.

Approximately 7,000 lineal feet of trail would be constructed or upgraded in the easement. The trail tread would vary in width from approximately 5 feet to 10 feet. Trail material would be 4 inches of rock footing or decomposed granite over compacted subgrade. All miscellaneous exposed metal piping, corrugated drainage pipe, abandoned or live utilities impeding the trail will be buffered, removed, or modified to provide safe access for trail users. A specific section of the trail would require a turnpike or other underdrain solution. Specific improvement locations are indicated in Figure 15.1 by section.

EMERALD NECKLACE *Westside Multi-Use Trail Project from Rosemead Blvd. to Valley Blvd.*



Figure 15.1. West Side Multi-Use Trail from the Rosemead Boulevard underpass to Valley Boulevard

Section 1

North of the Rosemead Boulevard underpass for approximately 850 lineal feet, the riding and hiking easement is not identified on parcel maps. The existing trail adjacent to the maintenance road, operated and maintained under an agreement with the LACFCD, is only 3 to 5 feet in width. The narrowest point on the trail through this segment occurs just north of Rosemead Boulevard. This section of trail is dependent on design and implementation coordination with Project 14, *Rosemead Boulevard Underpass*. The multi-use trail in this section would be regraded to meet ADA requirements. New decomposed granite trail footing with edging would be implemented. No wood fencing is proposed in this section of the trail due to flood control maintenance needs.



Trail pinch point northeast of the Rosemead Boulevard underpass



Rosemead Boulevard Underpass Project

Section 2

From the end of Whitmore Street, north of Rosemead Boulevard to Easton Wash, the riding and hiking easement is 2 to 3 feet below the levee maintenance road (Figure 15.2). Approximately 2,300 feet of existing chain link fence would be removed and replaced with 100-foot long segments of 48-inch tall wood double rail fencing, spaced 25 feet apart. The County would work with adjacent property owners to modify the tops of their fences in order to remove hazardous sharp objects hanging over the trail. A standard of 12-foot vertical clearance is required for safe equestrian use (Figure 15.3).



Figure 15.2. View of existing hiking and riding easement between Whitmore Street and Easton Wash

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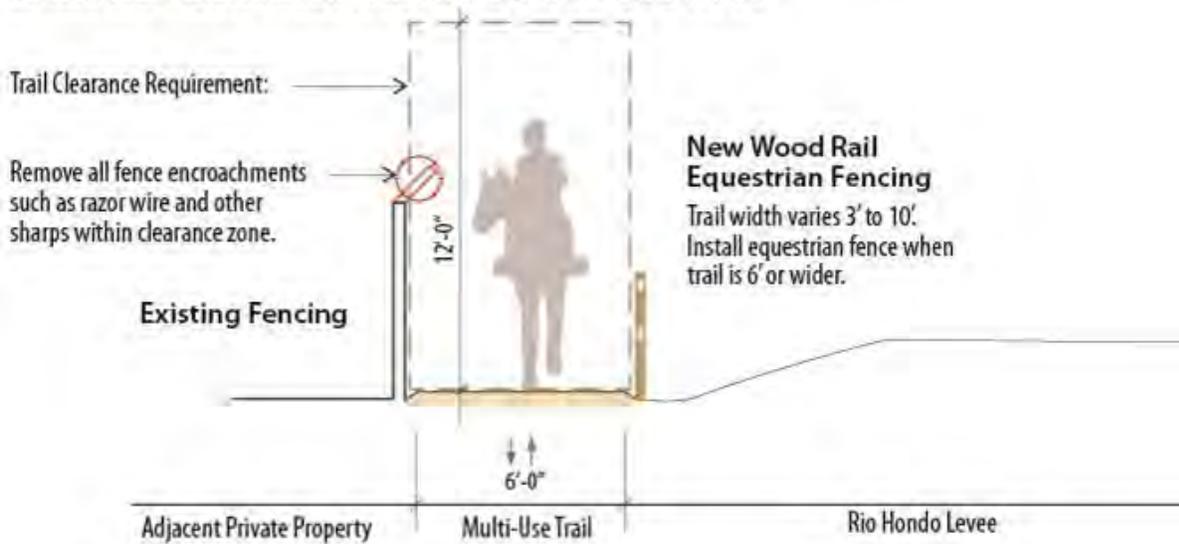


Figure 15.3. Section depicting fence and sharps trail encroachment into trail clearance zone

The trail widens further to the north within Section 2. When trail widths are 10 feet or greater, greening can occur without trail impediment or trampling (see Figures 15.4 and 15.5). A native plant palette, non-toxic to horses or dogs, would be implemented in these wider trail areas adjacent to the private properties and would help shade the trail. Temporary irrigation would be needed to establish trees and plantings. A temporary irrigation connection to a water source located at Flare Drive would extend down the Eaton Wash maintenance easement for this trail segment.

At Eaton Wash approximately 600 square feet of damaged or missing pieces of wood planking on the multi-use bridge would be replaced to provide a safe and even footing for all recreational

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trail users (Figure 15.6). Eaton Wash Bridge would be restored to the level of the Rubio Wash Bridge to accommodate the multi-use trail (Figure 15.7).



Figures 15.4 and 15.5. Before and after illustration of the hiking and riding easement south of Eaton Wash



Figure 15.6. Eaton Wash Bridge to be restored as a component of Section 2

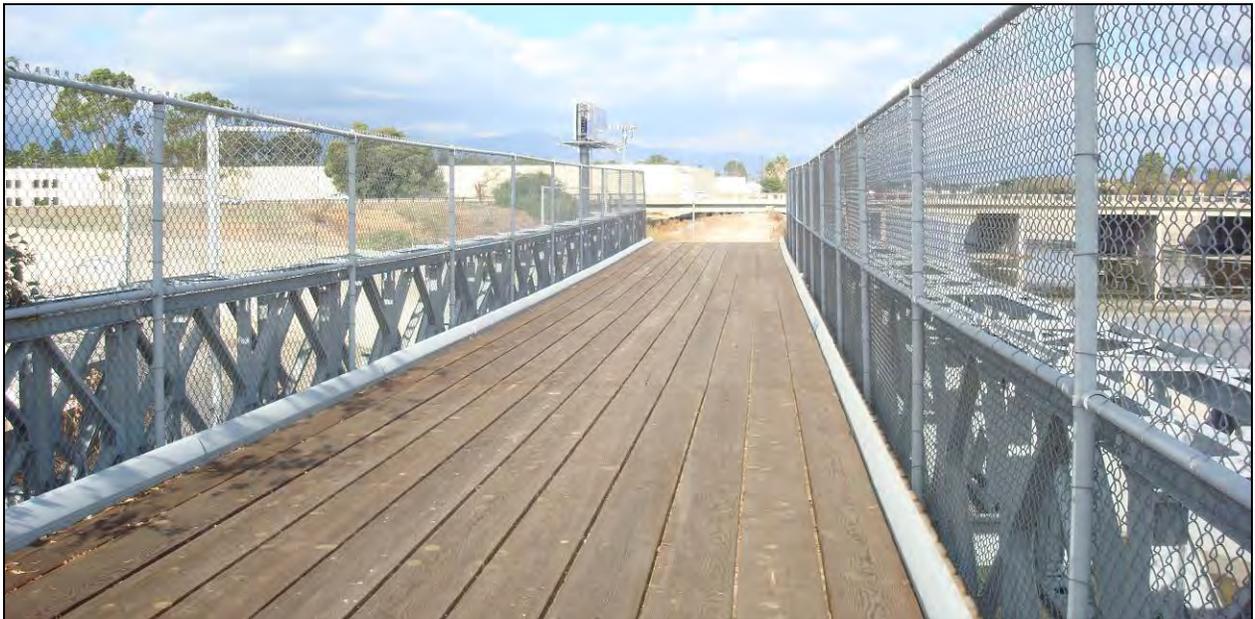


Figure 15.7. Improved Rubio Wash Bridge

Section 3

North of Eaton Wash to I-10, where conditions along the riding and hiking easement are well below the top of the levee and the adjacent properties behind the levee, the riding and hiking easement is in a drainage ditch (Figure 15.8). An engineering approach to provide positive drainage in this section of trail is required. A French drain or turnpike construction method may be necessary. This approximately 1,700-foot long section of trail would require specific trail tread and drainage solutions such as those used in turnpike trail construction with parallel drains or one underdrain (Figure 15.9). Approximately 525 cubic yards of imported structural fill material would be needed to construct a dry, flat trail in this section. Approximately 1,425 lineal

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feet of 48-inch tall wood double rail fencing would be installed along the easement boundary at the back of the levee in approximately 100 foot segments with 25 foot gaps. Best Management Practices (BMPs), included in the Stormwater Pollution Prevention Plan (SWPPP), would be implemented as part of this project. BMPs would be designed to minimize pollution discharged at the Rio Hondo drain outlets.

Utility, fencing, and sharps encroachments within this section of trail would require removal or relocation. Greening with landscape and irrigation would be dependent on the drainage solutions for trail construction and the resulting width available for planting. Temporary irrigation connection to a water source located at either Flare Drive or Baldwin Place would extend down the Caltrans easement directly adjacent to I-10 and into the site for this trail segment.



Figure 15.8. Hiking and riding easement between Eaton Wash and I-10

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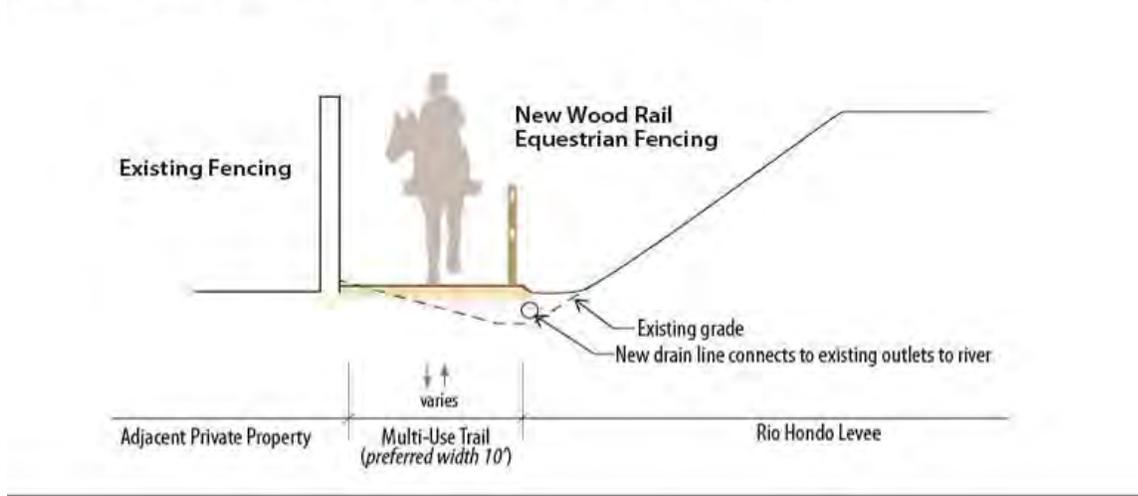


Figure 15.9. Proposed multi-use trail and drainage system between Eaton Wash and I-10

Section 4

North of I-10 and the Los Angeles County Metropolitan Transportation Authority (Metro) busway and railroad bridges, for approximately 1,200 feet, the hiking and riding easement is essentially level with the adjacent maintenance road and would only require minor grading to level and provide an even trail bed (Figure 15.10). Approximately 1,000 feet of wood railing would be required in this section. The application of new sections of chain link fencing at the back property boundary may be necessary for public safety in this trail section.



Figure 15.10. Hiking and riding easement between I-10 and Valley Boulevard looking southwest. This location is ideal for native tree planting for afternoon shade.

When trail widths are 10 feet in width or greater, greening can occur without trail impediment or trampling (see Figures 15.4 & 15.5 above). Wherever possible, large native trees would be

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planted to shade the multi-use trail. A native plant palette, non-toxic to horses, would be implemented in these wider trail areas adjacent to the private properties and would help shade the trail. Temporary irrigation is necessary to establish trees and plantings. Temporary irrigation connection to a water source located along Valley Boulevard would extend down the access ramp for this trail segment.

Section 5

The entrance to the maintenance road at Valley Boulevard is currently closed to public passage. Access would be provided through an agreement with LACFCD. The existing ramp would be modified to meet ADA requirements. New concrete retaining walls, fencing, gating, and flood maintenance roadbed would extend out to a 160-foot length assuming an 8-foot drop in elevation from Valley Boulevard to the existing maintenance road. Emerald Necklace way-finding signage and trail rules and regulations would be installed on or near the Valley Boulevard trail entrance. Please refer to Figures 15.11 and 15.12.



Figure 15.11. The existing entry from Valley Boulevard would be graded and reconstructed to meet accessibility standards for a multi-use trail access point

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EMERALD NECKLACE *Westside Multi-Use Trail at Valley Blvd.*



Figure 15.12. Aerial view of the existing entry from Valley Boulevard to be reconstructed to meet accessibility standards for a public multi-use trail access point

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WEST SIDE MULTI-USE TRAIL:

16. Interstate 10 Freeway Underpass Improvements

Development of the West Side Multi-Use Trail (now named the Rio Hondo River Trail) would require trail improvements at the I-10 underpass currently utilized LACFCD maintenance vehicles (Figure 16.1). The underpass has recently (2016) been renovated and the new tunnel height exceeds the County of Los Angeles Trails Manual standard of 12-foot clearance on multi-use trails (Figure 16.2). This project would connect the new multi-use trail in the hiking and riding easement to the maintenance roadway, allowing recreational trail user access through the renovated underpass tunnel.

EMERALD NECKLACE Interstate 10 Underpass Location Map

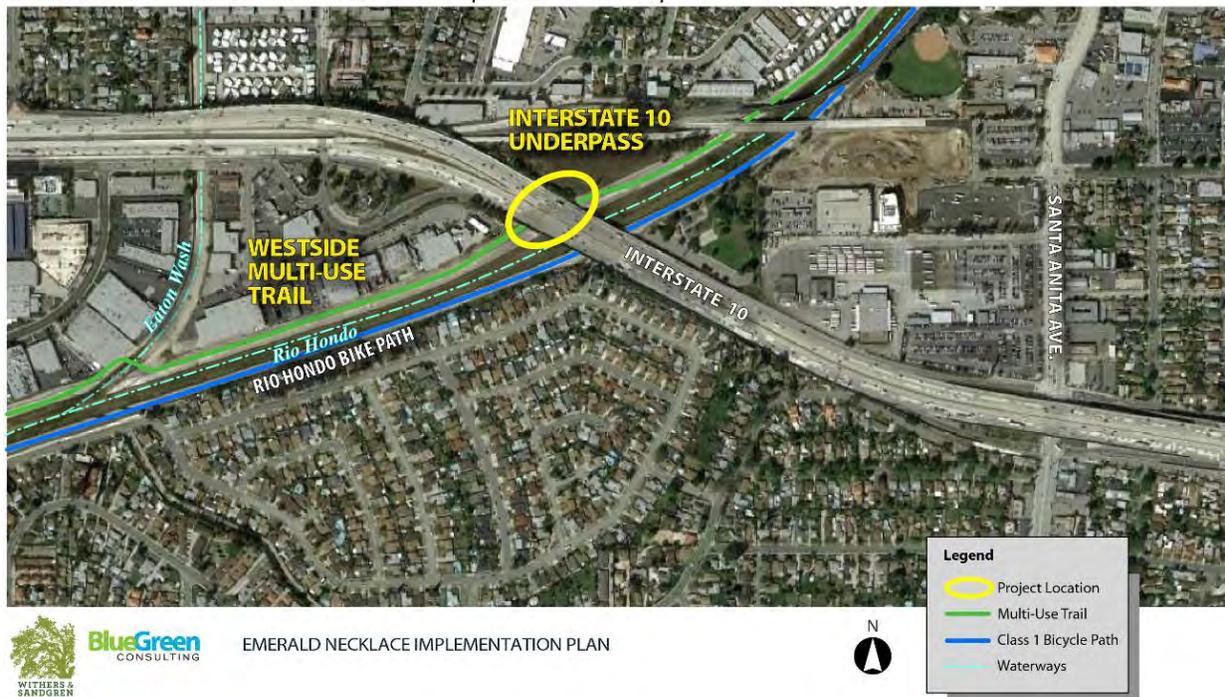


Figure 16.1. I-10 underpass improvements area

Recent renovations to the levee south of I-10 have created a drainage swale in the middle of the hiking and riding easement. Additional sub-surface drainage would be required to provide an all-seasonal trail connection. This project would require a structural assessment of the renovations to both the levee embankment and the tunnel to determine a comprehensive approach to the project grading and drainage. Project drainage improvements on both edges of the highway overpass would include a total area of approximate 1,000 square feet. Coordination with the multi-use trail drainage solutions in Project 15, *Multi-Use Trail from Rosemead Boulevard to Valley Boulevard*, would be necessary to smoothly transition from trail

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grade to the maintenance road. Wayfinding signage would include stenciling the name of the highway above.



Figure 16.2. Recently renovated underpass at I-10 along the Rio Hondo, looking north.