



Meeting Minutes

Project Title: San Gabriel Valley Greenway Network Strategic Implementation Plan

Meeting Title: **October 2024 Steering Committee Meeting**

Purpose of Meeting: Present Steering Committee accomplishments, SGVGN timeline, Draft SGVGN Plan overview, Design Guidelines & Standards overview, PEIR overview, community engagement for the Plan development, community engagement for the Draft Plan public release, planned schedule, asks of the Steering Committee, open discussion, and next steps.

Meeting Location: Virtual via Microsoft Teams

Date: October 16, 2024

Time: 2:00 PM

Attendees:

Steering Committee Members:

Genevieve Osmena, LACFCD
Nadia Bashier, LAC B.O.S. SD1
Roberto Alvarez, LAC B.O.S. SD5
Wes Reutimann, Active SGV
Arturo Gonzalez, RMC
Edna Robidas, Trust for Public Land
Bryan Matsumoto, Nature for All
Katie Ward, SGVCOG
Roberto Achacoso, WCA

Project Team:

Julian Juarez, LACPW
Jennifer Aborida, LACPW
Robert Gomez, LACPW
Melissa Turcotte, LACPW
Ariana Villanueva, LACPW
Grace Komjakraphan, LACPW
Mateusz (Matt) Suska, LACPW
Michelle O'Conner, DPR
Sheela Mathai, DPR
Steve Hirai, Brown and Caldwell
Laureen Abustan, Brown and Caldwell
Jeff Herr, Brown and Caldwell
Megan Horn, Studio-MLA
Jan Dyer, Studio-MLA
Megan Schwartz, Catalyst Environmental

Summary

Meeting Format

The October 16, 2024, Steering Committee Meeting was held virtually over Microsoft Teams. The meeting consisted of a PowerPoint presentation with an overview of the Steering Committee accomplishments, SGVGN timeline, Draft SGVGN Plan, Design Guidelines & Standards, PEIR, and community engagement for the Plan development, followed by updates on the community engagement for the Draft Plan public release, planned schedule, and asks of the Steering Committee. This was followed by an open discussion. The presentation concluded with next steps and closing remarks.

1. Introduction

- a. Welcome Remarks
- b. Julian Juarez (LACPW) introduced himself as the lead for the SGV Greenway Network Strategic Implementation Plan team. He welcomed everyone back. It had been little over a year since the last Steering Committee Meeting in September 2023. Since then, the Plan team, including the consultant team, had been hard at work updating the Plan and transitioning it into its new graphically rich and easy-to-use format. The Plan team was excited to share a sneak peek of the Draft Plan with the Steering Committee before releasing the document for public comment. Additionally, the Plan document represented all the contributions of the Steering Committee over the past several years.
- c. Steve Hirai (Brown and Caldwell) introduced himself as the principal in charge for the consultant team. He acknowledged the long journey the Plan team and Steering Committee experienced together for the SGVGN even through the pandemic years. The team was really proud of the Plan and the project as a whole that everyone contributed to – with many meetings, comments, interactions, guidance, and recommendations that were evaluated.
- d. Laureen Abustan (Brown and Caldwell) then presented the meeting agenda.

2. PowerPoint Presentation

a. Agenda

- Introduction
- Steering Committee Accomplishments
- SGVGN Timeline
- Draft SGVGN Plan Overview
- Design Guidelines & Standards Overview
- PEIR Overview
- Community Engagement for Plan Development
- Community Outreach for Draft Plan Public Release
- Planned Schedule
- Asks of the Steering Committee
- Open Discussion
- Next Steps

b. Steering Committee Accomplishments

- Lauren Abustan (Brown and Caldwell) acknowledged the Steering Committee members, worked so hard as part of the team through the whole course of the Plan development and deliverables.
- The Steering Committee comprises of 10 members with diverse backgrounds and a wide array of views representing agencies, NGOs, and CBOs with expertise in environmental concerns, equity, active transportation, and Native American partnerships.
- Conducted a roll call to acknowledge the Steering Committee members present:
 - **Our Project Team Partners:**
 - Department of Parks and Recreation (DPR) - Michelle O'Connor, Sheela Mathai
 - Watershed Conservation Authority (WCA) - Roberto Achacoso
 - **Our Steering Committee Members:**
 - LA County Board Offices SD 1 and SD 5 - Nadia Bashier and Roberto Alvarez
 - LA County Flood Control District - Julian Juarez and Genevieve Osmena
 - Active SGV - Wes Reutimann
 - Nature for All - Bryan Matsumoto
 - San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) - Arturo Gonzalez
 - Trust for Public Land (TPL) - Edna Robidas
 - Southern California Association of Governments (SCAG)
 - Native American Indian Commission (NAIC)
 - SGV Council of Governments (SGVCOG) - Katie Ward
 - San Gabriel Valley Conservation Corps (SGVCC)
- Jennifer Aborida (LACPW) reflected on the Steering Committee that helped shaped the Plan accomplishments since April 2020. The Plan team is grateful to have worked with the Steering Committee throughout the process and excited to share how the Plan has evolved.
 - 17 Steering Committee Meetings
 - Community Engagement Participation
 - Website Development
 - SGV Logo & Branding Development
 - Map-based Survey
 - Provided essential feedback of the following documents:
 - Prioritization Matrix
 - Tributary Narratives
 - Opportunities & Constraint Diagrams
 - Conceptual Design Projects
 - Design Guidelines and Standards
 - Bike Path Alternatives
 - 3D Renderings

c. SGVGN Timeline

- Lauren Abustan (Brown and Caldwell) reviewed the SGVGN timeline.

WE ARE HERE



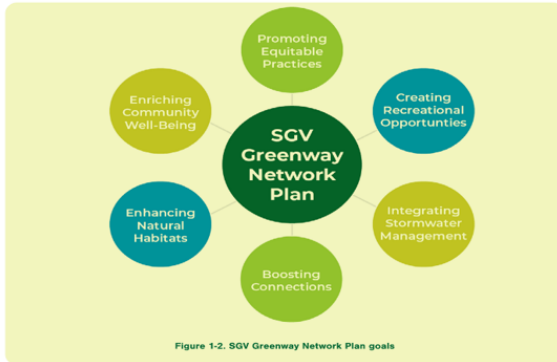
d. Draft SGVGN Plan Overview

- **SGVGN Plan Sections**
 - Lauren Abustan (Brown and Caldwell) outlined the SGV Plan sections and highlighted Sections 1, 5 and 6.
 - **Introduction to San Gabriel Valley Greenway Network Strategic Implementation Plan – Section 1**
 - **Greenway Opportunities and Example Conceptual Designs - Section 5**
 - **Implementation Strategies - Section 6**
- Lauren Abustan (Brown and Caldwell) continued with an overview of **Section 1. Introduction to SGVGN Plan** and highlighted Sections 1.1, 1.2, 1.6 and 1.7. She provided a brief description of each highlighted subsection and shared a preview of several layouts, figures, and photos.
 - **1.1: Plan Goals**
 - **1.2: The Plan Area**
 - **1.6: Approach to Plan Development**
 - **1.7: How to Use this Document**

1.1 Plan Goals

The SGV Greenway Network Plan was initiated in May 2017, by a motion set forth by the LA County Board of Supervisors (BOS), that stated “The flood control systems in the County rivers, creeks, and channels present a unique opportunity to create a countywide network of interconnected, multiuse community greenways for linear parks and open space for recreation, bike paths for active transportation, multi-use trails for hiking, mountain biking, and equestrian use, and integrated stormwater management practices.” The BOS motion also outlines the following specific plan objectives and goals (Figure 1-2):

- 1 Promoting Equitable Practices
- 2 Creating Recreational Opportunities
- 3 Integrating Stormwater Management
- 4 Boosting Connections
- 5 Enhancing Natural Habitats
- 6 Enriching Community Well-Being



1.2 The Plan Area

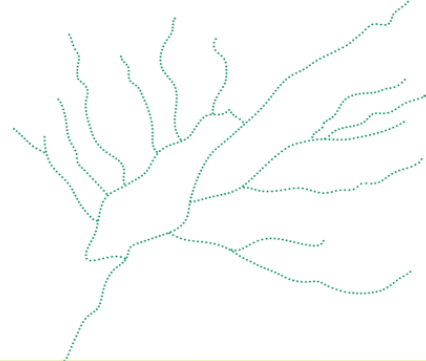
The SGV Greenway Network Plan area includes over 130 miles of potential greenways and improvements along the District ROW. A 0.5-mile buffer adjacent to each channel was included to capture data in areas that could be reached via a short walk from a potential greenway along the tributaries.

All of the major tributaries of the San Gabriel River and the Rio Hondo within the San Gabriel Valley were included in the SGV Greenway Network Plan area as illustrated in Figure 1-4 and described in detail in subsequent sections. Major tributaries (channels, washes, and creeks), included in the study area are:

- Alhambra Wash
- San Pasqual Creek
- Rubio Wash
- Eaton Wash
- Arcadia Wash
- Santa Anita Wash
- Sawpit Wash
- Little Dalton Wash
- Big Dalton Wash
- San Dimas Wash
- Walnut Creek
- Live Oak Wash
- Puente Creek
- San Jose Creek
- Thompson Creek

Alhambra Wash through Sawpit Wash are tributary to the Rio Hondo. Little Dalton Wash through Thompson Creek discharge to the San Gabriel River.

Highlighted segments of the San Gabriel River and Rio Hondo in Figure 1-4 were also included in the initial SGV area analysis. As the SGV Greenway Network Plan was developed, given their existing greenway development and funding opportunities, they were not considered priority areas for potential greenway implementation, and were not included in the subsequent analysis and conceptual design. This allowed more focus on the SGV tributaries that connect to these rivers.



1.7 How to Use This Document

The SGV Greenway Network Plan is divided into six major sections, two minor sections, and eight appendices. Sections 1 through 4 introduce the SGV Greenway Network Plan and description, summary of existing conditions and available data and gaps, and the evaluation and prioritization of tributary opportunities, as well as the community engagement aspects of the

planning process. Sections 5 and 6 provide extensive resources to be used by project proponents for greenway implementation. Sections 7 and 8 present supporting information and references that support the SGV Greenway Network Plan.



Section 1	This section introduces the SGV Greenway Network and the SGV Greenway Network Plan, including plan goals, plan area and tributaries, plan description with subcomponents and beneficial elements, natural history and indigenous peoples, flood control improvements, Plan Partners and Plan Team, approach to plan development, and plan organization.
Section 2	This Section serves as the foundation for subsequent plan element and focuses on the existing conditions of the SGV tributaries and immediately adjacent land. The section includes previous efforts and studies, early implementation projects, and geographic information system (GIS) analyses/database/mapping, channel characteristics, and Tributary Narratives (key lenses). Tributary Narratives serve as a valuable resource for planners, designers, and community members, offering insights into key aspects of each tributary. These narratives inform and guide future revitalization efforts and greenway projects.
Section 3	This section describes the Community Engagement Strategy and Results including engagement with the Steering Committee, municipalities, stakeholders, and the community. Engagement with all stakeholders was the cornerstone of plan development. This section also outlines how public comments were incorporated into the planning process.
Section 4	This section includes the development and application of a prioritization framework for the SGV Greenway Network including identifying Tiers 1, 2, and 3 tributary reaches, evaluating Tier 1 tributary opportunities and constraints and developing figures for both, and developing crossing treatments. Identification of project opportunities and constraints, as well as gaps, are vital for future project development.
Section 5	This section is focused on the development and presentation of resources for greenway project implementation throughout the SGV, including channel ROW availability, greenway alignments and alternative cross sections based on ROW width, potential project subcomponents within channel ROW and on adjacent public land (Greenway Amenities, Pocket Parks and Greenspaces, Safe Crossings, and Stormwater Management), and ten example Conceptual Designs, 3D renderings of select greenway sections, subcomponents, and beneficial elements.
Section 6	This section provides guidance for project proponents to implement projects throughout the SGV Greenway Network. Includes key responsibilities and involved parties across five phases of project implementation: planning, design and permitting, bidding, construction, and operations and maintenance (O&M). Also provides guidance and resources for project proponents on permitting and approvals, advancing partnerships and community engagement, and local, state, and federal funding sources. The SGV Greenway Network Plan Design Guidelines and Standards are summarized and provided as Appendix H.
The supporting sections include the following:	
Section 7	This section includes references, list of tables, list of figures, and acknowledgements.
Section 8	This section includes Appendices. The appendices include technical memorandums and other relevant documents that were developed for this project. These documents were used to develop the SGV Greenway Network Plan.

- Megan Horn (Studio-MLA) gave an overview of **Section 5. Greenway Opportunities and Example Conceptual Designs** and highlighted Sections 5.1, 5.4 and 5.5. She shared the content that each highlighted subsection would entail along with a preview of layouts, figures, and photos.
 - **5.1: Greenway Path Alignment ROW Opportunities**
 - **5.4: Example Conceptual Designs**
 - **5.5: Conceptual Design Kit of Parts**

13 FEET ROW MULTI-USE PATH

This example greenway configuration shows an 8 ft bi-directional shared use path with 2 ft vertical clearance shoulders and 1 ft of fencing clearance. These widths meet minimum federal and state standards for bikeways.

A 12 ft wide brushed concrete path with 2 ft shoulders and 1 ft at the channel wall, 17 ft minimum ROW width, that accommodates bikers, pedestrians, and equestrians can be

used if necessary to achieve multi-use trail connectivity, but is not recommended for long distances. Refer to design guidelines for more details.

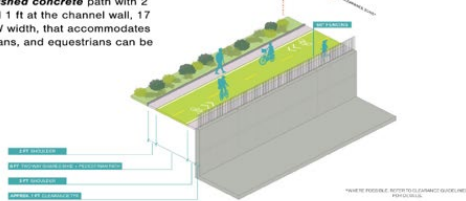


Figure 5-2. 13-ft wide greenway cross section example from Table 5-1

17 FEET ROW MULTI-USE PATH

This example greenway configuration shows a 13 ft shared use path, coupled with an adjacent 4 ft wide multi-use trail. The 4-ft wide multi-use trail is for low use. Refer to design guidelines for more details.

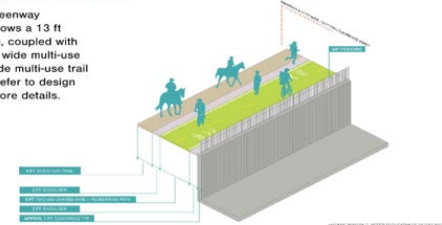


Figure 5-3. 17-ft wide greenway cross section example from Table 5-1

19 FEET ROW MULTI-USE PATH

This example greenway configuration shows a 13 ft shared use path, coupled with an adjacent 6 ft wide multi-use trail and 1 ft of planting area. The 6-ft multi-use trail is for low use. Refer to design guidelines for more details.

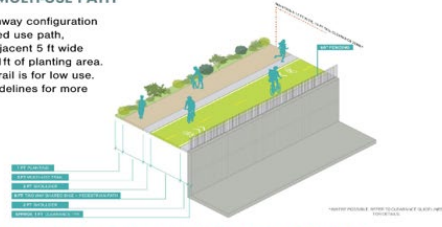


Figure 5-4. 19-ft wide greenway cross section Option A example from Table 5-1

19 FEET ROW MULTI-USE PATH

This example greenway configuration shows a 13 ft shared use path, coupled with an adjacent 6 ft wide multi-use trail. A minimum multi-use trail width of 6 ft is recommended in moderate use areas. A fence/barrier can be added by reducing the trail width by 1 ft and should be considered in high traffic areas. Refer to design guidelines for more details.

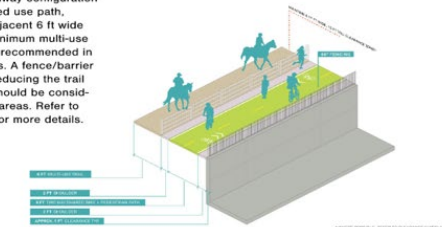


Figure 5-5. 19-ft wide greenway cross section Option B example from Table 5-1

24 FEET OR GREATER ROW MULTI-USE PATH

This example greenway configuration shows a 13 ft shared path, coupled with an adjacent 8 ft multi-use trail, optional fence, and landscaping at the edge. Barriers are recommended in high-traffic areas. With adequate ROW, barriers can increase safety by separating different user-types. Refer to design guidelines for more details.

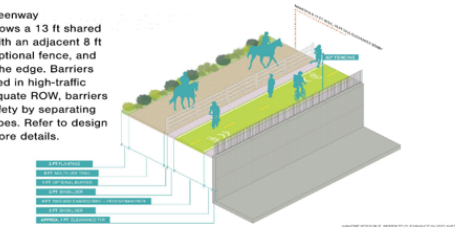


Figure 5-6. 24-ft wide greenway cross section Option A example with green infrastructure Table 5-1

27 FEET ROW MULTI-USE PATH

This example greenway configuration shows a 13 ft shared path, coupled with an adjacent 7 ft multi-use trail that is separated by a landscaped median. This separation of uses is ideal in high traffic areas. Refer to design guidelines for more details.

A 24 ft ROW alternative is to have both sides of the channel/activated with a trail on one side and a bikeway on the other; this would allow for larger planting areas and/or meandering paths/trails.

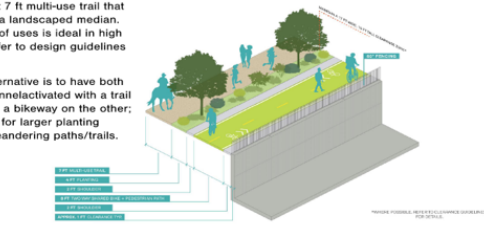


Figure 5-7. 27-ft wide greenway cross section Option A example from Table 5-1

The primary objective is to develop, at a minimum, the 13 feet greenway path (shown on Figure 5-2) on one side of the SGV tributary channel. In unique cases where there is an acceptable 13-ft bikeway or greenway path on one side of the channel, a natural surface multi-use trail may be implemented in lieu of a bikeway on the opposite side. An example is shown on Figure 5-8. This requires approval by LA County Public Works and other regulatory entities.

ROW widths were assigned throughout Tier 1 reaches by using the minimum ROW for the extent of a potential path between intersections to avoid contracting and expanding greenways. For example, if the ROW width of a stretch ranged between 13 and 19 feet, the Plan Team assigned a width of 13 feet to 17 feet in mapping tools (Appendix G: Greenway Alignment Alternatives), which would leverage the 13-foot-wide cross-section to remain within the available ROW for the entirety of a stretch. The same exercise may be conducted by project proponents on Tier 2 and 3 reaches. This provides flexibility for future greenway project planners.

Available ROW widths were determined without deciding which specific greenway cross section would be used. In cases where excess ROW width exists beyond what is needed for a greenway path, project subcomponents could be implemented in the ROW and should be designed in accordance with the Design Guidelines and Standards (Section 6 and Appendix H). Off channel alignments were delineated by the Plan Team when necessary to connect on-channel greenways. These instances occurred when there was less than 13 ft. of available ROW adjacent to the tributary channel and/or there was a major obstacle such as a highway that would require a substantial and costly overcrossing/bridge). Notes were added to identify alignment lengths that could require additional considerations such as grading to make certain segments ADA compliant (see example in Figure 5-9). Alignments and associated notes are included for each Tier 1 reach in the Greenway Alignment Alternatives in Appendix G.

EXAMPLE OF CHANNEL ACTIVATED ON BOTH SIDES

This example greenway configuration shows a 13 ft shared use path on one side of the channel, with a multi-use trail on the opposite side. This configuration can be useful when right-of-way is insufficient, but multi-use trail connectivity is desired. Refer to design guidelines for more details.

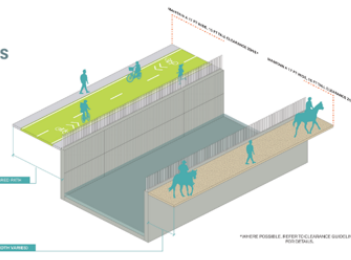


Figure 5-8. Example with 13 feet greenway on one side of channel and separate trail on opposite side



GREENWAY NETWORK SCALE

ALHAMBRA WASH AT VINCENT LUGO PARK

INTRODUCTION

The Alhambra Wash Example Greenway project provides 1.3 miles of new Greenway, connecting Mission Rd. to the north, and Hovey Ave. to the south. Central to the project is connecting Vincent Lugo Park to the surrounding community. The available R/W is between 13-17 FT wide for the project's complete extents, providing an opportunity for planting along the edge of the 12 FT path that could double as linear stormwater BMPs. Expanding connectivity through the adjacent neighborhoods to major arterials Valley Blvd. to the south and Mission Rd. to the North is proposed. At Hovey Ave., where the wash goes undergrounds, an on-street (Class II or Class III) bike route along Abbot Ave. is proposed. It provides a low-stress connection between Valley Blvd. and the Greenway. To the north, a connection over Mission Rd. and the adjacent Union Pacific tracks would link communities across the tracks. Furthermore, an east-west bicycle and pedestrian route across a proposed cross-channel bridge via Alhambra Park and the school district roads would provide an alternative to Mission Road, and connect San Gabriel High School with its attendance zone to the west.

PROPOSED GREENWAY ALIGNMENT

Starting at Mission Rd., a 12 FT multi-use path would extend south along the west (right) bank adjacent to the Alhambra Golf Course and around the confluence of the Alhambra and San Pascual Washes. Coordination with Alhambra Parks and Recreation could allow the path to continue along their maintenance access road. At Ramona St., the path would shift to the east (left) bank and follow the channel through Vincent Lugo Park, and past McKinley Elementary to Hovey Ave.

ACCESS POINTS AND CROSSINGS

See Safe Crossings in Appendix F, Attachment A crossing summaries for more detail.

- Mission Rd. + the Union Pacific Tracks**
A railroad crossing and a cross-channel bridge would enable this Greenway to fill a missing active transportation link in both the north-south and east directions.
- Ramona St. + Vincent Lugo Park**
A new shared medium-sized gateway should be incorporated into the existing park entrance, with signage directing Greenway users to key park amenities.
- Newby Ave. / Abbot Ave.**
Update the existing pedestrian path as a large gateway and provide a new bridge crossing that is ADA compliant. Add Class I bike route along existing walkway.
- Hovey Ave.**
Provide a small gateway connection, with directional signage and safety bollards to assist in user navigation and connection to the proposed on-street bike route.

AGENCY CONTEXT

A portion of the proposed Alhambra Wash Greenway project falls within an area of the wash that is owned and operated by USACE. The project extents fall within the Cities of Alhambra and San Gabriel. Future outreach with the project's neighbors - Almansor Park, Alhambra Golf Course, Winston Smoyer Memorial Community Garden, San Gabriel High, and McKinley Elementary will provide further opportunities to enhance the Greenway project.

5.5 Conceptual Design Kit of Parts

The example Conceptual Designs from Section 5.4 show what a potential greenway project could look like with a greenway path and many different combinations of subcomponents and beneficial elements. These designs were assembled using a kit-of-parts with greenway sections, subcomponents, and beneficial elements which can be used along tributary channels throughout the SGV Greenway Network.

Axonal diagrams are a key element of the kit of parts which illustrate greenway sections, subcomponents, and beneficial elements. Project proponents and readers of the SGV Greenway Network Plan should use these drawings to better visualize the future various design sections and elements, which are dependent on the available ROW width. These diagrams are meant to inspire future project proponents. Additional details related to greenway project design and subcomponents and beneficial elements are provided in the Design Guidelines and Standards (Section 6 and Appendix H).

Select greenway section axonal diagrams are shown in Section 5.1, Figures 5-2 through 5-8.

- 13-foot ROW multi-use path
- 17-foot ROW multi-use path and multi-use trail
- 19-foot ROW multi-use path and multi-use trail
- 19-foot ROW multi-use path and multi-use trail with planting strip
- 24-foot ROW multi-use path and multi-use trail with planting buffer between

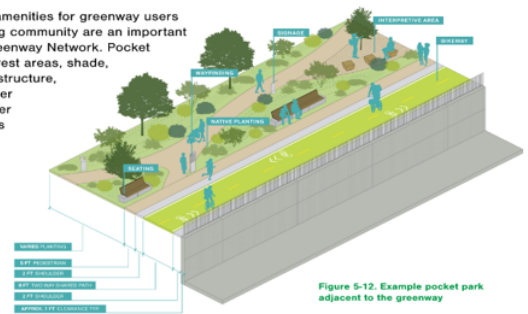
- 13-foot ROW multi-use path on one side of channel with variable width ROW equestrian/ multi-use trail on the opposite side of the channel

Axonal diagrams of select subcomponents and beneficial elements are provided in Figures 5-12 through 5-18.

- Pocket Park
- Spreading basin fitness loop
- Two stage crossing
- Adjacent demonstration garden
- Channel overcrossing
- Rail overcrossing
- Channel undercrossing

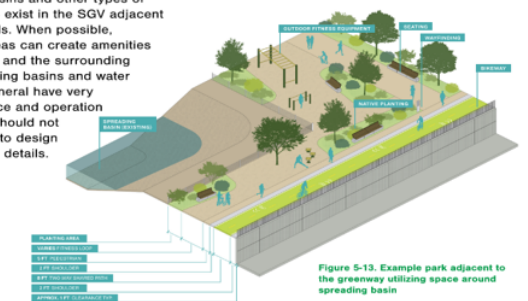
POCKET PARK

Pocket parks with amenities for greenway users and the surrounding community are an important part of the SGV Greenway Network. Pocket parks can provide rest areas, shade, habitat, green infrastructure, wayfinding, and other enhancements. Refer to design guidelines for more details.



SPREADING BASIN FITNESS LOOP

Many spreading basins and other types of water infrastructure exist in the SGV adjacent to tributary channels. When possible, activating these areas can create amenities for greenway users and the surrounding community. Spreading basins and water infrastructure in general have very specific maintenance and operation requirements that should not be hindered. Refer to design guidelines for more details.



TWO-STAGE CROSSING

This diagram shows the typical configuration for two-stage, at grade crossings. Safe crossings are critical to greenway implementation. See the safe crossings appendix and design guidelines for further details.

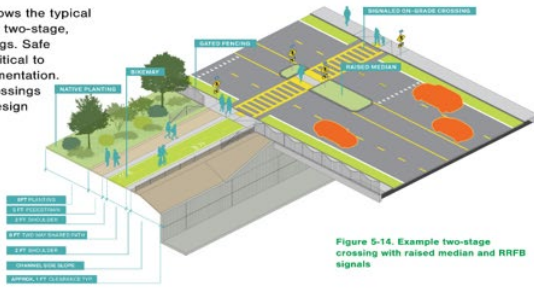


Figure 5-14. Example two-stage crossing with raised median and RRFB signals

ADJACENT DEMONSTRATION GARDEN

There are many opportunities to implement green infrastructure as part of the SGV Greenway Network. Areas that capture water can decrease runoff, educate people about water systems, and provide habitat and landscaping. Refer to design guidelines for further details.

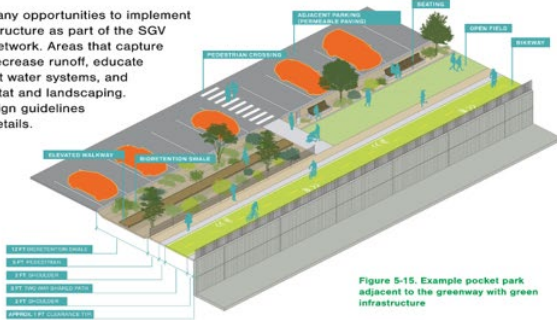
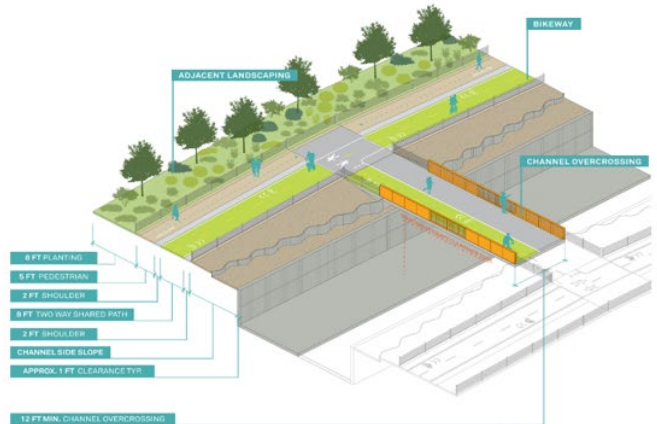


Figure 5-15. Example pocket park adjacent to the greenway with green infrastructure

CHANNEL OVERCROSSING

Tributary channels in the SGV are sometimes difficult to cross, or existing bridges are not accessible. Adding or upgrading bridge crossings can greatly enhance the Greenway Network. This diagram shows a typical crossing with requisite slope considerations. See design guidelines for further details.



Over-crossings may connect to amenities on the opposite side of channel such as greenways, trails, parks, etc. They may also be used to connect to neighborhood destinations such as schools or commercial areas.

Figure 5-16. Example channel overcrossing with accessible grading and landscaping

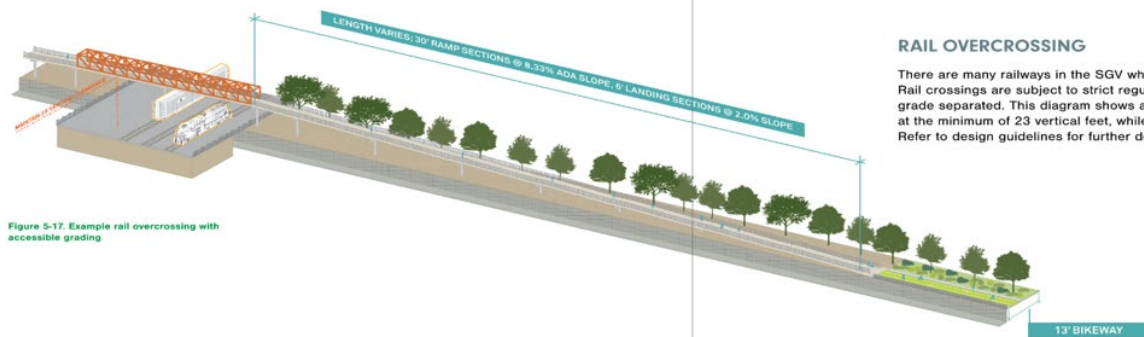


Figure 5-17. Example rail overcrossing with accessible grading

RAIL OVERCROSSING

There are many railways in the SGV which a greenway may need to cross. Rail crossings are subject to strict regulations and are often required to be grade separated. This diagram shows a greenway crossing over a rail line at the minimum of 23 vertical feet, while maintaining an accessible slope. Refer to design guidelines for further details.

CHANNEL UNDERCROSSING

Safe crossings are critical to the SGV Greenway Network. Where possible, undercrossings can provide a safe and uninterrupted crossing of busy roadways. This diagram shows a greenway crossing under a roadway while maintaining an accessible slope. Refer to the safe crossings appendix and design guidelines for further details.

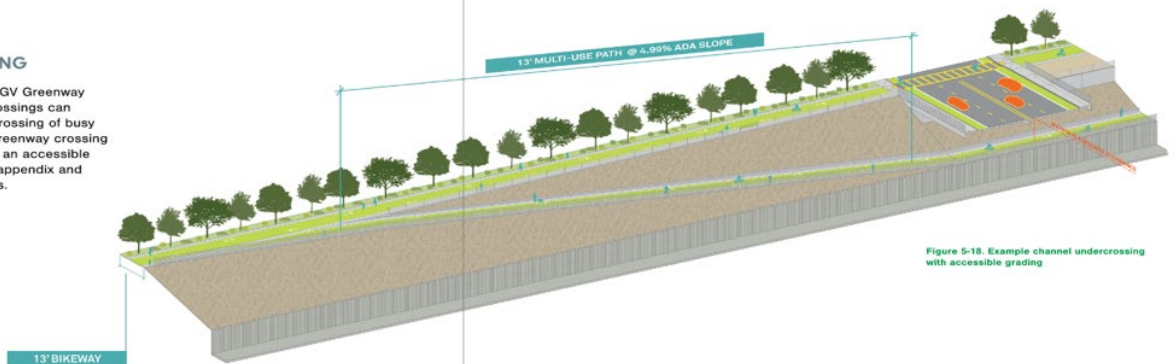


Figure 5-18. Example channel undercrossing with accessible grading

- Jeff Herr (Brown and Caldwell) then went over **Section 6: Implementation Strategies** and highlighted Sections 6.3, 6.4 and 6.8. He shared a preview of several layouts, figures, and photos.
 - **6.3: Project Implementation**
 - **6.4: Plan Resources for Project Implementation**
 - **6.8: Funding Sources**

6.3 Project Implementation

Achieving successful project implementation begins with thorough planning, preparation, and active engagement during the project's initial phases. 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, regulatory agencies, property owners, and other stakeholders, as applicable, 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. This will generally be either LA County or a city or community but could be an NGO or other legal entity.
- **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 planning, environmental/CEQA, survey and subsurface utility engineering, architecture, landscape architecture, engineering design, geotechnical services, and bidding and construction phase services.

- **Regulatory liaisons.** Regulatory liaisons include departments within LA County (LA County Public Works, DPR), 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 6.5 Permitting and Approvals and Section 6.6 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 implementation is divided into five primary phases: planning, design and permitting, bidding, construction, and operation and maintenance as described in the following section. All implementation phases must be thoughtfully completed to implement a successful greenway project.

PHASE	KEY ACTIVITIES	INVOLVED PARTIES
 PLANNING	<ul style="list-style-type: none"> • Partner/roles identification • Goals and objectives definition, critical success factors • Data collection, identify data gaps • Opportunities and constraints analysis • Stakeholder and agency engagement • Feasibility analysis, concept development and cost estimating ROW/property ownership/use • 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 • LA County Implementation Team
 DESIGN AND PERMITTING	<ul style="list-style-type: none"> • Finalize greenway alignment/sections • Project subcomponent and beneficial elements selection/configuration • Conceptual design • O&M plan/use agreement, and cost estimating • Permit applications (including LACFCD Flood Permit) and environmental documentation submitted, respond to comments • Plan Design Guidelines and Standards Used 	<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 project to level of service • O&M reporting as required • Follows LACFCD Flood Permit Use Agreement (Except LACPW projects) 	<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

 **Community and stakeholder engagement should occur throughout the project life.**

Figure 6-3. Summary of Plan greenway project Implementation phases; key activities and involved parties

6.4 Plan Resources for Project Implementation

Extensive resources were prepared to aid project proponents in executing greenway projects. A summarized overview is presented below offering details such as relevant project phases, geographic relevance, and Appendices with further details. Below are summaries for the following SGV Greenway Network Plan resources:

- 6.4.1 Design Guidelines and Standards
- 6.4.2 Tributary Narratives and Opportunities and Constraints
- 6.4.3 Greenway Alignments
- 6.4.4 Project Subcomponent Opportunities
- 6.4.5 Safe Crossings
- 6.4.6 Example Conceptual Designs and Kit of Parts
- 6.4.7 GIS Datasets
- 6.4.8 Summary of the Plan's Technical Resources

Additional resources are provided in the following Appendices:

- Appendix A: Compilation of Efforts and Studies
- Appendix B: GIS Analysis, Database, and Mapping
- Appendix C: Tributary Narratives
- Appendix D: Steering Committee Meeting Materials
- Appendix E: Community Engagement Plan and Report
- Appendix F: Channel Adjacent and Safe Crossing Subcomponent Opportunities
- Appendix G: Greenway Alignment Alternatives
- Appendix H: Design Guidelines and Standards



6.4.1 Design Guidelines and Standards

Applicable project phases:



Geographic applicability:
SGV Greenway Network

Section with more information: N/A

Appendix with more information:
Appendix H (Design Guidelines and Standards)

The SGV Greenway Network Plan Design Guidelines and Standards is a companion document that provides greenway project requirements and guidance. Following the guidelines will enable project proponents to customize their initiatives to match the community's needs and the District requirements. The overall goal is to build smart projects that provide a secure and uniform visual identity and user experience across the SGV Greenway Network. The purpose of the Design Guidelines and Standards is to describe the types of greenway projects and subcomponents to be considered, and to provide a framework for good and consistent project development. Most project proponents will require a Flood Permit from the District and following the Design Guidelines and Standards will help streamline and simplify the Permit process. See Section 6.5.3 for details on this permit process.

Design priorities documented in the Design Guidelines and Standards intentionally incorporate community values and priorities identified through the community engagement process described in Section 3. Based on the feedback received from the public, the following design considerations are priorities: safety, vector control, comfort, welcoming and inclusive, community engagement, connectivity, and environmental benefits.

The Design Guidelines and Standards are organized by design topics and associated standards. Each section compiles applicable requirements and guidance for bikeways and multi-use greenways, subcomponents and beneficial elements from local, state, and federal sources. They also draw from similar plans and best practices developed locally, including the LA River Master Plan and LA County Public Works Green Streets Design Standards, and examples from around the country. All of the resources were used to develop the required SGV Greenway Network standards, community character opportunities for customization, and design precedents.

Figure 6-4 provides an overview of the Design Guidelines and Standards by section. The following also provides a summary of the design topics addressed in the Design Guidelines and Standards:

- **Section 2, Greenway Uses and Project Design:** This section summarizes the design priorities for the SGV Greenway Network, technical resources, and project success factors.
- **Section 3, Potential Users:** This section documents design considerations for potential users of greenways, including pedestrians, different types of bicyclists, equestrians, and maintenance/emergency vehicles, and considerations for greenway design based on users, continuity, destinations, and traffic.
- **Section 4, Class I Bikeway and Multi-Use Greenway Design Criteria:** This section includes design criteria for Class I bikeways and multi-use greenways, including horizontal and vertical clearance, surface types, drainage and slopes, and alignment characteristics. It provides examples of greenway configurations in narrow (13 to 19 ft), medium (19 to 24 ft), and wide (greater than 24 ft) ROW areas. It also includes guidance for greenway grade-separated overpasses and underpasses, railroad crossings, and cantilever sections.

6.8 Funding Sources

Promoting equitable funding to improve environmental justice outcomes was specifically mentioned in the BOS motion and must be maintained throughout plan implementation. Many of the SGV Greenway Network Plan tasks related directly to understanding the people and communities of the SGV and distributing the benefits of greenway project implementation throughout. Example Conceptual Designs and the components and elements included in the SGV Greenway Network Plan and the Design Guidelines and Standards are applicable to areas throughout the SGV Greenway Network Plan. The SGV Greenway Network Plan was also developed to allow flexibility to meet diverse needs and priorities of the communities. 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 enable project implementation. Due to their proximity to the Los Angeles population center and the innate relationship of the greenways with flood control channels, SGV Greenway Network projects are inherently multi-benefit. The strategic selection of project subcomponents including pocket parks and greenspaces, stormwater management, and greenway amenities 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 of potential local, state, and federal funding sources for SGV Greenway Network projects are provided in Figure 6-9 and the following subsections. Before preparing an application, project proponents should first meet with the Implementation Team as discussed in Sections 6.1 and 6.5. They should also review the individual grant program criteria requirements with respect to their project, and verify funding is available and proposed project alignment and/or subcomponents are eligible. Specific grant funding will often be tied to specific project subcomponents. An example is including stormwater management improvements as part of the greenway project for stormwater that currently discharges to the wash.



	Measure W (also known as the Los Angeles County Flood Control District's Safe Clean Water Program): Funds stormwater projects that increase capture and reuse and reduce stormwater pollution.
	Measure A: Safe Clean Neighborhood Parks and Beaches Protection Measure
Local	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.
	Measure H: Funds services, rental subsidies, and housing to help people experiencing homelessness in LA County
	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.
State	Affordable Housing and Sustainable Communities Program to support walking, biking, and use of public transportation.
	Caltrans grants
	Recreational Trail Program
	CAL FIRE Urban and Community Forestry Program
	Wildlife Conservation Board
	US Army Corps of Engineers
	US Fish and Wildlife Service
Federal	National Parks Service
	US Bureau of Reclamation WaterSMART
	USDOT grants, including new grant programs from the Bipartisan Infrastructure Law

Figure 6-9. Potential SGV Greenway Network funding options at the local, state, and federal scale

- Example photos of **Greenway Design Elements** were shown, such as a pocket park, different types of amenities, and stormwater treatment projects.



e. Design Guidelines and Standards Overview

- Jeff Herr (Brown and Caldwell) provided an overview of the Design Guidelines and Standards.
- **Design Guidelines and Standards Priorities**
 - Provide requirements and guidance
 - Preserve a cohesive identity, and promote best practices and resilience
 - Maintain safe user experience and flood conveyance
 - Provide framework for good and consistent project development
- **Design Guidelines and Standards Summary**
 - Section 1: Introduction/Permitting Process
 - Section 2: Greenway Uses and Project Design
 - Section 3: Potential Users
 - Section 4: Class I Bikeway and Multi-Use Greenway Design Criteria
 - Section 5: Class II Bikeway Design Criteria
 - Section 6: Class III Bikeway Design Criteria
 - Section 7: Class IV Bikeway Design Criteria
 - Section 8: Signage Graphics and Markings
 - Section 9: Safe Crossing Design
 - Section 10: Architectural and Safety Elements
 - Section 11: Stormwater Management
 - Section 12: Operations and Maintenance
- **Planning and Design Detail**
 - A signage example was shown to provide detail on the informational signage, which is color coordinated, with all the tributaries having their own colors.
 - A surface crossing example was also shown with the proposed greenway transitioning from one side of the channel to the other.



f. PEIR Overview

- Megan Schwartz (Catalyst Environmental) provided an overview of the Program Environmental Impact Report (PEIR) efforts.
- **Current Status and Upcoming Milestones**
 - Administrative Draft PEIR Sections reviewed by Public Works – February to August 2024
 - Compiled Administrative Draft PEIR currently being reviewed by Public Works
 - Draft Final PEIR ready for publication – January 2025
- **Significance Determinations for Construction and Operation of Projects Implemented under the PEIR**
 - ***Significant and Unavoidable Impacts***
 - Aesthetics
 - Agriculture and Forestry
 - Air Quality
 - Hazards and Hazardous Materials
 - Land Use and Planning
 - Noise
 - Recreation
 - Transportation
 - Wildfire
 - ***Less than Significant (with or without mitigation) Impacts***
 - Biological Resources
 - Cultural Resources
 - Energy
 - Geology and Soils
 - Greenhouse Gas Emissions
 - Hydrology and Water Quality
 - Mineral Resources
 - Population and Housing
 - Public Services
 - Tribal Cultural Resources
 - Utilities and Service Systems

g. Community Engagement for Plan Development

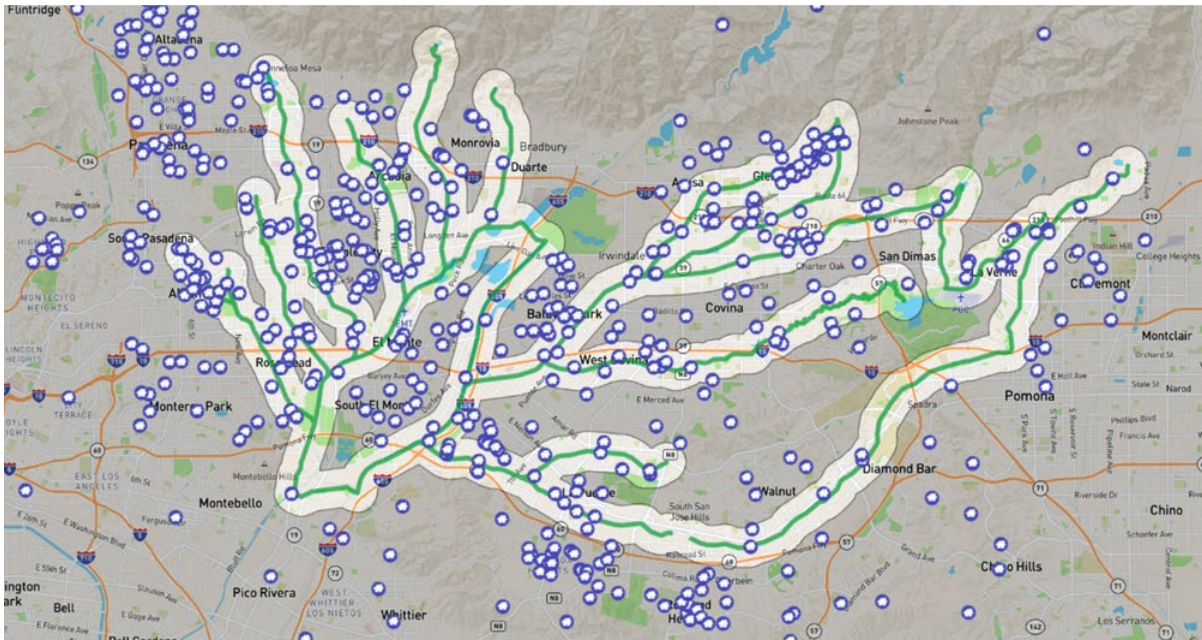
- Lauren Abustan (Brown and Caldwell) reviewed the completed efforts for the community engagement during the Plan development.



- **Engagement by the Numbers**
 - 8 Community Workshops
 - 19 Municipal Stakeholder Presentations
 - 89 Community events
 - 2,300 Completed Surveys
 - 4,000 In-Person Interactions
 - 212,000 Social Media Impressions
- **Key Findings: Workshops, Surveys, and Pop-Up Events**
 - **Amenities**
 - Shading
 - Bicycle and Equestrian features
 - Dog features
 - Wayfinding and safety signage
 - Cultural resources
 - Recreation
 - Online resources
 - **Environmental Justice**
 - Avoid green gentrification
 - Native plantings
 - Restore habitat
 - **Safety & Security**
 - Lighting & signage
 - Privacy for neighbors
 - Unhoused neighbors

- **Connectivity**
 - Existing Active transportation
 - Seamless gateway points at Schools, Local and regional parks
 - Continuous paths
 - Equestrian paths
 - Public transit
- **Accessible to All Ages**
 - Use network for commuting to school or work
 - Bike skills
 - Older users and users with different abilities
 - Neighbors and tourists
- **Maintenance**
 - Waste management
 - Vandalism and property damage
 - Reporting users and greenway issues
- **Multimodal Use**
 - Walking, biking, running, rollerblading, and skateboarding
 - Ensure safe road crossings
 - Resting spaces
 - Gateway spaces
- **Community Workshops**
 - **Series 1 – Fall 2021**
 - 4 Workshops – 87 Participants
 - Virtual – Breakout Rooms & Polling
 - **Series 2 – Winter 2022**
 - 2 Workshops – 30 Participants
 - Virtual – Breakout Rooms
 - **Series 3 – Summer 2022**
 - 2 Workshops – 17 Participants
 - In person – Open House and Large Room Discussions
- **Pop-Up Events**
 - A total of 18 pop-up events throughout the SGV – from Whittier Narrows Recreation Area to Gladstone Park.
 - Photos from several pop-up events were shown.

Map-Based Survey



Launched:
October 14, 2021
– July 30, 2022

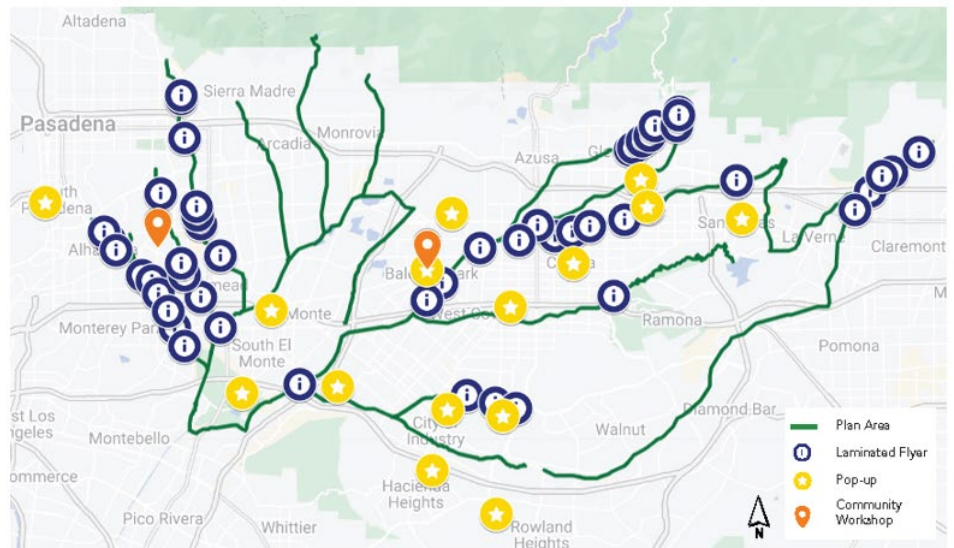
Total
Submissions:
1546

Paper
Submissions:
507

Online
Submissions:
1039

Language	Count
English	1496
Chinese	13
Spanish	37

Posting Notices Along the Channels



- **Engagement led by Watershed Conservation Authority (WCA)**
 - **WCA Partnered with**
 - Active SGV
 - Amigos de Los Rios
 - Nature for All
 - Women's Clubs
 - **Engagement Activities**
 - 71 Completed Workshops and Events
 - 826 Documented Responses
 - 3,428 Estimated In-Person Interactions
 - More than 174,077 Digital Impressions through social media and mailing lists
 - Presented in Spanish, Chinese, and Vietnamese in addition to primarily English-speaking audiences
- h. **Planned Community Outreach for Draft Plan Public Release**
 - Jennifer Aborida (LACPW) summarized the current and upcoming community outreach effort for the Draft Plan Public Release.
 - **Prior to Draft Plan Release**
 - **Social Media and Email Communications**
 - August 2024 – January 2025
 - estimated 170,000 impressions
 - **Public Project Website Updates**
 - August 2024 – January 2025
 - **Media Kit**
 - August 2024 – January 2025
 - **Flyer Postings within SGV Plan area**
 - September 2024 – December 2024
 - minimum of 50 locations
 - **During Public Comment Period**
 - **Presentations to Local Community Groups**
 - January 2025 – March 2025
 - minimum of 15 meetings
 - **Pop-up Events/Tabling Events**
 - January 2025 – March 2025
 - minimum of 30 events
 - **Community Meetings for Q&A**
 - estimated 2 meetings
 - **Community Bike Rides**
 - estimated 3 bike rides

- **Presentation to City Stakeholders within Plan Area**
 - January 2025 – March 2025
- **Optional Community Survey**

Social Media Graphics



i. Planned Schedule

- Lauren Abustan (Brown and Caldwell) shared the planned public release dates for the Plan and PEIR.
- **January 2025**
 - Public Release of Draft Plan
 - Public Release of Draft PEIR
- **Summer 2025**
 - Public Release of Final Plan
 - Public Release of Final PEIR

j. Asks of the Steering Committee

- Distribute social media graphics prior to Draft Plan public release.
- Continue promoting the SGV Greenway Network.

k. Open Discussion

- Lauren Abustan (Brown and Caldwell) opened the discussion by inviting the Steering Committee members to share any feedback, comments, or about the Plan development process.
- Bryan Matsumoto (Nature for All) congratulated everyone and was very thankful to be at this point. He asked: Could you provide an update on what the stretch in the schedule was about and more information about the timeline after Summer 2025 after the Final EIR? Is that when CEQA approval is secured, or at what point can cities really move ahead with their planning efforts?

- Genevieve Osmena (LACFCD) acknowledged all the hard work that the team and Steering Committee members put into for the draft Plan development. She acknowledged Bryan's question about the timeline taking an extra year. The team needed to revisit and ensure that the appropriate tasks and scope were defined to prepare the InDesign version of the plan, making it more aesthetically pleasing and user friendly. The last year was also spent on completing the analysis required for the PEIR. The team would also develop and prepare a Spanish version of the Draft Plan to release with the English version for public comment review. The team wanted to wait until after the holidays for the public review in January 2025. In the summer of 2025, the plan is to incorporate any feedback received, then recommend adoption of the Final Plan and Final PEIR to the LA County Board.
- Genevieve Osmena (LACFCD) emphasized the substantial effort dedicated to developing tools and resources within the PEIR document to streamline and provide a strong foundation for agencies or entities interested in implementing greenway projects. While the Plan would be a County-certified document, it would be accessible to any entity to review the analysis and potentially leverage its measures, saving time and effort in their own projects.
- Julian Juarez (LACPW) mentioned the team would utilize the time during the holiday season to polish off the Draft Plan and Draft PEIR, getting them best prepared for the public. The Spanish translation effort also would be starting soon. Additionally, this time would also be used to brief the Public Works administration and update the Board offices on the process and the progress made on the Plan before the public release.
- Wes Reutimann (Active SGV) messaged: Will the Draft Plan be made available to the group prior to the full public release in January?
- Julian Juarez (LACPW) responded the project team is not planning to provide the Draft Plan to the Steering Committee again prior to the public release. About a year ago, the Draft Plan was shared with the Steering Committee as a Word document, which was the version that we needed to get all the comments back before we locked it into the new InDesign format.
- Roberto Achacoso (WCA) messaged: Do we know when in January 2025 the public draft release of the plan and PEIR planned for? And when will that date be 'locked in'?
- Julian Juarez (LACPW) responded the date has not been locked in, but the team was aiming between mid to late January for the planned release. Stormwater Planning Division will be briefing the Public Works administration on the progress and completion of the Draft Plan, then with their input and concurrence, the date would be locked in for mid to late January.
- Wes Reutimann (Active SGV) messaged: Are there plans to translate the document into other languages widely spoken in the SGV?
- Genevieve Osmena (LACFCD) responded currently there is no task item nor scope to translate the Plan into other languages. However, if requested, the team would consider this input, as it would require additional resources and scope. She welcomed feedback on which languages might be needed, either from the Steering Committee before the Public Draft Release or during the Public Draft Release.
- Edna Robidas (Trust for Public Land) messaged: Can you confirm that the PEIR, once approved, will allow projects to move forward without having to do a separate CEQA process as long as their scope fits within the PEIR scenarios?
- Genevieve Osmena (LACFCD) responded the idea was to cover projects of a specific size and scale. For projects beyond what was analyzed in the PEIR, the document could serve

as a foundation or springboard, but additional analysis through a project-level CEQA may be required.

- Megan Schwartz (Catalyst Environmental) explained that the goal of the Program EIR was to make it as usable for as many future projects as possible. Based on their review of the plan area, the planning team carefully evaluated the typical and maximum project sizes, construction limits, recreational and maintenance activities, and visitor capacity. The plan team also completed a quantitative analysis for air, GHG, and noise. This approach allows many projects to utilize the Program EIR, enabling project proponents to confirm that their projects do not exceed the evaluated impacts. Project proponents would only need to file a Notice of Determination and adopt the appropriate mitigation measures, avoiding the need for a project-specific analysis and an additional lengthy CEQA process."
- Wes Reutimann (Active SGV) messaged: Yes, we have some partners who I'm sure will be happy to share language requests.
- Bryan Matsumoto (Nature for All) messaged: Perhaps translation of Executive Summary of the Draft Plan? In the same language that were identified for community engagement.
 - The team would consider this input, any additional translation versions would require additional resources and scope. Previous engagement materials have been translated into Spanish and Chinese including website, survey, and community events flyer handout.
- Roberto Achacoso (WCA) messaged: What kind of feedback are we looking for during the public draft release? E.g. what are the most useful/actionable types of comments, given the state of the draft and the timeline for release of the final document?
- Genevieve Osmena (LACFCD) explained that the draft Plan will be released to the public to obtain broad feedback from the community and stakeholders impacted by the proposed projects in the Plan. The goal is to engage agencies and technical experts who would use the Plan for planning and implementation, ensuring that the tools and resources provided are effective and streamlined. The team also aims to gather feedback from communities where these projects are planned, ensuring that the proposed amenities, improvements, and designs align with their needs and preferences. The Plan serves as a visioning document to guide planners and agencies in refining projects with additional community input. To encourage feedback, the team intends to widely share information about the draft Plan allowing people to review and submit comments online, via email, or through other platforms.
- Katie Ward (SGVCOG) messaged: When the plan is brought forth to the Board of Supervisors for adoption in Summer 2025, is there any possibility to add on a board motion to provide funding for local agencies to construct/implement some of the greenway projects?
- Genevieve Osmena (LACFCD) responded that the team could inform Public Works' Administration and the Board offices about the request for a board motion for funding to determine if it could be considered.
- Bryan Matsumoto (Nature for All) messaged: We had the survey translated by APIFM community translation vendors into Spanish, Chinese simplified and Vietnamese when we did the community engagement.
- Bryan Matsumoto (Nature for All) mentioned the SGV outreach materials were translated into those languages as well.

- Bryan Matsumoto (Nature for All) messaged: Request to make the Graphics (Plan cover, social media, Promotional flyer/banner) more eye-catching to engage community members. Use your best graphics: the tributaries map, cool renderings, diverse people on bikeways.
- Bryan Matsumoto (Nature for All) recommended to increase the budget to create larger banners along the channels. The current laminated signs were a good step in the previous round, but when people are driving in a car, biking, or walking, you have to compete with everything else in an urban environment. Maybe you could make the banners more evergreen to stay updated with an SGV Greenway project QR code. Therefore, it would not become out-of-date once the Draft Plan date passes, and people can constantly be directed to the website.
- Julian Juarez (LACPW) responded the team used high-quality graphics to develop a user-friendly Plan. He thanked the Steering Committee members for providing additional graphics and photos, such as Active SGV providing photos that were very helpful. The team could explore the possibility of incorporating the graphics and posters along the channels but noted that larger signs or banners would require additional scope, funds, and approvals.
- Roberto Alvarez (LAC B.O.S. SD5) messaged: I would like to note that all funding requests via board motions are subject to the county's recently implemented fiscal resilience: <https://file.lacounty.gov/SDSInter/bos/supdocs/187995.pdf>
- Roberto Alvarez (LAC B.O.S. SD5) mentioned that while funding requests through a board motion were possible, the Board implemented a fiscal resilience strategy as part of its budget evaluation process. This strategy prioritizes motions based on needs and limited county funding. He cautioned that this new process could potentially delay the implementation of projects when funding requests are made.
- Bryan Matsumoto (Nature for All) messaged:
 - Plan topics:
 - Further thought to an SGV Greenway Authority? Like Gold Line. SGVCOG? DPR Trails? DPW?
 - Kit of parts: - already identified sections on route?
 - Tree canopy issues addressed? (Discussion Sept 2023)
 - Maintenance plan - who responsible? Solutions to report issues, users?
 - Include case studies? Photos of success in LA County. Whittier Greenway, LA River, etc. for local decisionmakers, stakeholders to get out and experience.
 - Draft trail wayfinding signage - nice! See Sacramento River Parkway trail signage. Very clear, nice looking wayfinding system
 - PEIR
 - Significant & Unavoidable impacts > Concerned about any major pushback? Lawsuits?
 - Stakeholder / Community engagement
 - SGVCOG: Updates/Presentations?
 - Any WCA plan to reissue opportunity for community engagement?
 - Community survey results: Shade?
 - Posting notices: Green vs yellow vs red?
 - Flyers: Banners?

- Julian Juarez (LACPW) reiterated the commitment of the Flood Control District and Public Works to producing this Plan. Despite still being in development, the team is actively partnering with cities, NGOs, and the County to implement projects. For example, the Vincent Community Bikeway Project, a County-led greenway in the unincorporated community of Covina, is nearing completion. In this project, the Flood Control District is contributing to the greenway elements, while the County is responsible for the bikeway and roadway components. Additionally, they are working on the Puente Creek Bikeway Project in the City of La Puente. Julian emphasized that the County is focused on implementing these projects at a fiscally responsible pace and actively seeking grants to advance other initiatives. However, some grant efforts have faced setbacks, such as for projects along Eaton Wash in the Temple City and San Marino areas. Despite these challenges, there are active projects underway, including several in the City of Glendora, and other ongoing collaboration with the City of Pomona to implement projects along San Jose Creek. He noted that it is encouraging to see the Plan taking shape alongside its development.
- Genevieve Osmena (LACFCD) explained that while the Plan is extensive and comprehensive, it does not establish authority or provide direct funding. Instead, it offers tools and strategies to help entities implement projects. The document serves as a guide for securing funding from local, state, and federal funding sources. Also, the District is committed to assisting by engaging early, providing feedback during planning, and ensuring projects are permitted in a streamlined and efficient manner. She explained that the Plan includes a section on maintenance and the importance of considering maintenance and operations during early planning stages. Neglecting maintenance planning can significantly impact project success. Key factors such as costs and resource needs for adequate maintenance should be identified before a project is designed or funded for construction. Additionally, a maintenance agreement is required before permits are issued, clearly establishing responsibility for ongoing upkeep.
- Julian Juarez (LACPW) responded to the question about tree canopy. Tree canopy was addressed, noted, and encouraged in the Plan. The team and Steering Committee had a long discussion, and it was noted, addressed, and incorporated into the Plan. Tree canopy is encouraged, but the project proponents would propose those projects that include it. Each tributary area varies, and design criteria must consider various factors such as distance requirements from channel walls, available right of way etc. Additionally, other entities like the Army Corps have additional requirements that must be taken into account.
- Jennifer Aborida (LACPW) responded to the question regarding the case studies and photos of successes in LA County. In reviewing the InDesign Plan, there were a lot more photos of the implemented projects. She emphasized that including these photos has been very helpful in enhancing the Plan."
- Laureen Abustan (Brown and Caldwell) mentioned there is a dedicated section for Early Implementation Projects within the Plan.
- Julian Juarez (LACPW) highlighted the San Gabriel River and Emerald Necklace as success stories and as a hub for the SGV greenway network. He explained that many photos in the Plan showcase the various reaches of the San Gabriel River and Emerald Necklace.
- Bryan Matsumoto (Nature for All) asked regarding the question on the kit of parts and the different typologies, are the widths already identified and what applies to all the reaches, or is it not down to that level for a city to take their portion with all the widths identified?
- Megan Horn (Studio-MLA) responded that all of the widths have been identified but not the proposed solution.

- Julian Juarez (LACPW) responded that the team did extensive research on existing as-builts and areas with available right of way, which informed the Opportunities and Constraints Diagrams. He described the 'kit of parts' as a set of available options designed to help guide the design development process. However, these options are not the only choices available for implementation. If a community prefers a variation, that option is open for consideration as well.
- Bryan Matsumoto (Nature for All) mentioned it was cool to see the Draft Plan has wayfinding signage because that seemed new. He was in Sacramento earlier this year, so he can email photos of the really good signage system along so many miles of river parkway.
- Julian Juarez (LACPW) responded that one of the things that the team worked on this past year was updating the wayfinding signage section. We have approximately 60 signs included now of all various types. The team built on the LA River signage, and now we have LA River signs and San Gabriel Valley Greenway Network signs. Also, Emerald Necklace has a signage section in their strategic plan as well.
- Wes Reutimann (Active SGV) messaged: Any chance that the early implementation project renderings and concepts could be shared to the Committee in advance of the January release? As mentioned, cities are moving forward with plans and funding opportunities.
- Jennifer Aborida (LACPW) responded the team can share the concepts with the Steering Committee. Early on we did previously share them with the Steering Committee for commenting.
- Wes Reutimann (Active SGV) added if there are new renderings in concepts in addition to what was presented a year ago, it would be wonderful to see them because a number of cities are pursuing projects. Anything we can do to support those efforts as the Plan is also moving forward would be great. Those elements of the Plan are really what draw people's attention and provide so much value. If there is an opportunity to share any of that, that would be much appreciated.
- Julian Juarez (LACPW) clarified that no new renderings were developed; the existing renderings and locations remained the same. The team reached out to all cities that have project example locations within their boundaries to ensure there were no surprises when they reviewed the Plan and renderings. He noted that these cities were enthusiastic about the Plan's development and the opportunities it presented to enhance their communities.
- Bryan Matsumoto (Nature for All) mentioned he appreciated the PEIR was set up programmatically to help everyone get an umbrella approval. With that list of the significant and unavoidable impacts, internally are you hearing any potential pushback from any parties? The benefits seem obvious, but is there anything on the community side you might anticipate needing some support with as far as push back?
- Julian Juarez (LACPW) noted that significant pushback is not anticipated, especially on the regional level. At the project level, community members have raised concerns, especially if projects are close to residential areas. These concerns include the potential presence of people experiencing homelessness, projects being used for unintended purposes, or a potential loss of privacy. Also from the perspective of the regional PEIR, the team does not expect significant opposition.
- Megan Schwartz (Catalyst Environmental) added that listing all impacts as significant and unavoidable might create a negative impression. However, the PEIR clearly explains that this classification is due to the County's lack of authority to require cities to implement mitigation measures. Instead, this responsibility falls to the lead agencies of individual

projects. If these mitigation measures are adopted, the impacts would be reduced to less-than-significant levels. The language in the Program EIR is explicit about this. For the public meeting on the Draft PEIR, we plan to present a more comprehensive presentation that will explain these details thoroughly.

- Bryan Matsumoto (Nature for All) asked on the stakeholder and community engagement side, have you been able to provide updates to the SGVCOG, or are those planned with the upcoming public release?
- Julian Juarez (LACPW) responded the team gave a presentation to the Transportation Committee at the SGVCOG in early September. It was well received, and the SGVCOG was very excited to see the plan coming to conclusion. And, if the SGVCOG request continued updates during the public plan release, we are happy to continue that engagement.
- Bryan Matsumoto (Nature for All) asked if WCA had any plan to reissue any request for support, or has that window closed already?
- Roberto Achacoso (WCA) clarified that the WCA will continue working with their original partners for the time being, as changing partners would introduce delays.
- Bryan Matsumoto (Nature for All) asked when the survey results were shown about what the community was voicing, was shade specifically written and addressed in the Plan? It gets hot out there, and it will continue to get hot.
- Laureen Abustan (Brown and Caldwell) responded that shade structures are potential amenities as well as trees.
- Bryan Matsumoto (Nature for All) asked what was the meaning of the green versus yellow versus red icons on the slide with the map of where all the previous flyers were posted?
- Julian Juarez (LACPW) and Laureen Abustan (Brown and Caldwell) responded they would follow up regarding the meaning of the colored icons on Slide 49.
- Mateusz (Matt) Suska (LACPW) announced the completion of a greenway project, the Vincent Community Bikeways. This project is a partnership between LA County and the LACFFD, goes from Irwindale to Lark Allen and from Arrow Highway to Citrus Avenue and covers approximately two miles along Big Dalton Wash, featuring two sections of greenway and bikeway that alternate between the Wash and roadway due to various constraints. This project serves as an early implementation project of the SGV Greenway Network. The bikeway will officially open to the public by the end of the month, completing a project that began in 2015 with an ATP grant acquisition. The project cost was approximately \$10 million and highlights the extensive time and resources required to develop a 5-mile bikeway/greenway project. A ribbon-cutting ceremony is scheduled for Friday, October 25, 2024, with Supervisor Solis.
- Wes Reutimann (Active SGV) messaged: Can the PW team email the Committee once the January release date is confirmed?

I. Next Steps

- Prepare meeting minutes summary to be sent after the meeting
- Final internal reviews and touchups to Draft Plan and Draft PEIR
- Public outreach prior to Plan release
- Public release of Draft Plan and Draft PEIR

m. Closing

- Julian Juarez (LACPW) concluded by expressing his hope that everyone enjoyed today's presentation and sneak peek into the InDesign Plan and felt energized to continue to

promote the network and the Plan to their constituents and communities. He acknowledged that a significant portion of the work has been completed and celebrated the work accomplished but emphasized that there is still more to be done."

- A big thank you to our Steering Committee members and partners. Your time today and through this process has been greatly appreciated.

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