



Meeting Minutes

Project Title: San Gabriel Valley Greenway Network Strategic Implementation Plan

Meeting Title: March 2023 Steering Committee Meeting

Purpose of Meeting: Present schedule update, plan update, plan sections, 3D renderings update, group discussion, asks of the Steering Committee, and next steps.

Meeting Location: Virtual via Microsoft Teams

Date: March 22, 2023

Time: 2:00 PM

Attendees:

Steering Committee Members

Ramy Gindi, LACFCD
Benjamin Feldman, LAC B.O.S. SD1
Karina Macias, LAC B.O.S. SD1
Wesley Reutimann, Active SGV
Arturo Gonzalez, RMC
Edna Robidas, Trust for Public Land
Jeremy Munns, WCA

Project Team

Julian Juarez, LACPW
Jennifer Aborida, LACPW
Robert Gomez, LACPW
Soledad Tlamasico, LACPW
Natasha Krakowiak, DPR
Sheela Mathai, DPR
Loretta Quach, DPR
Ariana Villanueva, LACPW SWQD
Grace Komjakraphan, LACPW SWQD
Melissa Turcotte, LACPW SWQD
Laureen Abustan, Brown and Caldwell
Steve Hirai, Brown and Caldwell
Christopher Jones, Brown and Caldwell
Kevin Johnson, Studio-MLA
Jan Dyer, Studio-MLA
Mia Lehrer, Studio-MLA

Summary

Meeting Format

The March 2023 Steering Committee Meeting was held virtually over Microsoft Teams. The meeting consisted of a PowerPoint presentation with an overview of the schedule update, followed by updates on the plan, plan sections, and 3D renderings. This was followed by a group discussion, which covered the conceptual design development, the layouts of the 3D renderings, and the content and appropriate order organization of plan sections and appendices. Additionally, there was an overview of the asks of the Steering Committee members, along with a discussion on the next steps. The presentation concluded with closing remarks.

1. Introduction

- a. Welcome Remarks from LACPW
- b. Roll Call

2. PowerPoint Presentation

a. Schedule Update (Brown and Caldwell)

- Laureen Abustan (Brown and Caldwell) shared the schedule updates on the Plan development and the status of the tasks and deliverables.
- Continuing to complete the deliverables for the Plan, including the Final Conceptual Designs, Opportunities and Constraints Maps, and Design Guidelines and Standards.
- Draft Greenway Network Plan is in development and was submitted on January 19, 2023, to the County for review.
- Environmental documentation is in progress with the County completing their review of the Project Description and Alternatives, and the Draft PEIR is in development.
- SGV Greenway website continues to be ongoing and live.

b. SGVGN Plan Update (Brown and Caldwell)

- **Plan Timeline**
 - May 2023 – Steering Committee to receive Draft Plan for review
 - June 2023 – Steering Committee Review Period Ends
 - Summer 2023 – Draft Plan Public Release for comment
 - Final deliverable documents will be included as part of the Final Greenway Network Plan.
- **SGVGN Plan Sections**
 - Steve Hirai (Brown and Caldwell) gave an overview of the SGV Plan sections.
 - The Table of Contents is based on the Draft Plan; it may be revised per the County comments received on the Draft Plan.
 - Tribal Land Acknowledgment
 - Director's Message
 - Executive Summary
 1. Introduction
 2. Existing Conditions Summary
 3. Engagement Strategy and Results
 4. Project Opportunities Analysis

5. Greenway Conceptual Design Development
 6. Project Implementation Strategies
 7. Limitations
 8. Resources
 9. Appendices
- **SGVGN Plan Sections**
 - Christopher Jones (Brown and Caldwell) provided additional details on specific Plan sections and subsections.
 - 1. Introduction**
 - 1.1 Plan Goals
 - 1.2 Project Partners and Planning Team
 - 1.3 Background and Introduction to the Project Area
 - 1.4 The Project Study Area
 - 1.5 Approach to Plan Development
 - 1.6 How to Use this Document
 - 2. Existing Conditions Summary**
 - 2.1 Compilation of Efforts and Studies
 - 2.2 Early Implementation Projects
 - 2.3 Data Research and Digital Database Development
 - 2.4 GIS Analysis, Database, and Mapping
 - 2.5 Channel Characteristics and Dimensions
 - 2.6 Tributary Narratives
 - 3. Engagement Strategy and Results**
 - 3.1 Community Engagement Plan
 - 3.2 Engagement Leadership
 - 3.3 Engagement with Municipal Stakeholders
 - 3.4 Strategic Relations Engagement
 - 3.5 Community Engagement Report and Integration of Community Feedback
 - 4. Project Opportunities Analysis**
 - 4.1 Tributary Prioritization
 - 4.2 Tier 1 Tributary Opportunities and Constraints
 - 5. Greenway Conceptual Design Development**
 - 5.1 Tier 1 Greenway Alignments
 - 5.2 Crossings and Intersections
 - 5.3 Potential Project Opportunities on Tier 1 Reaches
 - 5.4 Conceptual Design
 - 5.5 Estimated Conceptual Construction Cost
 - This section is focused on how Tier 1 reaches were characterized, and what data were developed to support greenway project implementation. Greenway and greenway adjacent opportunities were identified along Tier 1 reaches within the SGV with a special focus on bike paths that could make up the greenway network, greenway

crossings of existing roads, and project components on greenway adjacent parcels. Opportunity characterizations provide a comprehensive view of project potential along Tier 1 reaches, and some were included in the conceptual designs presented in this plan.

- Greenway alignment opportunities schematics were developed to determine the ROW available for paths along Tier 1 reaches. Section 5.1 discusses the classification of available alignment ROWs, explains the implications of these classifications for potential greenway development, and provides information on the available greenway alignment data to facilitate future project planning efforts.
- Greenway street crossing treatments, and intersection navigation opportunities were reviewed for the full extent of Tier 1 reaches. Section 5.2 discusses how crossing treatments were formulated to provide planners with a starting point for designing greenway street crossings.
- Potential project components were identified along Tier 1 reaches and included opportunities such as potential surface and sub-surface stormwater best management practices (BMPs), existing park enhancements and/or connections, potential new parks or pocket parks, and open space enhancements to existing schools and/or neighborhood connections. Section 5.3 discusses how potential project components were identified, prioritized, and characterized. Future planners will be able to use the data from Section 5.3 to identify projects that may be paired with greenway paths to maximize the multiple benefit nature of greenway projects.
- Draft conceptual designs were developed with consideration of the three elements identified along Tier 1 reaches to formulate what comprehensive greenway projects could be. Section 5.4 describes how data gathered in Sections 5.1, 5.2, and 5.3 were used to formulate ten conceptual design projects that were representative of SGVGN Plan board motion goals. The ten conceptual design projects are also included to show what holistic greenway network projects could look like, and to provide materials that may be used to pursue funding and implement greenway projects.

6. Project Implementation Strategies

- 6.1 Project Development
- 6.2 SGVGN SIP Resources for Project Development
 - 6.2.1 GIS Datasets
 - 6.2.2 Tributary Opportunities and Constraints
 - 6.2.3 Greenway Alignments
 - 6.2.4 Crossings and Intersections
 - 6.2.5 Potential Project Components
 - 6.2.6 Conceptual Designs
 - 6.2.7 Design Guidelines and Standards
 - 6.2.8 Summary of Technical Resources
- 6.3 Permitting and Approvals
- 6.4 Advancing Partnerships
 - 6.4.1 Community Involvement
 - 6.4.2 Management Authorities
 - 6.4.3 Advocacy and Non-Governmental Organizations

6.5 Community Engagement Mechanisms

6.6 Funding Sources

6.6.1 Local Options

6.6.2 State Options

6.6.3 Federal Options

- Sections 1 through 5 describe the development of the Plan through the creation of greenway alignments, evaluation of project components, and preparation of conceptual greenway designs for ten Tier 1 segments. Section 6 provides guidance for project proponents to develop and implement projects within the SGVGN. Information is provided on key roles and responsibilities, available resources for SGVGN projects and how to use them, and considerations for permitting, stakeholder outreach and engagement, and project funding.
- **Project Development Process – 5 Phases**
 - For the purposes of the Plan, a project includes greenway creation based on the definition of a greenway provided in Section 1.1. It is also expected and encouraged that greenway projects include additional project components, such as gateways, pocket parks, or stormwater management features, to enhance the user experience and environment, and create a safe and welcoming space for residents and visitors.
 - Successful project development and implementation begins with thorough planning, preparation, and engagement in a project’s early stages. At that time, it is critical to (1) identify project goals, objectives, and critical success factors in collaboration with stakeholders, (2) define site conditions, opportunities, and constraints, and (3) coordinate with LA County and regulatory agencies to understand project requirements and needed approvals to develop an achievable project plan and schedule.
 - Multiple parties should be engaged at the appropriate stages throughout project development. Key roles that should be defined at project inception include:
 - Project proponent. The project proponent is the lead entity responsible for project development and implementation. In most cases, the SGV greenway project proponent will be LA County or a SGV community.
 - Technical consultants. Technical consultants include professional consultants and other service providers retained by the project proponent to assist in project development and implementation, such as survey, design, and geotechnical services.
 - Regulatory liaisons. Regulatory liaisons include departments within LA County (LACPW, LACFCD, and others) and other local, state, and/or federal entities to ensure the project is properly planned, designed, reviewed, permitted, and approved. For more information about the roles of individual departments and agencies, refer to Section 6.3: Approvals Process and Section 6.4: Advancing Partnerships.
 - Stakeholders. Stakeholders include interested or affected parties whose support is important for project success, such as the community or residents, community organizations, local businesses, and neighboring communities. Community organizations may include national, state, or local advocacy groups related to arts and culture, education, or the environment, or interest groups composed of residents.
 - Project development can be divided into five primary phases: planning, design and permitting, bidding, construction, and operation and maintenance. Figure 6-1 provides a summary of the key elements in these steps and the involved parties. This is not a detailed list and key elements will vary depending on the project and permitting

complexity, types of project elements, connection to other planned projects, extent of partner and stakeholder involvement, and funding sources.

Figure 6-1

STAGE	DESCRIPTION	INVOLVED PARTIES
 PLANNING	<ul style="list-style-type: none"> • Partner/roles identification • Goals and objectives definition • Data collection • Opportunities and constraints analysis • Stakeholder and agency engagement • Concept development and cost estimating • Permitting and approval requirements and engagement 	<ul style="list-style-type: none"> • Project proponent responsible with technical consultants assisting • Key regulatory liaisons engaged to understand approval requirements • Early stakeholder engagement essential to project success
 DESIGN AND PERMITTING	<ul style="list-style-type: none"> • Finalize greenway alignment • Project element selection and configuration • Conceptual design • Detailed design, O&M plan/agreement, and cost estimating • Permit applications and environmental documentation submitted, RAI responses until approved 	<ul style="list-style-type: none"> • Project proponent responsible with technical consultants assisting • Adjacent projects/communities coordination • Regulatory liaisons for project review and approval • Stakeholder coordination on design (public and advocacy groups)
 BIDDING	<ul style="list-style-type: none"> • Bid package preparation (final construction and bid documents) • Bid advertisement and pre-bid meeting • Bid addenda issued • Bid opening • Bid assessment and award 	<ul style="list-style-type: none"> • Project proponent responsible with assistance from technical consultants • Adjacent projects/communities coordination • Stakeholder coordination on construction expectations and support (public and advocacy groups)
 CONSTRUCTION	<ul style="list-style-type: none"> • Construction • Administration and inspections • Submittal and pay application reviews • Periodic meetings • Design amendments/change orders, if needed • Final inspections and close-out • Permit clearances 	<ul style="list-style-type: none"> • Project proponent is Owner • Technical consultants provides services per Owner • Adjacent projects/communities coordination • Regulatory liaison coordination • Stakeholder coordination, progress and addressing issues
 OPERATIONS & MAINTENANCE	<ul style="list-style-type: none"> • O&M Plan finalized with responsibilities • Post-construction activities maintain greenway and components to level of service • O&M reporting as required 	<ul style="list-style-type: none"> • Project proponent responsible • Project partners if performing some O&M activities • Contractors, if responsible for O&M • Regulatory liaisons if permitting requirements • Stakeholder feedback on O&M needs or general issues
	<p>Community and stakeholder engagements should occur throughout the project life.</p>	

- **Design Guidelines and Standards**
 - The Plan’s Design Guidelines and Standards include information to assist project proponents and technical consultants with greenway design and implementation.
 - This graphic shows the sections of the Design Guidelines and Standards organized by the project phase in which they are useful.



- **Funding Sources**

- Funding, another critical element of SGV greenway project implementation, is discussed in Section 6.6. Depending on the project funding sources, there may be additional requirements throughout project implementation for the project proponent related to applications, inspections, reporting, close-out, or other, that are not included in Figure 6-1.
- Potential SGVGN funding options at the local, state, and federal scale.
- Creation and maintenance of an extensive greenway network throughout the SGV will require substantial and sustained financial resources. Project proponents will need to leverage a range of local, state, and federal funding sources to achieve the goals of the Plan.
- Grants are an excellent opportunity for a one-time influx of funds to support project planning, design, and implementation. Due to their proximity to the Los Angeles population center and the innate relationship of the greenways with flood control channels, SGVGN projects are inherently multi-benefit. The strategic selection of project components that incorporate nature-based solutions and promote ecosystem health can further strengthen the argument that in addition to recreation and transportation, greenway projects provide a broad range of environmental, health, social, and climate resilience benefits. These benefits can be used to apply for grant funds from a variety of agencies and programs.
- Examples are provided in Figure 6-7 and the following subsections for potential local, state, and federal funding sources for Plan projects. Before preparing an application, project proponents should review the individual grant program criteria requirements with respect to their project, and verify funding is available and proposed project elements are eligible.
- Measure A is also known as the Safe Clean Neighborhood Parks and Beaches Protection Measure, and provides funding to maintain parks, beaches, recreation, and open space in LA County. Funds are used for the protection, enhancement and maintenance of Los Angeles, California's neighborhood parks, open space, trails, beaches, natural habitat, rivers, streams, and the urban tree canopy by implementing an annual parcel tax of 1.5 cents per square foot of development. This measure also prioritizes parks that reduce the urban heat island effect. The resolution states that of the funds allocated to these programs, "multi-benefit projects should seek to leverage public and private funding from water conservation and supply; water and air quality improvements; flood risk management; climate pollution reduction or adaptation; carbon sequestration; heat-island reduction; habitat protection and biodiversity; public health; and environmental justice benefit programs." Greenway projects provide many of these benefits.
- Tax revenue is distributed as annual allocations to defined grant programs and as additional competitive grants. After the end of the LA County fiscal year, the funding amounts for each annual allocation grant program are announced to eligible agencies by September 15th. Funds for competitive grant programs are accrued over time; it is estimated that competitive grants will be available approximately every 1 to 4 years. Figure 6-8 from the Grants Administration Manual shows how Measure A funds are allocated to each program.

Local

Measure W: Stormwater projects that increase capture and reuse and reduce stormwater pollution.

Measure H: Funds measures to reduce homelessness.

Measure A: Safe Clean Neighborhood Parks and Beaches Protection Measure

Measure M: Funds mobility and transportation projects, including active transportation

Agency funds from LACFCD, LA County Board of Supervisors, Congressional representatives

Net Toll Revenue Grant Programs to fund active transportation projects

State

Proposition funds: Propositions 1 and 68 to fund ecosystem and watershed protection and parks.

Active Transportation Program (ATP) to encourage biking and walking

State conservancies administer additional grant programs that benefit climate resilience and waterways

Affordable Housing and Sustainable Communities Program to support walking, biking, and use of public transportation

Caltrans grants

Federal

US Army Corps of Engineers

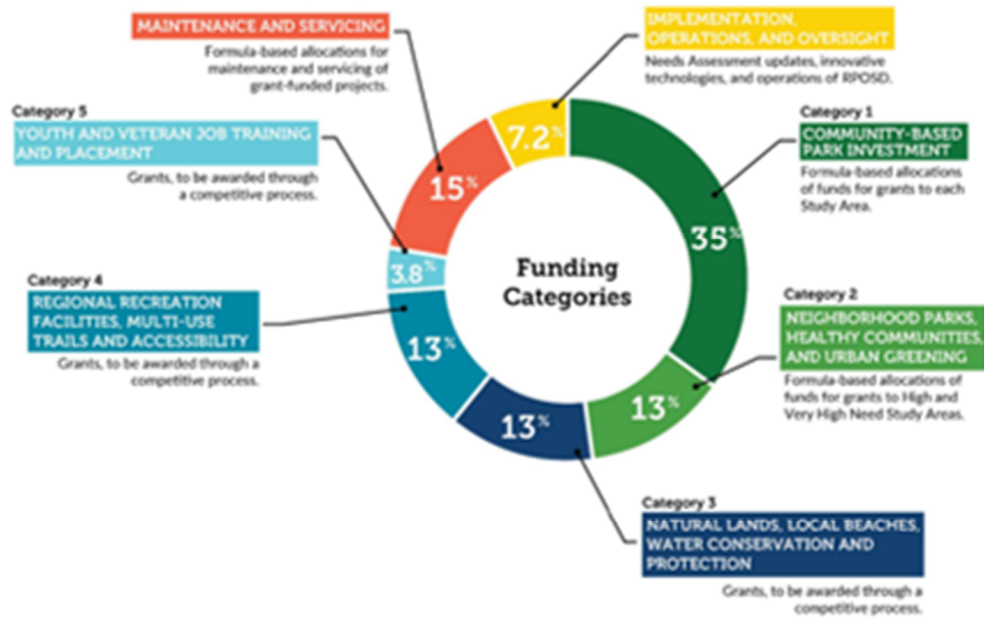
US Fish and Wildlife Service

National Parks Service

US Bureau of Reclamation WaterSMART

USDOT grants, including new grant programs from the Bipartisan Infrastructure Law

Figure 6-7



Use of Measure A funds by category

Source: LA County Regional Park and Open Space District

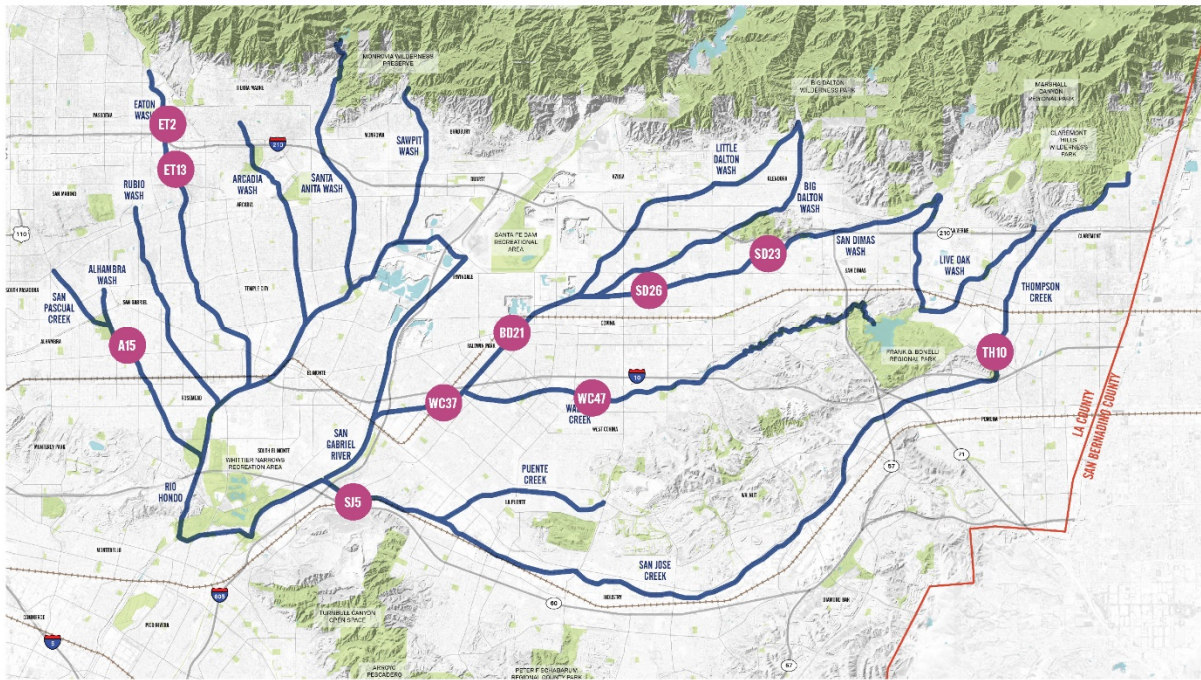
Figure 6-8

c. 3D Renderings Update (Studio-MLA)

- Kevin Johnson (Studio-MLA) provided an update on the progress of the 3D renderings with a brief description of the selected project sites, the rendering process, draft aerial renderings, and axonal renderings.

PROJECT SITES

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

2

- **Aerial Renderings**



STUDIO-MLA

21

ET2

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

8

ET2

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

9

A15

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

4

A15

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

5

BD21

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

6

BD21

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

7

SD23

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

10

SD23

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS

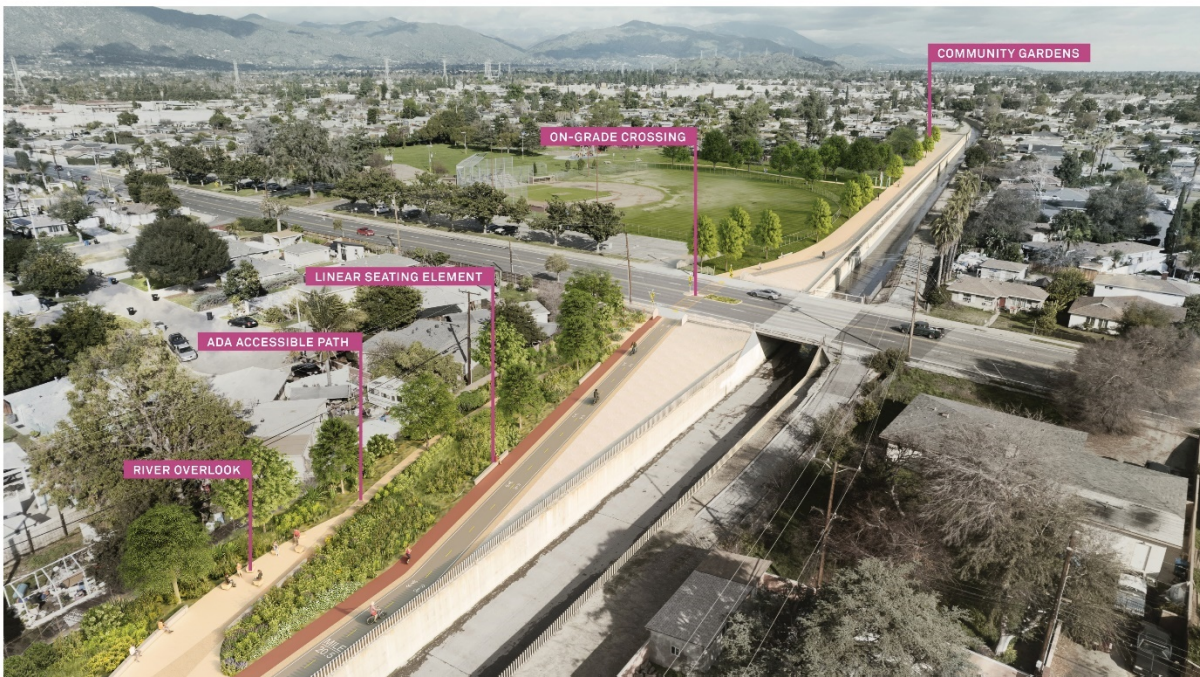


STUDIO-MLA

11

SD26

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

12

SJ5

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

13

TH10

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

14

TH10

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

15

WC47

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS



STUDIO-MLA

16

WC47

SGV GREENWAY STRATEGIC IMPLEMENTATION PLAN—RENDERINGS

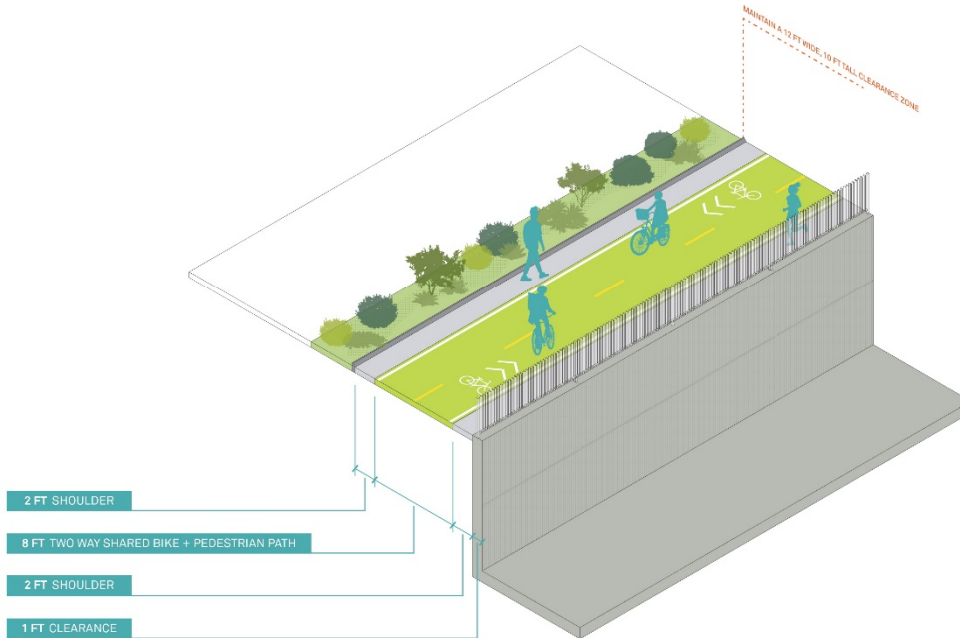


STUDIO-MLA

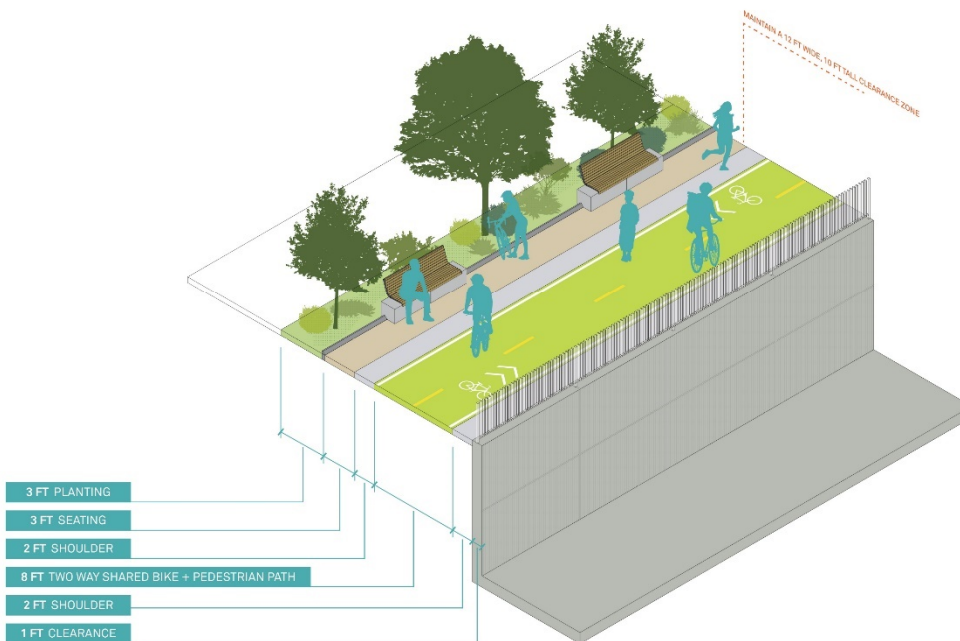
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- Axonal Renderings – Alignment Axons

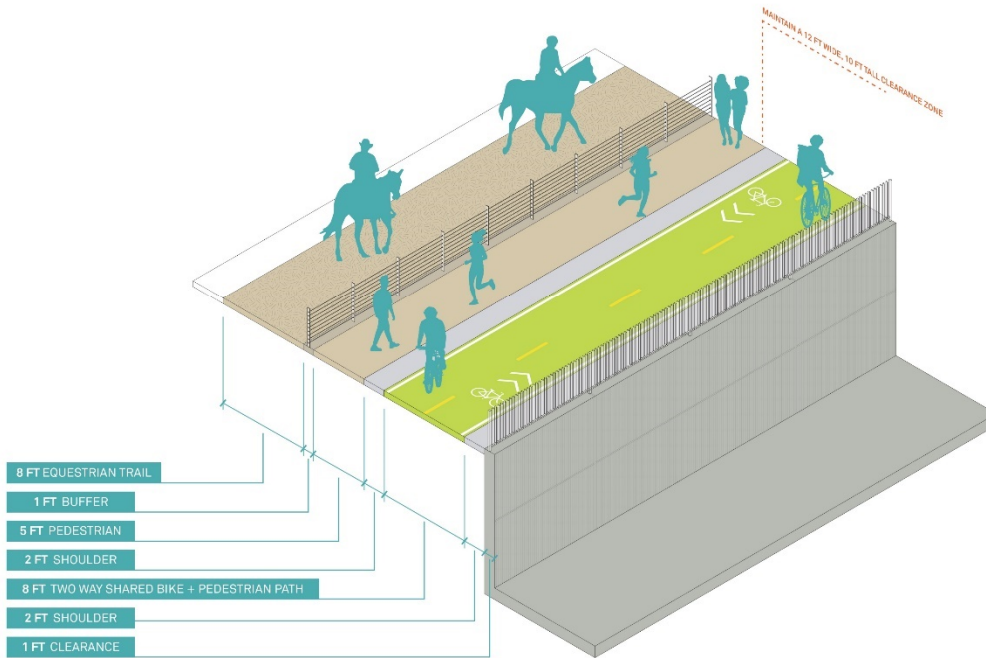
13 FEET MULTI-USE PATH



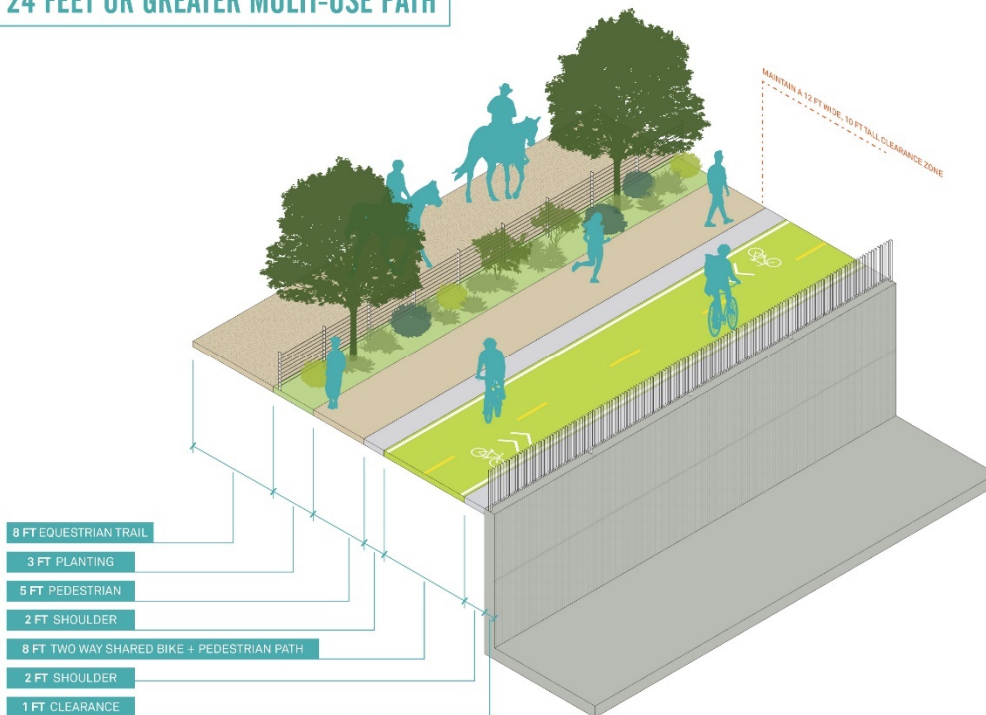
19 FEET MULTI-USE PATH



24 FEET MULTI-USE PATH

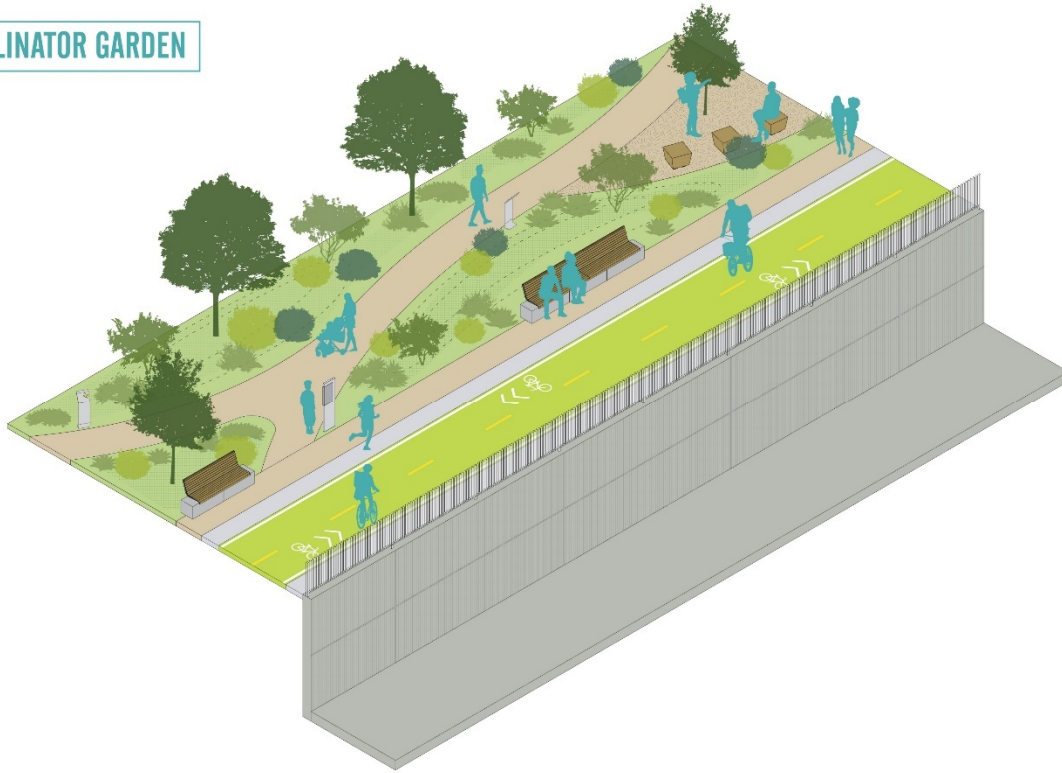


24 FEET OR GREATER MULTI-USE PATH

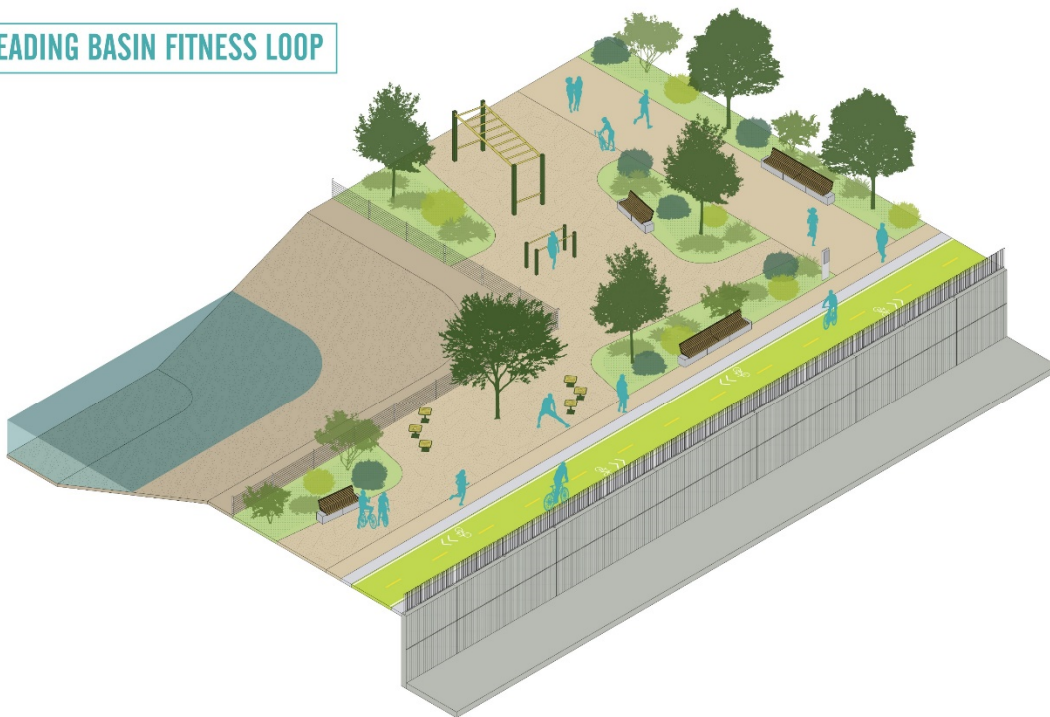


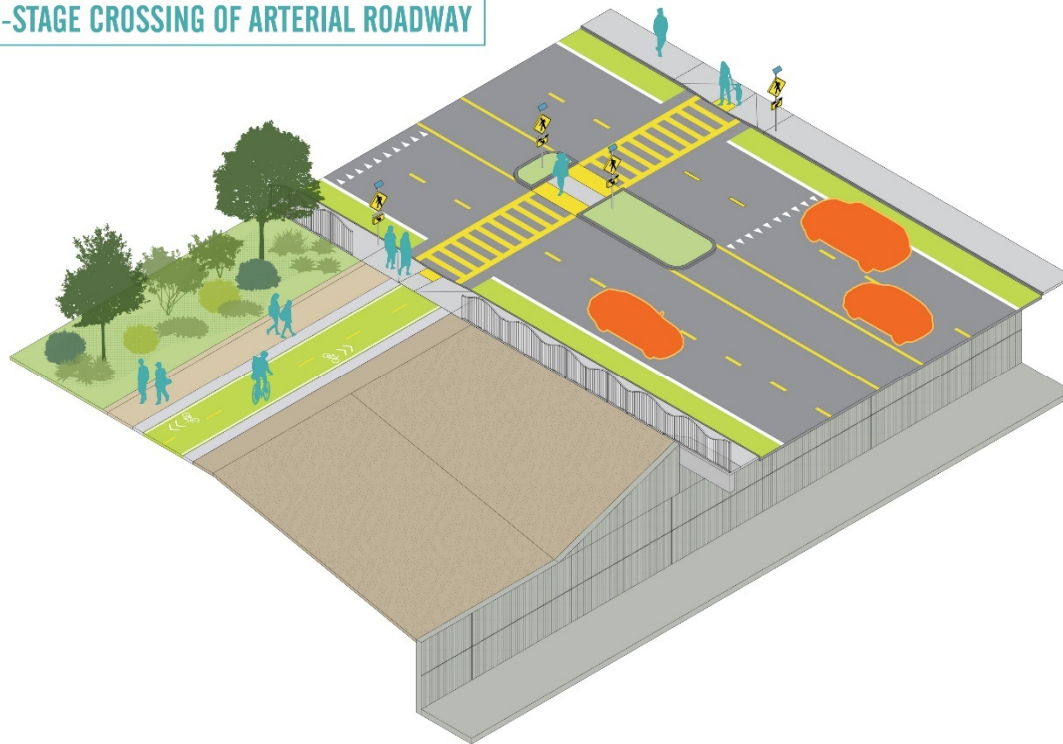
- Axonal Renderings – Design Axons

POLLINATOR GARDEN



SPREADING BASIN FITNESS LOOP



TWO-STAGE CROSSING OF ARTERIAL ROADWAY

- Other Project Component Diagrams in Progress
 - Bridge overcrossing of roadway rail
 - Bridge crossing of channel
 - Gateway park
 - Connection to existing park
 - Stormwater drain diversion
 - Under-crossing
 - Gardens (habitat/pollinator/community)
 - Walking path
 - Adjacent permeable pavement

d. Group Discussion

- Laureen Abustan (Brown and Caldwell) opened up the discussion by inviting the Steering Committee to provide recommendations and feedback on the following questions:
 - What recommendations do you have for:
 - Plan section order?
 - Appendix order?
 - Conceptual design development?
 - 3D rendering layouts?
 - What feedback do you have on bolstering the Project Implementation Strategies?
 - Share experiences.
 - Share lessons learned.
- Kevin Johnson (Studio-MLA) added a prompt, asking what would make it easier to receive feedback and comments when receiving a document like this; what has been successful in the past?
- Steve Hirai (Brown and Caldwell) added that the figures and graphics were meant to be more inspirational, a way to invite conversation with the community, and asked for feedback regarding how well they would accomplish that goal.
- Arturo Gonzalez (RMC) expressed his appreciation for the graphics and the figures and shared his personal experience with one of the sites in Alhambra Wash. He recounted how he and his son would frequently use the bridge. He added that there would be portions along the walkway where there would be holes, and his son almost fell due to those.
- Kevin Johnson stated that was the type of connection they were trying to improve. The bridge currently is not ADA-accessible and is very narrow.
- Christopher Jones (Brown and Caldwell) requested feedback regarding elements that the committee would like to see included in the plan.
- Laureen Abustan (Brown and Caldwell) added that elements could include pointers regarding project development, permitting and approvals, and lessons learned while going through these processes, as well as any recommendations regarding funding sources and advancing partnerships with the community.
- Julian Juarez (LACPW) offered a response, stating that the team has done a great amount of work in developing the Draft Plan and moving it along. The more feedback received, the more directed those efforts can be. To advance more public engagement, a partnership with WCA has been established.
- Laureen Abustan (Brown and Caldwell) asked what would be helpful for cities, municipalities, etc. in implementing projects, specifically in terms of resources.
- Kevin Johnson (Studio-MLA) commented that though this is a strategic implementation plan, a significant part of the project is considering how it will actually be implemented and what actually happens. He asked what else needs to be added to this section (referring to “Project Development”) in regard to that.
- Julian Juarez (LACPW) responded by commenting that LACPW has helped local cities and NGOs implement multiple greenway projects. There is funding available for early implementation projects (EIPs), and the first time implementing a project such as this is always the most challenging in terms of learning the process and permitting. A plan and report such as this really helps guide the process.

- Kevin Johnson (Studio-MLA) posed a question passed onto him by Wesley Reutimann (Active SGV), asking about potential case studies of recently completed sections of greenway, such as in Baldwin Park or Glendora. Though information about EIPs exists, consider broadening the lens of the EIP projects and including more recent projects to create a more complete “implementation story.” In addition, incorporate individual conversations with cities into the document.
- Lauren Abustan (Brown and Caldwell) added that it might not just be about lessons learned but also stories about successful implementation.
- Julian Juarez (LACPW) commented that stories such as those have been touched on in the document, but those sections can be revisited and examined to improve its content.
- Kevin Johnson (Studio-MLA) passed on another comment by Wesley Reutimann (Active SGV), discussing the importance of including cost estimates and different project proponents.
- Robert Gomez (LACPW) added that project proponents have appreciated the draft design guidelines and standards, commenting that they were looking for SGVGNSIP design guidelines and standards that were easy to navigate, clear, and concise. Also, early coordination with Parks and Recreation and Public Works has been very appreciated. For example, a meeting on the field with the City of Pomona led to a discussion of potential design components that could be adjusted before the engineering plans had been drafted. With this, the City was able to receive feedback at the beginning of the planning stages rather than later in the design process.
- Kevin Johnson (Studio-MLA) agreed and added that coordination is key. The development of this plan and the steering committee is the first coordination, bringing voices together and implementing projects, allowing for easier future collaboration and coordination.
- Julian Juarez (LACPW) expressed his appreciation for the design axons, commenting they were important because the plan is more than just ten locations. These are key regional locations, benefitting the entire region. Constructing small projects such as pocket parks in cities helps connect regions and create local destinations. These types of locations help connect to communities, and that’s the effort the axon diagrams demonstrate. The document’s language will reflect this effort.
- Lauren Abustan (Brown and Caldwell) wrapped up the group discussion and proceeded with closing remarks.

e. Asks of the Steering Committee

- Provide feedback for the Draft SGV Greenway Network Plan.
- Aid in the promotion of the SGV Greenway Network Plan.

f. Next Steps

- Meeting minutes summary to be sent after the meeting.
- Continue to develop the Draft SGV Greenway Network Plan.

3. Next Scheduled Meeting

- a. September 13, 2023, 2:00 PM – 4:00 PM

Refer to the PowerPoint presentation slides, video recording, transcript, and Teams chat for more details.