

**COUNTY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS**

**NEGATIVE DECLARATION  
FOR  
ARROYO SECO BIKEWAY**

I. Location and Brief Description

The County of Los Angeles Department of Public Works is proposing to construct a bicycle trail from the City of Pasadena to near the downtown area of the City of Los Angeles (see attached map). The proposed project consists of constructing a total of approximately 2.6 miles of Class I bicycle trail varying in width from 10 feet to 12 feet, in and along the Arroyo Seco Flood Control Channel. The project lies within an urbanized area in the communities of Highland Park, Montecito Heights, and Cypress Park.

The path will be striped on an 8-inch-thick portland cement concrete structural section. In locations where the proposed bike path will ramp out of the channel, the channel walls will be modified to accommodate the construction of ramps that will allow bikers to exit the channel. Retaining walls will be erected, where needed, to support the channel embankments.

Portions of the bike path will be constructed in the channel and along sections of the channel's southern bank. The proposed bike path will be constructed in two phases. Phase I will be approximately 1.7 miles in length and will begin at 0.34 miles southwest of Avenue 52, just northeast of the Sycamore Grove pedestrian overcrossing. The path will extend in the channel from northeast to southwest, passing under Avenue 43, Pasadena Avenue, to just west of the Cypress Avenue pedestrian overcrossing. At this point, the path will ramp out of the channel to street level, continuing along the channel, on its southern bank, and then terminate at Avenue 26. Phase II involves two segments. The first segment (Phase IIa) will begin at Pasadena Avenue, extending alongside the southern bank of the channel and connect to Phase I where it ramps near the Cypress Avenue pedestrian overcrossing. The second segment (Phase IIb) will involve the portion of the bike path in the community of Cypress Park. This portion of the bike path will connect to the terminus of Phase I in the channel at the Cypress Avenue pedestrian overcrossing and continues 0.9 mile within the channel, passing under the Avenue 26 and San Fernando Road Bridge overpasses, ramping out of the channel to street level in a series of switchbacks at Avenue 19.

The construction of these facilities will require the removal of some trees in the vicinity of the Pasadena Freeway ramps. While the loss of these trees is unfortunate and unavoidable, it does create an opportunity to upgrade the tree inventory. Many of the trees are overcrowded and have not had proper pruning. This will be a good time to remove poorly formed trees and the trees in declining condition and replace them with young oaks and other appropriate trees. There is only one oak tree to be removed that

has a diameter greater than 8 inches. The following tables indicate the quantity of each species of tree to be removed and replaced:

NON-OAK TREE REMOVAL		OAK TREE REMOVAL	
<u>Quantity</u>	<u>Common Name (Scientific Name)</u>	<u>Quantity</u>	<u>Common Name (Scientific Name)</u>
14	Flooded Gum ( <i>Eucalyptus rudia</i> )	34	Coast Live Oak ( <i>Quercus agrifolia</i> )
20	California Sycamore ( <i>Platanus racemosa</i> )	22	Valley Oak ( <i>Quercus lobata</i> )
1	Chinese Elm ( <i>Ulmus parvifolia</i> )	5	Mesa Oak ( <i>Quercus engelmannii</i> )
15	Fremont Cottonwood ( <i>Populus fremontii</i> )	3	Blue Oak ( <i>Quercus douglasii</i> )
1	Shamel Ash ( <i>Fraxinus uhdei</i> )	6	Scrub Oak ( <i>Quercus dumosa</i> )
3	Mexican Elderberry ( <i>Sambucus mexicana</i> )	5	Canyon Oak ( <i>Quercus chrysolepis</i> )
1	Sweet Gum ( <i>Liquidambar styraciflua</i> )		
1	Alder ( <i>Alnus rhombifolia</i> )		
1	Bunya-bunya ( <i>Araucaria bidwillii</i> )		

The purpose of the project is to provide an additional 2.6 miles of Class I bikeway to the County Bikeway System; to provide a viable connection to the Los Angeles River Bikeway at Avenue 19; and to provide a safe, convenient pedestrian access to the Arroyo Seco Channel Bridge over the Arroyo Seco, thus, connecting numerous facilities on both sides of the channel.

II. Mitigation Measures Included in the Project to Avoid Potentially Significant Effects

No significant effects are identified.

III. Finding of No Significant Effect

Based on the attached Initial Study and Attachment A, it has been determined that the project will not have a significant effect on the environment.

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