



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

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MTA BOARD MEETING
September 25, 2003

- PROJECT:** SAN FERNANDO VALLEY METRO RAPIDWAY PROJECT - LOS ANGELES DEPARTMENT OF WATER & POWER RECYCLED WATER PIPELINE PROJECT
- CONTRACT:** N/A
- ACTION:** CERTIFY THE BOARD HAS CONSIDERED THE INFORMATION IN THE MITIGATED NEGATIVE DECLARATION FOR THE WEST VALLEY RECYCLING PROJECT AND AUTHORIZE STAFF TO FILE A NOTICE OF DETERMINATION WITH THE LOS ANGELES COUNTY CLERK

RECOMMENDATION

- A. Certify that the Board has reviewed and considered the information in the Mitigated Negative Declaration for the West Valley Water Recycling Project prepared by the City of Los Angeles to design and construct the proposed recycled water distribution pipeline along the San Fernando Valley Metro Rapidway (Attachment A); and
- B. Authorize staff to file a Notice of Determination for the Mitigated Negative Declaration with the Los Angeles County Clerk and the state clearing house, if necessary.

RATIONALE

The Los Angeles Department of Water and Power (LADWP) has requested that a proposed Recycled Water Pipeline Project be incorporated within the MTA right-of-way as part of the San Fernando Valley Metro Rapidway (SFVMR) Project. The MTA proposes using the C0675 Design/Build Contractor to implement some and possibly all of this scope of work.

The awarded base scope of work for Contract C0675 Design/Build includes irrigated landscaping at stations, park-and-ride facilities and for vines to be planted along sound walls used in selected residential locations. The balance of landscaping in between stations is specified to be low maintenance drought tolerant plants not requiring permanent irrigation. At recent community meetings, various residents have expressed a desire to add permanent irrigation

for all landscaped areas. In addition to helping LADWP deliver recycled water to Pierce College and City parks, constructing a recycled water pipeline within the Project right-of-way would facilitate an enhanced permanent irrigation system along the Rapidway using recycled water.

LADWP Water Recycling Group initially requested the MTA to incorporate the Recycled Water Pipeline Project within the SFVMR project and has agreed to reimburse all costs associated with this work. The LADWP Water Recycling Group has developed an initiative, entitled the West Valley Water Recycling Project. This Project seeks to replace potable water supplies used in the irrigation of parks and landscape areas with recycled water. The MTA owned right-of-way for the SFVMR is a convenient location for a recycled water pipeline and minimizes potential construction disruptions to City of Los Angeles streets. Installing a recycled water pipeline beneath the proposed City of Los Angeles Bikeway alignment would expand the options for landscape irrigation.

LADWP, as the California Environmental Quality Act (CEQA) Lead Agency, prepared the Mitigated Negative Declaration (MND) for the West Valley Water Recycling Project (referred to elsewhere as Recycled Water Pipeline Project and recently renamed by LADWP as the South Valley Water Recycling Facilities). The LADWP Board of Commissioners certified the MND on May 20, 2003. MTA, as a Responsible Agency under CEQA, actively participated in the City's CEQA process, independently reviewed the City's MND and is relying on the West Valley Water Recycling Project MND for our approval of the project.

On September 16, 2003 the LADWP Board of Commissioners approved payment of up to \$5 million to MTA under an existing Master Cooperative Agreement to provide partial funding for schedule critical portions of the recycled water pipeline. MTA staff intends to recommend approval of the West Valley Water Recycling Project in several stages in a report to the full Board at the September 2003 Board Meeting and at other Board Meeting(s) later in 2003 or early 2004.

FINANCIAL IMPACT

This action will have no financial impact on MTA. It does commit the MTA to implementing the mitigation measures adopted in the Initial Study/Mitigated Negative Declaration by Los Angeles Department of Water and Power. However, any costs incurred to implement those mitigation measures will be reimbursed by the Los Angeles Department of Water and Power.

Potential for Cost Recovery: Yes No N/A

ALTERNATIVES CONSIDERED

The Board could refuse to certify it has considered the Initial Study/Mitigated Negative Declaration prepared by the LADWP, which is the Lead Agency. This would preclude MTA later approving the Recycled Water Pipeline Project without some other suitable environmental document.

The Board could require another environmental document be prepared with MTA as Lead Agency. This would violate the Lead Agency concept found in Section 15050 of the CEQA Guidelines, which directs that one Lead Agency shall be responsible for preparing an Environmental Impact Report or Negative Declaration for projects that are carried out or approved by more than one public agency.

ATTACHMENTS

- A. Mitigated Negative Declaration for the West Valley Water Recycling Project

Prepared By: James L. Sowell, Environmental Compliance & Services Manager
Roger F. Dames, Deputy Executive Officer, Project Manager



Dennis S. Mori
Interim Executive Officer
Construction Project Management



Roger Snoble
Chief Executive Officer



JAMES K. HAHN
Mayor

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JOHN C. BURMAHLN, *Secretary*

DAVID H. WIGGS, *General Manager*
FRANK SALAS, *Chief Administrative Officer*

To: Interested Parties

**NOTICE OF AVAILABILITY OF
AN INITIAL STUDY/PROPOSED NEGATIVE DECLARATION FOR
THE WEST VALLEY WATER RECYCLING PROJECT**

The City of Los Angeles Department of Water and Power (LADWP) is proposing to construct the West Valley Water Recycling Project (proposed project), a new recycled water pipeline, which would be located in the North Hollywood-Valley Village, Van Nuys-North Sherman Oaks, Reseda-West Van Nuys, Encino-Tarzana, and Canoga Park-Winnetka-Woodland Hills community planning areas of the City of Los Angeles. As Lead Agency, the LADWP has prepared an Initial Study/Proposed Negative Declaration (IS/ND), which evaluates the potential environmental effects of the proposed project.

Project Description: The proposed project would involve the construction of 6.4 miles of 12-inch diameter ductile iron pipeline¹, 6.6 miles of 24-inch diameter ductile iron pipeline², and appurtenant structures (e.g., vaults, flow meters, and isolation valves), in the San Fernando Valley area of the City of Los Angeles. The pipeline would be constructed using open-trench construction methods and constructed in conjunction with the Los Angeles Metropolitan Transportation Authority (MTA) San Fernando Valley East-West Transit Corridor Full Bus Rapid Transit project (MTA project) to minimize impacts. The proposed project would provide a reliable supply of recycled water to the San Fernando Valley area, reduce demand on imported water, and help meet water recycling goals.

Project Location: A majority of the proposed project would be under MTA rights-of-way (ROW), except for approximately 1,300 feet west of Balboa Boulevard where the project would be constructed under Victory Boulevard. From east to west, the alignment is as follows (see attached *Proposed Alignment Map*):

- Along Chandler Boulevard from between Camellia Avenue and Tujunga Avenue to west of Coldwater Canyon Avenue;
- Northwest to just past Oxnard Street/Woodman Avenue;
- West past Sepulveda Boulevard;
- Northwest to south of Victory Boulevard/Interstate 405;
- West along Victory Boulevard just before Balboa Boulevard where the alignment will exit the MTA ROW;
- West under Victory Boulevard until 1,300 feet past Balboa Boulevard;
- South in public ROW to rejoin the MTA ROW;

¹ From east to west, this segment extends from between Camellia Avenue and Tujunga Avenue to Woodley Avenue. 600 feet of this segment would be 8-inch diameter pipeline at the eastern portion of the proposed project.

² From east to west, this segment extends from Woodley Avenue to DeSoto Avenue. 600 feet of this segment would be 20-inch diameter pipeline at the new MTA bridge to be constructed over the Los Angeles River.

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Telephone: (213) 367-4211 Cable address: DEWAPOLA



- Southwest through the Sepulveda Dam Recreation Area to Oxnard Street;
- West to Topham Street;
- Northwest to north of Victory Boulevard; and
- West to DeSoto Avenue.

Public Review Period: The IS/ND is being made available for public review for a period of 20 days beginning April 10, 2003 and concluding April 29, 2003. The document may be viewed at the following website address: <http://www.ladwp.com/water/projects/westvalley/>. Copies are also available for review at the following Council District (CD) Field Offices:

CD#2 – 6350 Laurel Canyon Boulevard, Suite 201, North Hollywood

CD#3 – 19040 Vanowen Street, Reseda

CD#4 – 10116 Riverside Drive, Suite 200, Toluca Lake

CD#5 – 14310 Ventura Boulevard, Suite 100, Sherman Oaks

CD#6 – 14410 Sylvan Street, 6th floor, Van Nuys

CD#12 – 18917 Nordhoff Street, Suite 18, Northridge

Comments on the IS/ND must be received in writing no later than 5:00 pm, April 29, 2003 and sent to: Los Angeles Department of Water and Power, Environmental Affairs, Attn: Kelvin Lew, 111 N. Hope Street – Room 1044, Los Angeles, CA 90012. Comments may also be faxed to (213) 367-3582.

All comments received in relation to issues discussed in the IS/ND will be included in the Final Negative Declaration that would be forwarded to the Board of Water and Power Commissioners for final consideration.

If you have any questions regarding the IS/ND, please contact Mr. Kelvin Lew at (213) 367-0202.

City of Los Angeles
Department of Water and Power

Initial Study/Proposed Negative Declaration

West Valley Water Recycling Project

Prepared for:

Los Angeles Department of Water and Power
Environmental Affairs
111 North Hope Street, Room 1044
Los Angeles, California 90012

Prepared by:

CDM
18581 Teller Avenue, Suite 200
Irvine, California 92612

April 2003

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SECTION 1.0

INTRODUCTION

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the CEQA Guidelines (October 1998) to determine if the project may have any significant effect on the environment.

A brief explanation is provided for all determinations. A "No Impact" or "Less than Significant Impact" determination is made when the project will not have any impact or will not have a significant effect on the environment for that issue area based on a project-specific analysis.

CEQA INITIAL STUDY FORM

Project Title:

West Valley Water Recycling Project

Lead Agency Name and Address:

Los Angeles Department of Water and Power
Environmental Affairs
111 North Hope Street, Room 1044
Los Angeles, CA 90012

Contact Person and Phone Number:

Kelvin Lew
Environmental Assessment
Los Angeles Department of Water and Power
(213) 367-0202

Project Location:

The proposed project would be primarily located beneath Los Angeles County Metropolitan Transportation Authority (MTA) rights-of-way in the North Hollywood-Valley Village, Van Nuys-North Sherman Oaks, Reseda-West Van Nuys, Encino-Tarzana, and Canoga Park-Winnetka-Woodland Hills community planning areas of the City of Los Angeles (see Section 2.1 for details). Approximately 1,300 feet of the pipeline would be under Victory Boulevard at Balboa Boulevard.

Council District:

Districts 2, 3, 4, 5, 6, and 12

Project Sponsor's Name and Address:

Los Angeles Department of Water and Power
Water Recycling
111 North Hope Street, Room 1315
Los Angeles, CA 90012

General Plan Designation:

MTA right-of-way (ROW), designated as Public Facilities, and public street ROW.

Zoning:

The zoning designation for the entire MTA ROW is "PF", Public Facilities. The Victory Boulevard segment is public street ROW. Zoning designations along the proposed alignment consist of residential (single and multiple family), industrial/light industrial, commercial, public facilities, and recreation/open space.

Description of Project:

The proposed West Valley Water Recycling Project (proposed project) would involve the construction of 6.4 miles of 12-inch diameter ductile iron pipeline¹, 6.6 miles of 24-inch diameter ductile iron pipeline², and appurtenant structures (e.g., vaults, flow meters, and isolation valves), in the San Fernando Valley area of the City of Los Angeles. The proposed pipeline segments, which would total approximately 13 miles, would be constructed under the existing MTA ROW in conjunction with the construction of the MTA San Fernando Valley East-West Transit Corridor Full Bus Rapid Transit project (MTA project)³, with the exception of a segment near the center of the alignment, where the pipeline would be installed within Victory Boulevard (at Balboa Boulevard). The recycled water line would connect to an existing recycled water line in Woodley Avenue, which is supplied with recycled water from the Tillman Water Reclamation Plant (TWRP).

Surrounding Land Uses and Setting:

The proposed project is located within a highly urbanized area in the City of Los Angeles. The majority of the MTA ROW alignment under which the majority of the proposed project would be constructed is designated as Public Facilities in the City of Los Angeles General Plan. The Victory Boulevard segment of the alignment is public street ROW. According to the General Plan, land uses in the vicinity of the proposed pipeline alignment are predominantly residential and commercial, while public facilities (e.g., schools, hospitals), light industrial/industrial, and recreation/open space uses occur intermittently along the proposed project's approximately 13-mile alignment.

¹ From east to west, this segment extends from Camellia Avenue and Tujunga Avenue to Woodley Avenue. 600 feet of this segment would be 8-inch diameter pipeline at the eastern portion of the proposed project.

² From east to west, this segment extends from Woodley Avenue to DeSoto Avenue. 600 feet of this segment would be 20-inch diameter pipeline at the new MTA bridge to be constructed over the Los Angeles River

³ Los Angeles County Metropolitan Transportation Authority *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project* (SCH#1995101050). February 2002 (Document certified and project approved by Board on February 28, 2002).

Agencies that may have an interest in the proposed project:

As the proposed project would be constructed in conjunction with the MTA project, the responsible/trustee and reviewing agencies listed below may apply, in whole or in part, to the MTA project and/or the proposed project.

Responsible/Trustee Agencies

- Los Angeles County Metropolitan Transportation Authority
- City of Los Angeles Department of Transportation
- Los Angeles Regional Water Quality Control Board
- City of Los Angeles Department of Public Works

Reviewing Agencies

- City of Los Angeles Police Department
- City of Los Angeles Fire Department
- County of Los Angeles Department of Public Works

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, as indicated by the Environmental Impacts discussion in Section 3.0.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards &
Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

- I find that the proposed project may have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Charles C. Holloway

Signature

April 7, 2003

Date

Charles Holloway
Supervisor of Environmental Assessment
Los Angeles Department of Water and Power

SECTION 2.0

PROJECT DESCRIPTION

2.1 Project Location

The Los Angeles Department of Water and Power (LADWP) is proposing a new recycled water conveyance pipeline, the West Valley Water Recycling Project (proposed project), which would be located in the North Hollywood-Valley Village, Van Nuys-North Sherman Oaks, Reseda-West Van Nuys, Encino-Tarzana, and Canoga Park-Winnetka-Woodland Hills planning communities in the San Fernando Valley area of the City of Los Angeles. The proposed project is generally bounded by State Route 27 (Topanga Canyon Boulevard) to the west, Interstate 5 (Golden State Freeway) to the east, State Route 118 (Ronald Reagan Freeway) to the north, and U.S. Highway 101 (Ventura Freeway) to the south (See *Figure 1, Project Vicinity Map*). The proposed project would be constructed under Los Angeles County Metropolitan Transportation Authority (MTA) Right-of-Way (ROW) and public street ROW (under Victory Boulevard). The proposed project is, from east to west, as follows (See *Figure 2, Proposed Alignment*):

- Along Chandler Boulevard from between Camellia Avenue and Tujunga Avenue to west of Coldwater Canyon Avenue;
- Northwest to just past Oxnard Street/Woodman Avenue;
- West past Sepulveda Boulevard;
- Northwest to south of Victory Boulevard/Interstate 405;
- West along Victory Boulevard just before Balboa Boulevard where the alignment will exit the MTA ROW;
- West under Victory Boulevard until 1,300 feet past Balboa Boulevard;
- South in public ROW to rejoin the MTA ROW;
- Southwest through the Sepulveda Dam Recreation Area to Oxnard Street;
- West to Topham Street;
- Northwest to north of Victory Boulevard; and
- West to DeSoto Avenue.

As indicated above, the proposed project would be limited to the MTA ROW, and a small segment under Victory Boulevard (near Victory and Balboa Boulevards). That is, pipeline construction would only occur within public streets on a limited basis, at locations where the MTA ROW intersects public streets at-grade and the segment within Victory Boulevard.

2.2 General Setting

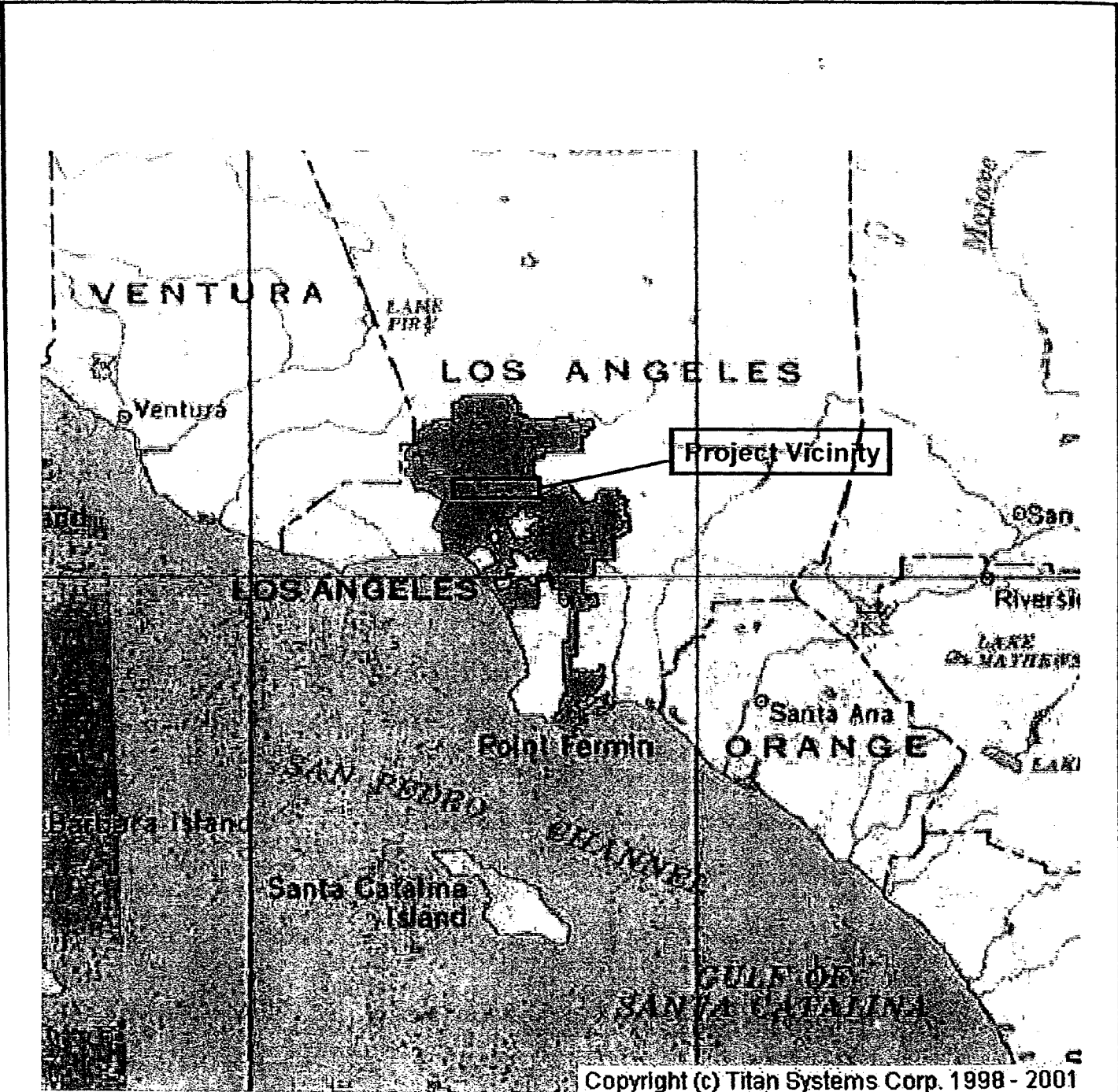
The proposed project is located within a highly urbanized area in the City of Los Angeles. The MTA ROW alignment, under which the majority of the proposed project

would be constructed, is designated as Public Facilities in the City of Los Angeles General Plan. The Victory Boulevard segment of the alignment is public street ROW. Land uses in the vicinity of the proposed pipeline alignment are predominantly residential and commercial, while public facilities (e.g., schools, hospitals), light industrial/industrial, and recreation/open space uses occur intermittently along the proposed project's approximately 13-mile alignment.

2.3 Project Objectives

The objectives of the proposed project include the following:

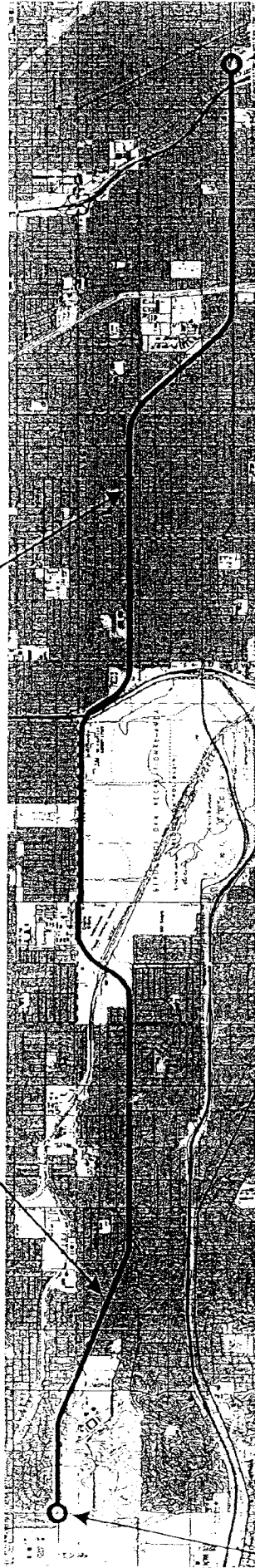
- Provide a reliable supply of water for non-potable uses to the San Fernando Valley area of the City of Los Angeles;
- Reduce the demand for imported water;
- Assist the Tillman Water Reclamation Plant (TWRP) in meeting water recycling goals; and
- Minimize construction-related disruption and impacts in public areas by placing the majority of the pipeline alignment within existing MTA ROW and coordinating pipeline construction to occur in conjunction with the MTA San Fernando Valley East-West Transit Corridor Full Bus Rapid Transit project.



West Valley Water Recycling Project

Figure 1
Vicinity Map

Proposed Recycled Water Pipeline Alignment



Note: Map not to scale

Western Terminus
(at De Soto and Victory)

Eastern Terminus
(on Chandler west
of Tujunga)

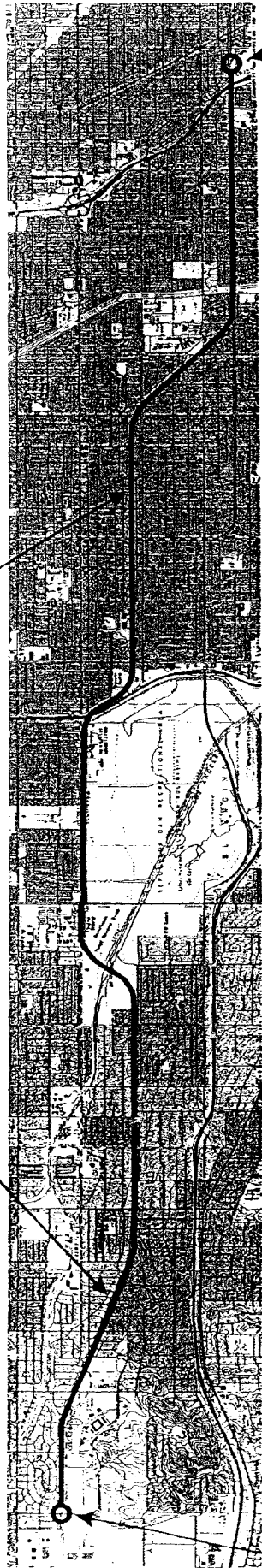


Jice, Sure! MAPS RASTER, Titan Systems Corporation, 2001

West Valley Water Recycling Project

Proposed Alignment

Proposed Recycled Water Pipeline Alignment



Note: Map not to scale

Western Terminus
(at DeSoto and Victory)

Eastern Terminus
(on Chandler west
of Tujunga)



Source: Sure!MAPS RASTER, Titan Systems Corporation, 2001.

West Valley Water Recycling Project

Figure 2
Proposed Alignment

2.4 Project Description

The proposed West Valley Water Recycling Project (proposed project) would involve the construction of 6.4 miles of 12-inch diameter ductile iron pipeline⁴, 6.6 miles of 24-inch diameter ductile iron pipeline⁵, and appurtenant structures (e.g., vaults, flow meters, and isolation valves), in the San Fernando Valley area of the City of Los Angeles. The proposed project, which would total approximately 13 miles, would be constructed almost entirely under the existing MTA ROW (the former Burbank/Chandler Southern Pacific Railroad ROW) in conjunction with the construction of the MTA San Fernando Valley East-West Transit Corridor Full Bus Rapid Transit project (MTA project), with the exception of a segment near Victory and Balboa Boulevards, where the pipeline would be installed under Victory Boulevard for approximately 1,300 feet. The proposed recycled water line would be constructed in conjunction with the MTA project – referred to as the “Locally Preferred Alternative” selected by the MTA Board in July 2001, which would provide a clear alignment (except at Victory/Balboa) within which to construct the majority of the proposed pipeline. MTA’s contractor would perform the construction of the pipeline, in consultation/coordination with LADWP. The pipeline would be constructed along the proposed bus route alignment as part of the initial phase of the MTA project, which entails site clearing and installation of utilities along the length of the alignment, and concurrent construction along Victory Boulevard would be coordinated with the MTA project activities as well. The recycled water line would connect to an existing recycled water line in Woodley Avenue, which is supplied with recycled water from the Tillman Water Reclamation Plant (TWRP).

2.5 Construction Methods

The proposed pipeline would be installed in conjunction with the MTA project. Construction would occur using mostly open-trench excavation at relatively shallow depths (i.e., approximately five feet below ground surface [bgs]). Open-trench excavation is a construction method typically utilized to install pipelines and its appurtenant facilities, which include maintenance holes, flow meters, valves, regulator stations, and vaults. In general, the process consists of site preparation, excavation, pipe installation and backfilling and street restoration. Construction typically occurs along an approximately 2,000-foot work area and usually progresses along the alignment with the maximum length of open trench at one time being approximately 500 feet in length. All existing bridges along the MTA ROW would be demolished and rebuilt as part of the MTA project; as such, pipeline construction at channel/street crossings would be completed as part of the new bridge construction. Pipe-jacking may be required by the Los Angeles Department of Transportation (LADOT) for the

⁴ From east to west, this segment extends from Camellia Avenue and Tujunga Avenue to Woodley Avenue. 600 feet of this segment would be 8-inch diameter pipeline at the eastern portion of the proposed project.

⁵ From east to west, this segment extends from Woodley Avenue to DeSoto Avenue. 600 feet of this segment would be 20-inch diameter pipeline at the new MTA bridge to be constructed over the Los Angeles River.

construction of the pipeline at busy intersections (within the MTA ROW or the Victory Boulevard segment of the alignment).⁶ It is anticipated that the majority of construction would occur along one side of the MTA ROW, except where the alignment follows Victory Boulevard.

2.6 Construction Schedule

The construction of the proposed project is anticipated to commence in conjunction with the Utility and Site Clearance phase of the MTA project.

2.7 Land Use Consistency

Construction and operation of the pipeline would be consistent with all surrounding land use designations within and around the MTA ROW and along Victory Boulevard.

2.8 Environmental Setting

As mentioned previously, the proposed project is within an existing MTA ROW and public street ROW, and the surrounding vicinity is characterized by dense urban development. There are very limited, if any, sensitive natural resources within the project site, though various sensitive receptors (e.g., schools, recreation areas, parks/playgrounds, hospitals, residences) exist in close proximity to the proposed project.

2.9 Environmental Safeguards

To avoid any potential impacts, construction of the MTA project would be conducted, if and where applicable, in accordance with the Standard Specifications for Public Works Construction (Greenbook) and the City of Los Angeles Work Area Traffic Control Handbook (WATCH), to allow acceptable levels of service, traffic safety, and emergency access for the site vicinity during construction. Because the proposed project would be constructed in conjunction with the MTA project, these measures/requirements would also be implemented during proposed project-related construction activities.

2.10 Required Permits and Approvals

Permits and/or necessary approvals may be required from the following agencies for the activities described relative to the MTA project:

- City of Los Angeles, Department of Transportation – approval for temporary lane closures and traffic/transportation-related issues during construction;
- Federal/California Occupational Safety and Health Administration (OSHA/Cal OSHA) – approval for any trenching activities at depths greater than 5 feet bgs.

⁶ Pipe-jacking, which is a form of tunneling, would be the predominant method utilized in the proposed project when open-trenching is not feasible, to avoid traffic disruptions to busy intersections along the alignment, and to avoid large substructure utilities. Although the installation of pipelines using jacking/tunneling techniques avoids the continuous surface disruption common to open-trench construction, some surface disruption is unavoidable because jacking and receiving pits are utilized and are located in street rights-of-way (e.g., along the Victory Boulevard segment at Balboa Boulevard, if required by LADOT).

- City of Los Angeles, Department of Public Works, Bureau of Engineering – approval for trench excavation activities within public ROW;
- Los Angeles Regional Water Quality Control Board – approval for general construction runoff and/or construction dewatering discharges under National Pollutant Discharge Elimination System (NPDES).

It is anticipated that, given the nature and intensity of the MTA project, construction of the proposed pipeline would not require any further permits or approvals that those listed above for the MTA project.

2.11 References

See Section 4.0.

SECTION 3.0

DISCUSSION OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following discussion of environmental impacts associated with construction and operation of the proposed project is based on the assumption that the proposed project would only be constructed if the MTA project were to be fully implemented. As such, impacts associated with implementation of the proposed project are considered herein in the context of impacts that are anticipated to occur, and have been previously addressed, in the Final EIR for MTA project. Consequently, the environmental analysis previously conducted and set forth in the Final EIR certified for the MTA project will serve as the basis for this analysis, and impacts discussed below are those attributable, in whole or in part, to the construction and operation of the proposed project. MTA has indicated that the mitigation measures set forth in the MTA Transit Corridor Final EIR are "being implemented"⁷. Construction of the proposed project would only occur in connection with construction of the MTA project. As such, the MTA project mitigation measures are going to be a part of pipeline construction. The following analysis is based on this understanding.

I. AESTHETICS

The following discussion relative to aesthetics is based on the analysis and associated studies described in the Visual and Aesthetic Conditions section of the MTA Transit Corridor Final EIR.⁸ For a detailed discussion of existing conditions, studies performed, impacts, and mitigation related to aesthetics for the MTA project (which includes the proposed project), refer to Sections 4-6 and 5-7, Visual and Aesthetic Conditions (operational impacts and construction impacts, respectively), of the Final EIR.

Would the project:

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

No Impact. The proposed project is an existing MTA ROW and public street ROW, located in a developed urban area and is surrounded by single- and multi-family residences, commercial uses, and various public facilities (e.g., public/private schools, hospitals). No scenic vistas exist within the project site. This proposed project will involve construction activities contemporaneous with construction activities undertaken for the MTA project,

⁷ E-mail communication from Manuel Gurrola, Environmental Specialist II, MTA, to Kelvin Lew, Environmental Supervisor I, LADWP, March 24, 2003.

⁸ Los Angeles County Metropolitan Transportation Authority. *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project*. February 2002.

which will occur in any event; therefore, the construction of the proposed project would not have any effect on scenic vistas. Operation of the subsurface pipeline would have no effect on scenic vistas. No impacts are expected, and no mitigation is required.

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

No Impact. No scenic resources exist along or near the proposed project. Roadways that provide scenic views within and around the City of Los Angeles are classified by the County of Los Angeles and State of California Department of Transportation as officially designated scenic highways or corridors.⁹ The proposed project is not located in the vicinity of a state scenic highway. The closest officially designated scenic highway to the proposed project is State Route 2. State Route 2 is approximately 10 miles northeast of the proposed project at its closest point. Therefore, no impacts to scenic highways or other scenic resources would result from construction or operation of the proposed project and no mitigation is required.

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

Less Than Significant Impact. The proposed project would involve the construction of approximately 13 linear miles of underground pipeline with appurtenant structures. Visual impacts to the surrounding community would occur only during the construction phase for a limited period of time in any one location (within the viewshed of any one property). Additionally, the visual impacts of pipeline construction activities on the surrounding community would occur within the context of the construction activities for the MTA project. As such, impacts from construction activities would be less than significant. The pipeline would be underground and its operation would not affect the visual character of any community in the vicinity of the proposed project. It is assumed that all appurtenant structures (besides any required to be constructed along the Victory Boulevard segment) would be within the MTA ROW. Some of the appurtenant structures/facilities (such as valves and cabinets) would be aboveground within the MTA ROW, and are necessary for the operation and maintenance of the pipeline. These structures/facilities would be placed, as necessary, along the alignment. These structures/facilities are common elements of the urban environment, and are not expected to substantially affect the visual character or quality of the MTA ROW or the Victory Boulevard segment of the alignment (if such aboveground structures are required along Victory). Therefore, impacts to the visual character of the surrounding area from operation of the proposed project would be less than significant, and no mitigation is required.

⁹ California Department of Transportation website: <http://www.dot.ca.gov/hq/1andArch/scenic/schwy1.html>. "Officially Designated State Scenic Highways". Updated July 25, 2000.

- d) **Create new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

No Impact. The proposed project is located in an area developed with several urban uses, including residential, commercial, religious, medical and educational, as well as being located near roadways (including Class II Highways and secondary, collector, and local streets). External and internal night and day illumination is already in place within the project area. The proposed project would involve the construction and operation of a recycled water pipeline. The construction phase would be temporary and the light and glare impacts would be temporary as well. It is anticipated that any lighting used/installed as part of the MTA project would also serve the construction of the proposed project. Operation of the proposed subsurface pipeline would not result in light or glare impacts. No impact is anticipated and no mitigation is required.

II. **AGRICULTURE RESOURCES**

Would the project:

- a) **Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? See item c) below.**
- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract? See item c) below.**
- c) **Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use?**

No Impact. The proposed project is located in a developed area and surrounded by single- and multi-family residences, as well as other commercial, public facility, and open space uses. The proposed project would be placed underground along an existing MTA ROW and public street ROW. The staging areas for construction would be located at an existing MTA facility, within the project ROW at a point where the width of the ROW permits storage of vehicles and equipment, or within a vacant parcel along Victory Boulevard (located as necessary along the proposed project alignment). The exact locations of staging areas would be determined in conjunction with the MTA project. There is no Prime, Unique Farmland, or Farmland of Statewide Importance (Farmland) on, or in the vicinity of, the project site, as the site is an existing MTA ROW and street ROW that have been heavily disturbed and improved with railroad and roadway infrastructure; therefore, there would be no potential for the construction or operation of the proposed project to convert farmland, either directly or indirectly, to non-agricultural use. No piece of land in the surrounding vicinity is zoned for agricultural uses or enrolled in a Williamson Act contract. The construction

and operation of the proposed project does not involve changes to the existing environment that could result in the conversion of Farmland to non-agricultural use. No impacts are expected and no mitigation is required.

III. AIR QUALITY

The following discussion relative to air quality is based on the analysis and associated studies described in the Air Quality section of the MTA Transit Corridor Final EIR.¹⁰ For a detailed discussion of existing conditions, studies performed, impacts, and mitigation related to air quality for the MTA project (which includes the proposed project), refer to Sections 4-7 and 5-8, Air Quality (operational impacts and construction impacts, respectively), of the Final EIR.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., the SCAQMD Plan or Congestion Management Plan)?

No Impact. Within the project area, the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) have responsibility for preparing an Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act requirements. The AQMP details goals, policies, and programs for improving air quality and establishes thresholds for daily operation emissions. Environmental review of individual projects within the region evaluate whether daily construction and operational emissions thresholds as established by the SCAQMD would be exceeded, and if the number or severity of existing air quality violations may be increased. The construction and operation of the proposed project is not anticipated to exceed the AQMP's daily emissions thresholds (as discussed in items b) and c) below), and would therefore not conflict with or obstruct implementation of the AQMP. Construction of the proposed project would occur in conjunction with construction of the MTA project, thereby avoiding any separate or additional impacts to MTA Congestion Management Plan (CMP) arterial corridors or intersections along the project alignment; the exception to this would be construction along Victory Boulevard, where limited traffic impacts could occur, but only on a temporary basis, not lending to long-term indirect air quality impacts. Operation of the proposed project would not affect any CMP intersections or arterials, because the structure would operate below-grade. As such, no impacts to the local or regional air quality or congestion management plans would occur, and no mitigation is required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? See item c) below.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including

¹⁰ Los Angeles County Metropolitan Transportation Authority. *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project*. February 2002.

releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The proposed project is located in the Los Angeles County sub-area of the South Coast Air Basin (Basin). Los Angeles County is designated as a "non-attainment" area for ozone (O₃), particulates (PM₁₀), carbon monoxide (CO). The SCAQMD, the regional agency that regulates stationary sources, maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the Basin. The closest air monitoring stations to the project are located (1) at 228 W. Palm Avenue in the City of Burbank, and (2) at 18330 Gault Street in the community of Reseda.

State and federal agencies have set ambient air quality standards for various pollutants. Both California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) have been established to protect the public health and welfare (See Table 1). The SCAQMD has prepared the *CEQA Air Quality Handbook* to provide guidance to those who analyze the air quality impacts of proposed projects. Based on Section 182(e) of the Federal Clean Air Act, the SCAQMD has set significance thresholds for five criteria pollutants. The SCAQMD significance threshold criteria are shown in Table 2.

**Table 1
State and Federal Ambient Air Quality Standards**

Pollutants <i>Air Pollutant</i>	State <i>Concentration</i>	Federal	
		<i>Primary (>)</i>	<i>Secondary (>)</i>
Ozone (O ₃)	0.09 ppm, 1-hr. avg. >	0.08 ppm, 8-hr. avg. 0.12 ppm, 1-hr. avg.	0.08 ppm, 8-hr. avg. 0.12 ppm, 1-hr. avg.
Carbon Monoxide (CO)	9 ppm, 8-hr. avg. > 20 ppm, 1-hr. avg. >	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg. >	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg. >
Nitrogen Dioxide (NO ₂)	0.25 ppm, 1-hr. avg. >	0.053 ppm, annual avg.	0.053 ppm, annual avg.
Sulfur Dioxide (SO ₂)	0.05 ppm, 24-hr. avg. > with ozone > 0.10 ppm, 1-hr. avg. or TSP > 100 µg/m ³ , 24-hr. avg. 0.25 ppm, 1-hr. avg. >	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.50 ppm, 3-hr. avg.
Particulate Matter < 2.5 microns (PM _{2.5})	NA	15 µg/m ³ , annual arithmetic mean 65 µg/m ³ , 24-hr. avg.	15 µg/m ³ , annual arithmetic mean 65 µg/m ³ , 24-hr. avg.
Particulate Matter < 10 microns (PM ₁₀)	30 µg/m ³ , annual geometric mean > 50 µg/m ³ , 24-hr. avg. >	50 µg/m ³ , annual arithmetic mean 150 µg/m ³ , 24-hr. avg.	50 µg/m ³ , annual arithmetic mean 150 µg/m ³ , 24-hr. avg.
Sulfates	25 µg/m ³ , 24-hr. avg. >	NA	NA
Lead (Pb)	1.5 µg/m ³ , 30-day avg. >	1.5 µg/m ³ , calendar quarter	1.5 µg/m ³ , calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr. avg. >	NA	NA
Vinyl Chloride	0.010 ppm, 24-hr. avg. >	NA	NA
Visibility Reducing Particles	In sufficient amount to reduce the visual range to less than 10 miles at relative humidity less than 70%, 8-hr. avg. (9am-5pm)	NA	NA

Source: South Coast Air Quality Management District *CEQA Air Quality Handbook* (April 1993)

Notes: ppm = parts per million
µg/m³ = micrograms per cubic meter,
NA = not applicable

Table 2 SCAQMD Air Quality Impact Significance Thresholds			
Pollutant <i>Air Pollutant</i>	Construction Phase		Operational Phase
	(lbs/day)	(tons/quarter)	(lbs/day)
Reactive Organic Compounds (ROCs)	75	2.50	55
Carbon Monoxide (CO)	550	24.75	550
Nitrogen Oxides (NO _x)	100	2.50	55
Sulfur Oxides (SO _x)	150	6.75	150
Particulates (PM ₁₀)	150	6.75	150

Source: SCAQMD, CEQA Air Quality Handbook, 1993

Construction Emissions

As described above in Section 2.0, the proposed project would be constructed in conjunction with the MTA project. For the purposes of this analysis, all air quality impacts associated with the construction of the proposed project are those impacts that would occur above and beyond those associated with construction of the MTA project. The air pollutant emissions of the MTA project would occur irrespective of the proposed project, and impacts of those emissions have been analyzed in the MTA Transit Corridor Final EIR. Although the construction of the proposed project would be carried out by MTA's contractors, in conjunction with the development of the MTA project, the following discussion assesses the projected incremental air quality impacts associated with the construction of the proposed pipeline.

Air contaminant emissions would result from the use of construction equipment and construction worker vehicles. Project-related construction traffic and operation of diesel equipment would have a temporary effect on air quality in the vicinity of the project. Construction worker vehicles and diesel-powered equipment would emit NO_x, CO, SO_x, Reactive Organic Compounds (ROCs), and particulate matter with an aerodynamic diameter of less than 10 microns (PM₁₀). These emissions would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards. (See Table 3 for incremental increase in daily emissions totals associated with the construction of the proposed project).

According to the MTA Transit Corridor Final EIR, construction activities associated with implementation of the MTA project are anticipated to generate significant amounts of PM₁₀, although daily emissions of all other criteria pollutants would be well below SCAQMD thresholds. The emissions estimates in the Final EIR for PM₁₀ include dust from site preparation activities and from operation of on-site gasoline and diesel construction equipment. Even with implementation of mitigation measures, the PM₁₀

impacts from construction of the MTA project are projected to exceed the SCAQMD threshold, and therefore would result in significant air quality impacts. It should be noted that the majority of the PM₁₀ emissions would result from dust generation associated with site clearing and grading/excavation activities during preliminary phases of construction of the MTA project, which is the period within which the proposed project would simultaneously occur.

**Table 3
Estimated Maximum Air Emissions From Construction
of the Proposed Project**

Air Pollutant	Estimated Emissions (lbs/day)	SCAQMD Threshold (lbs/day)
Reactive Organic Compounds (ROCs)	10.2	75
Carbon Monoxide (CO)	69.1	550
Nitrogen Oxides (NO _x)	82.2	100
Sulfur Oxides (SO _x)	6.9	150
Particulates (PM ₁₀)	44.6	150

Source: SCAQMD, *CEQA Air Quality Handbook*, April 1993; EMFAC2001.

Notes: Projected emissions are prior to implementation of applicable mitigation measures, and assume worst-case dust-generation conditions. See Appendix for detailed Air Quality Calculations.

For the purposes of impact assessment, it is assumed that the dust generation attributable to the construction of the proposed project would result from the 2,000-foot work area within which soil would be exposed in conjunction with the construction of the pipeline (i.e., the proposed project would only require a 2,000-foot area at any given time that would be subject to dust generation). In that the proposed project would be constructed in conjunction with the MTA project, surface area disruption would already occur as part of the MTA construction (with the exception of the Victory Boulevard segment of the alignment). As such, estimated impacts are extremely conservative. However, estimates are reasonable for that portion along Victory Boulevard. Assuming a 2,000-foot work area 9 feet wide, the maximum exposed area associated with pipeline construction (the exposed area irrespective of the MTA project) would only be approximately 0.41 acres. Given this assumption (relative to PM₁₀ emissions), as indicated in Table 3, criteria pollutant emissions associated with construction of the proposed project are estimated as follows: 10.2 lbs/day of ROC, 69.1 lbs/day of CO, 82.2 lbs/day of NO_x, 6.9 lbs/day of SO_x, and 44.6 lbs/day of PM₁₀. These

pollutant emissions would, alone, be well below the SCAQMD thresholds of significance. Given that the proposed project would be carried out by MTA's contractors, in conjunction with the MTA project, it is expected that all construction activities, including those associated with construction of the proposed pipeline project, would adhere to all applicable mitigation measures included in the MTA Final EIR. The MTA Final EIR provides a number of mitigation measures to address air quality emissions. With implementation of those mitigation measures, it is expected that similar reduction of proposed project-related pollutant emissions would occur (e.g., 80.8% reduction in PM₁₀ emissions as with the MTA project).

Based on the above, the air quality impacts of the proposed project in combination with the MTA project, would not be cumulatively considerable.¹¹ As described above, the air quality impacts of the currently proposed project would only occur in connection with the MTA project, and the additional increment of air pollutant emissions associated with the proposed project alone would not be significant, with or without mitigation measures. Although the significant PM₁₀ emissions impacts of the MTA project would be exacerbated by the additional emissions from proposed project-related construction activities, these impacts are not considered cumulatively considerable because construction of the proposed project is expected to have implemented all applicable mitigation measures required by the MTA project, as included in the mitigation plan adopted by the MTA Board as part of the Final EIR.¹²

Operation Emissions

Operation of the proposed project would not generate any emissions of criteria pollutants, as it would be buried below grade and would only transport recycled water. As such, no operational air quality impacts would result from the proposed project and no mitigation is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed project is bordered by sensitive receptors; namely single- and multi-family residences, and other pollutant-sensitive uses (e.g., hospitals, schools, and convalescent homes). Since daily construction emissions related to the proposed project would be below significance thresholds, and construction activities would occur at any one location only for a temporary period, impacts to sensitive receptors from construction-related air emissions would be less than significant. The incremental increase in exposure of sensitive receptors to criteria pollutants associated with construction of the proposed project would be minimal,

¹¹ Section 15064(i)(1) of the CEQA Guidelines states "Cumulative considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects."

¹² Section 15064(i)(3) of the CEQA Guidelines which states, "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located."

relative to the exposure resulting from the construction of the MTA project alone. The operation of the proposed project would not result in a significant impact to sensitive receptors adjacent to the proposed project, due to the fact that operation of the proposed project would not generate vehicle trips or produce air emissions. No significant impacts are anticipated and no mitigation is required.

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

Less Than Significant Impact. Any odors (e.g., odors from construction vehicle emissions) will be controlled in accordance with SCAQMD Rule 402 (Nuisance Emissions). Other than construction vehicle operations (i.e., diesel emissions from stationary equipment), no activities are anticipated to occur, and no materials or chemicals would be stored on-site, that would have the potential to cause substantial odor impacts during the construction and operation of the proposed project. Any incremental odors created as a result of construction of the proposed project would be negligible in comparison with the odor generation associated with the concurrent MTA project. Operation of the proposed project would not include any activity that would create odors. Therefore, no significant odor impacts would occur and no mitigation is required.

IV. BIOLOGICAL RESOURCES

The following discussion relative to biological resources is based on the analysis and associated studies described in the Biological Resources section of the MTA Transit Corridor Final EIR.¹³ For a detailed discussion of existing conditions, studies performed, impacts, and mitigation related to biological resources for the MTA project (which includes the proposed project), refer to Sections 4-11 and 5-11, Biological Resources (operational impacts and construction impacts, respectively), of the Final EIR.

Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? See item d) below.**
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? See item d) below.**
- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited**

¹³ Los Angeles County Metropolitan Transportation Authority. *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project*. February 2002.

to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? See item d) below.

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

Less Than Significant Impact. The proposed project is located along an existing MTA ROW, in an area that is presently developed with urban uses. As described in the MTA Transit Corridor Final EIR, the project alignment was surveyed by a qualified biologist, which concluded that no native plant communities exist within the project alignment. No rare, endangered, or otherwise listed native and non-native species of amphibians, reptiles, birds (including raptors), and mammals were observed along the proposed alignment; no wildlife corridors exist along or near the proposed alignment; and no sensitive plant or wildlife species listed for state or federal protection are expected to occur in the area. As such, no species identified as a candidate, sensitive, or special status species (including but not limited to plants, fish, insects, animals, and birds) or natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service are known to exist on or near the alignment. As pertains to the Victory Boulevard segment of the alignment, this segment is within a heavily urbanized street environment and is located parallel to, and within approximately 100 feet (north) of, the MTA ROW. It is not expected that any special status species or natural communities exist within this segment of the alignment, due to the disturbed nature of the segment and its proximity to the MTA ROW, which was found to lack such resources. Since no known special species have been identified in the project area, there is no potential for substantial adverse direct or indirect effects from construction or operation of the proposed project. No mitigation is required.

Although the MTA project may have the potential to impact any present species or habitat downstream along the LAR during demolition/reconstruction of the bridge, any impacts would be associated, and appropriately mitigated as part of the MTA project, as discussed in Sections 4-11 and 5-11, Biological Resources (operational impacts and construction impacts, respectively), of the MTA Final EIR. Impacts associated with constructing the pipeline segments across this and other bridges along the MTA alignment are not expected to have adverse effects upon riparian habitat or other sensitive natural communities. Therefore, impacts to riparian habitat or other sensitive natural communities would be less than significant and no mitigation is required.

No federal or nonfederal wetland habitat (including, but not limited to, marsh, vernal pool, coastal, etc.) has been identified or is known to exist on, or in the vicinity of, the proposed project; therefore, there is no potential for significant

construction or operation impacts to wetland habitat from the proposed pipeline and no mitigation is required.

The area surrounding the site is urbanized, and, does not contain any native resident or migratory fish or wildlife species or associated corridors. Pipeline construction and operation would occur under an existing MTA ROW and public street ROW. Therefore, the construction and operation of the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. Also, there is no native wildlife nursery site in the project area. No impacts are expected and no mitigation is required.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)? See item f) below.**
- f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

No Impact. The proposed project is located in a developed urban area, and construction activities would take place almost exclusively along an existing MTA ROW and public street ROW, with the exception of the Victory Boulevard segment and possibly staging areas. Because the vegetation that exists on the project site is predominately non-native and ornamental (non-sensitive) species, the majority of the pipeline alignment would already be cleared of any vegetation as a result of the construction of the MTA project, and the Victory Boulevard segment is currently paved without vegetation, the removal of, or impact on, those species during construction of the pipeline is not anticipated. The staging area(s) would be located within the existing MTA ROW, along Victory Boulevard, and/or within a nearby vacant lot or unoccupied parcel, all of which are located in an urbanized area, and no impacts are anticipated to occur relative to sensitive biological resources. Therefore, the construction and operation of the proposed project is not anticipated to conflict with any local policies or ordinances protecting such resources. Also, the project is not located within an area affected by or subject to an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts are expected and no mitigation is required.

V. - CULTURAL RESOURCES

The following discussion relative to cultural resources is based on the analysis and associated studies described in the Cultural Resources section of the MTA Transit Corridor Final EIR.¹⁴ For a detailed discussion of existing conditions, studies performed, impacts, and mitigation related to cultural resources for the MTA project (which includes the proposed project), refer to Sections 4-14 and 5-

¹⁴ Los Angeles County Metropolitan Transportation Authority. *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project*. February 2002.

14, Cultural Resources (operational impacts and construction impacts, respectively), of the Final EIR. The impacts to cultural resources related to the proposed project would be limited to construction activities, since operation of the pipeline would have no further potential to affect, or otherwise disturb, any archaeological, paleontological, or historical resources. As such, the following discussions focus on construction-related impacts.

Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?**

No Impact. As part of the MTA project, the project alignment would be cleared of any structures or other obstructions prior to implementation of the proposed project, except within the Victory Boulevard segment, where site preparation activities would be carried out separate from the MTA project. It is not anticipated that structures would be demolished as a result of the pipeline construction or operation; therefore, no impacts to historical structures are expected and no mitigation is required.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?**

Less Than Significant Impact. As discussed in item a) above, the proposed project would be constructed as part of the MTA project. As such, the pipeline construction activities, including excavation, would be carried out in conjunction with the MTA project, with the exception of the Victory Boulevard segment of the alignment, where excavation and construction would be carried out in a previously disturbed street ROW. Although the proposed pipeline construction would require incrementally more excavation to occur in conjunction with the MTA project, due to deeper excavation for the pipeline along the MTA alignment and the additional trenching in Victory Boulevard, construction of the pipeline would adhere to the MTA project mitigation measures, which would serve to minimize impacts to any archaeological resources, if present. Due to the fact that the alignment is heavily disturbed, and mitigation measures would be employed to minimize or avoid impacts to any archaeological resources, the construction of the proposed project is not anticipated to result in significant impacts to archaeological resources and no mitigation is required.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less Than Significant Impact. The geologic makeup of the area consists of recent quaternary alluvium. No impacts to paleontological resources are anticipated; however, subsurface excavations have a remote potential to

encounter previously undiscovered paleontological resources. Although the proposed pipeline construction would require incrementally more excavation than the MTA project and excavation depths for the pipeline would generally be deeper than MTA project-related excavation, adherence to the recommendations of the Greenbook as a standard construction specification would reduce the potential impact of encountering paleontological resources to a less-than-significant level. Excavation is not anticipated to affect a unique geologic feature. Impacts would be less than significant and no mitigation is required.

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

Less than Significant Impact. The proposed project would not impact known cemeteries, and no evidence of burials exists in the project location. The possibility of encountering archaeological artifacts or burials in the project area is low; although construction of the pipeline would require deeper excavation than would otherwise occur under the MTA project, and excavation along Victory Boulevard. Nonetheless, adherence to the Greenbook as a standard construction specification, would minimize potential impacts to a less-than-significant level and no mitigation is required.

VI. GEOLOGY AND SOILS

The following discussion is based, in part, on information contained in the MTA Transit Corridor Final EIR.¹⁵ For a detailed discussion of the existing geologic conditions, impacts, and mitigation measures associated with the MTA project, refer to Sections 4-10 and 5-10, Geotechnical Considerations, in the MTA Transit Corridor Final EIR.

Would the project:

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

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

No Impact. The proposed project is not located within the boundaries of any state designated Alquist-Priolo Special Studies Zone.¹⁶ The construction and operation of the proposed project would therefore not

¹⁵ Los Angeles County Metropolitan Transportation Authority. *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project*. February 2002.

¹⁶ City of Los Angeles, *General Plan, Safety Element Exhibit A, "Alquist-Priolo Special Studies and Fault Rupture Areas."*

expose people or structures to potential adverse effects¹⁷ from the rupture of a known earthquake fault. No mitigation is required.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Seismic activity at area faults may result in groundshaking at the project site. Seismic hazard from groundshaking is typical for many areas of Southern California. Along the proposed pipeline alignment, the potential for seismic activity would not be greater than for much of Los Angeles. All pipeline segments and appurtenant structures would be constructed in compliance with earthquake-resistant standards required by the LADWP Engineering Standards Manual. The fact that the pipeline would be buried below grade minimizes the potential for aboveground impacts, and belowground impacts would be limited to the area surrounding the point of pipeline failure to a shallow depth. Furthermore, the segments of pipeline proposed to cross flood control channels would be built in conjunction with the construction of the new bridges proposed under the MTA project. As such, the pipeline segments at bridge crossings would be supported by bridges designed with the latest standards and techniques for seismic safety, in accordance with appropriate mitigation measures associated with the MTA project. Therefore, this project is not expected to increase the risk of exposure of people or structures to strong seismic ground shaking. No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Depending on the levels of ground shaking, groundwater conditions, the relative density of soils, and the age of the geologic units in the area, the potential for liquefaction may vary in the City of Los Angeles. Seismic-related ground failure, including liquefaction, occurs when a saturated, granular deposit of low relative density is subject to extreme shaking and loses strength or stiffness due to increased pore water pressure. The consequences of liquefaction are expected to be predominantly characterized by settlement or uplift of structures, and increase in lateral pressure on subsurface structures. The proposed project is located in an area susceptible to liquefaction¹⁷. However, the proposed pipeline and appurtenant structures would be constructed to meet applicable seismic safety standards. Furthermore, trenches and other excavations would be backfilled with engineered fill, which meets compaction and shear strength requirements, and has little liquefiable potential. The proposed pipeline would operate as a subsurface structure. Due to the fact that the proposed project would be constructed to meet applicable seismic safety standards, and backfilled material would be engineered to meet compaction and shear strength specifications, no impact from an increase in lateral pressure is anticipated. Therefore, no impacts are anticipated that would expose people or structures (including

¹⁷ City of Los Angeles, *General Plan, Safety Element Exhibit B, "Areas Susceptible to Liquefaction in the City of Los Angeles."*

the pipeline and associated facilities) to risk of substantial adverse effects from liquefaction, and no mitigation is required.

iv) Landslides?

No Impact. The proposed project is not located in a potential landslide hazard area.¹⁸ Moreover, landslides or mudflows are not anticipated to occur in the general area of the proposed project due to the flatness of the terrain, and the fact that the pipeline will be interred below grade. No impacts are expected and no mitigation is required.

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

Less Than Significant Impact. The construction and operation of the proposed project would occur along previously disturbed areas, which consist of sections of MTA ROW and 1,300 feet of public street ROW. During construction, short-term erosion impacts could occur as a result of excavation from pipeline construction activities. These exposed soils could potentially cause erosion impacts during windy conditions and from construction vehicles traveling through the site. Heavy rains could cause the exposed soils to run off into public street ROW and/or storm drainage systems. However, as discussed previously, the proposed project would only occur during, and in conjunction with, construction of the MTA project. As such, the standard erosion control practices and applicable MTA project mitigation measures related to soil erosion would be implemented throughout construction activities, including activities related to the excavation for, and construction of, the proposed project. As part of the MTA project, the contractor will develop and implement a plan to control erosion of soil from the site during construction. Because the project site has been previously disturbed, significant losses of topsoil are not anticipated. Operation of the proposed project would not result in soil erosion or loss of topsoil. No significant impacts are anticipated and no mitigation is required.

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

No Impact. The project area is flat and not located on a geologic unit or soil that is unstable. Lateral spreading, subsidence, and collapse are not expected to occur at the project site, because the area was graded when the railroad tracks/corridors and Victory Boulevard were originally constructed. As indicated in item a) above, there is a liquefaction hazard at the site, but application of engineered backfill and adherence to applicable construction specifications would alleviate this hazard. There is no landslide potential at the project site, as indicated in item a) above. Therefore, construction and operation of the proposed project would not cause the local geologic unit or

¹⁸ City of Los Angeles, *General Plan, Safety Element Exhibit C, "Landslide Inventory & Hillside Areas in the City of Los Angeles."*

soil to become unstable, or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. No mitigation is required.

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

Less Than Significant Impact. The proposed project is located in a highly urbanized area and is currently developed, and construction activities and operation would occur along previously disturbed areas. The shallow soils in the vicinity of the project area are varying types of alluvial deposits, mostly sandy and clay loams on alluvial fan deposits. Such soils can exhibit shrink-swell potential (as is characteristic of expansive soils) when exposed to moisture (e.g., groundwater, percolating surface runoff). The proposed project, however, would be constructed to meet all applicable Uniform Building Code standards. As such, no significant impacts are anticipated and no mitigation is required.

e) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The project site does not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Construction and operation of the proposed pipeline would not affect any existing, or hinder future, septic tanks or alternative wastewater disposal systems, or the soils that would adequately support those systems. Therefore, no impacts related to soil compatibility with septic systems would occur, and no mitigation is required.

VII. HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based, in part, on the results of a hazardous materials records search performed as part of the MTA Transit Corridor Final EIR. For a more detailed discussion of the records search, existing conditions, impacts, and mitigation measures pertaining to hazardous materials associated with the MTA project, refer to Section 4-10.1.4, Seismicity (heading "d", Hazardous Materials), Section 5-10.2.2, Hazardous Materials, and Section 5-10.3.2, Hazardous Materials (mitigation) in the Final EIR.¹⁹

Would the project:

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

No Impact. Although construction of the pipeline would involve the excavation and transport of soil that could possibly be contaminated by railroad freight- and roadway-related pollution (e.g., oil, gasoline, diesel, other chemicals), the project does not involve the routine transport, use, or disposal of hazardous materials. All such materials would be transported and

¹⁹ Los Angeles County Metropolitan Transportation Authority. *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project*. February 2002.

disposed of in accordance with applicable codes and regulations. Such transport and disposal is not expected to create a significant hazard to workers or the community. The proposed pipeline would transport recycled water, which meets federal, state, and local health standards for non-potable water quality, and therefore is not considered a hazardous material. As such, operation of the proposed project would not require the use, storage, or disposal of hazardous substances. Therefore, the proposed project would not create impacts related to the routine transport, use, or disposal of hazardous materials, and no mitigation is required.

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

No Impact. Implementation of the proposed project would not involve the use, storage, or disposal of explosive or hazardous substances that could result in an upset and accident condition. Before commencing any excavation, the construction contractor would be required to obtain an "Underground Service Alert Identification Number". To minimize potential damage to any existing utilities, the contractor would not be allowed to excavate until all utility owners are notified, and all substructures are clearly identified. As the proposed pipeline would carry recycled water, operation would not create a significant hazard to the public or environment involving the release of hazardous materials. No reasonably foreseeable upset or accident conditions that could involve the release of hazardous materials into the environment are anticipated during construction or operation. Therefore, no impacts are anticipated and no mitigation is required.

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

Less Than Significant Impact. See discussion under III d) in the Air Quality section (starting on Page 3-4).

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

Less Than Significant Impact. A government records search (Vista Information Solutions, 2000) was conducted as part of the Final EIR. The records search identified hazardous materials sites listed pursuant to Government Code Section 65962.5. A summary of the results of the search is listed in Table 4-54 in Section 4-10, Geotechnical Considerations, of the Final EIR. As discussed previously, the proposed project would only be constructed as part of the MTA project, and would occur within the MTA ROW, with the exception of the Victory Boulevard segment, which would occur within an existing street ROW. Appropriate mitigation regarding

discovery of previously undetected hazardous materials would be employed, if necessary, during construction of the MTA project. Likewise, if, during construction or operation of the project, contamination is discovered with the potential to create a significant hazard to the public or the environment, the applicable regulatory agency would be contacted and the appropriate corrective actions undertaken to eliminate the hazard. No significant impacts are anticipated and no mitigation is required.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? See item f) below.**
- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The proposed project is not located within an airport land use plan; however, the central portion of the proposed project is located approximately ½ mile south of the southern boundary of the Van Nuys Airport (a public airport). The proposed project is not located within the vicinity of a private airstrip. Construction of the proposed pipeline would not affect airport activities; therefore, the project would not result in a safety hazard for people residing or working in the project area. Once operational, the proposed project would be underground and not interfere with, nor be affected by, airport operations. Therefore, neither construction nor operation of the proposed project would have an impact on the nearby airport and no mitigation is required.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact. The proposed project would not impair or physically interfere with an adopted emergency response plan or local, state, or federal agencies' emergency evacuation plans. The construction activities at public street intersections would conform to all City of Los Angeles Department of Transportation (LADOT), Los Angeles Police Department (LAPD), and Los Angeles Fire Department (LAFD) access standards to allow adequate emergency access. Once operational, the proposed project would be underground and its operation would not interfere with emergency response or evacuation plans.

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

No Impact. The proposed project is not located within a wildfire hazard area.²⁰ No significant areas of brush, grass or trees are located in the project

²⁰ City of Los Angeles, *General Plan, Safety Element Exhibit D, "Selected Wildfire Hazard Areas In the City of Los Angeles."*

area. The area is highly urbanized and not in close proximity to any wildlands and no wildlands are found intermixed. Construction of the proposed project would not expose any people or structures to a significant risk of loss, injury or death involving wildland fires. Operation of the proposed project would occur beneath the surface of the MTA ROW and public street ROW. Therefore, no impacts are expected and no mitigation is required.

VIII. HYDROLOGY AND WATER QUALITY

The following discussion relative to hydrology and water quality is based on the analysis and associated studies described in the Water Resources section of the MTA Transit Corridor Final EIR.²¹ For a detailed discussion of existing conditions, studies performed, impacts, and mitigation related to hydrology and water quality for the MTA project alignment (which includes the proposed project), refer to Sections 4-12 and 5-12, Water Resources (operational impacts and construction impacts, respectively), of the Final EIR.

Would the project:

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

Less Than Significant Impact. The construction and operation of the proposed project would not generate any wastewater or increase urban runoff into existing storm drains. Prior to operation of the proposed pipeline, it would be hydrostatically tested and disinfected with chlorine. Test and disinfectant water would then be treated pursuant to NPDES permit requirements by the Regional Water Quality Control Board (RWQCB) and then discharged into the storm drain system. Although shallow groundwater levels may occur along the MTA ROW or within the public street ROW, the necessity for dewatering will be unlikely for pipeline construction, due to the relatively shallow depth at which it would be placed.

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

No Impact. Because the proposed project would be installed at a relatively shallow depth (about 5 feet bgs), it is therefore unlikely that groundwater would be encountered during construction. As such, no impact to groundwater supply or recharge is expected and no mitigation is required.

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

²¹ Los Angeles County Metropolitan Transportation Authority. *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project*. February 2002.

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

No Impact. The proposed project would be constructed under an existing MTA ROW and public street ROW, and would therefore not alter the existing grade or drainage pattern of the project site. Construction of the proposed project would not alter the course of a stream or river. Open-trench construction methods would not substantially increase the rate or amount of surface runoff, or result in flooding on- or off-site. Operation of the proposed subsurface pipeline would not affect drainage or the course of a stream or river. As such, no impacts to drainage patterns or surface runoff would occur, and no mitigation is required.

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

Less Than Significant Impact. Dewatering that may be required for construction (although unlikely) would contribute minimal amounts of discharge water; however, this water is not expected to be released in substantial quantities, and is not expected to exceed the existing or planned capacity of the local stormwater drainage system. Furthermore, the discharge water is not anticipated to contain significant quantities of contaminants, and would be of limited volume. Operation of the proposed pipeline would be a closed system that would not create or contribute to runoff water. Consequently, impacts to stormwater systems from increased runoff volumes or polluted runoff due to construction or operation of the proposed project would be less than significant and no mitigation is required.

- f) **Otherwise substantially degrade water quality?**

Less Than Significant Impact. Potential short-term erosion effects could occur during site excavation and construction activities that could affect surface water quality with runoff. However, due to the linear nature of the proposed project and limited area of ground disturbance, this effect is expected to be minimal. If dewatering is necessary during construction, the water would be treated, as necessary, and discharged into the nearby storm drain system. Operation of the proposed pipeline would be a closed system and therefore not degrade or affect water quality. A less than significant impact is anticipated on water quality and no mitigation is required.

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

No Impact. The construction and operation of the proposed project would not involve the placement of housing within a 100-year flood hazard area. No impact is expected and no mitigation is required.

- h) Place within a 100-year flood area structures to impede or redirect flood flows? See item i) below.
- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. Although the proposed project is located in an area of potential inundation (from failure of upstream dams)²² and portions of the alignment fall within designated 100-year flood zones, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding. This is due to the fact that the proposed project would not increase the risk from flooding over what is currently experienced by existing local residents and employees, since the pipeline would serve existing LADWP customers and would not involve new populations or sizeable above-ground structures. In the vicinity of the Sepulveda Dam Recreation Area, the MTA alignment traverses a 100-year flood zone (along Victory Boulevard between Balboa Boulevard and Woodley Avenue, east of the Victory Boulevard segment of the alignment), and crosses two other drainage channels (Bull Creek and the Los Angeles River channel), which are designated as 100-year flood zones. At the drainage channel crossings, the proposed project would be constructed along the MTA busway bridge structures, and thus would not have the potential to affect any drainage patterns or flooding in these areas. Within the flood zone along Victory Boulevard, the pipeline would be constructed underground; during construction activities, excavations and equipment on-site in this location are not expected to substantially affect flood flows or expose people or structures to flood risks, through adherence to the Statewide NPDES General Construction Stormwater Permit requirements. As such, the construction and operation of the pipeline within 100-year flood zones would not significantly redirect flood flows or pose a risk to people or structures from flooding or inundation. In the event of pipeline failure, safety valves throughout the water distribution system may be shut off (as deemed necessary by LADWP) in response to a loss of pressure and to isolate the break. The volume of recycled water released in such an event would be limited to the amount of water contained in the section of pipeline between the shut-off valves, which is not expected to yield enough water to pose a threat to life or property. Therefore, flooding impacts would be less than significant and no mitigation is required.

- j) Inundation by seiche, tsunami, or mudflow?

No Impact. The proposed project area is not subject to seiche- or tsunami-related inundation as it is not located within the range of a seiche hazard zone or tsunami hazard zone.²³ In addition, the proposed project is not located in an area subject to mudflows. Therefore, the potential impact on or to the

²² City of Los Angeles, *General Plan Safety Element Exhibit G, "Inundation & Tsunami Hazard Areas in the City of Los Angeles."*

²³ City of Los Angeles, *General Plan Safety Element Exhibit G, "Inundation & Tsunami Hazard Areas in the City of Los Angeles."*

proposed project, during either construction or operation, from inundation by seiche, tsunami, or mudflow is very low, if not non-existent. No mitigation is required.

IX. LAND USE AND PLANNING

The following discussion relative to land use and planning is based, in part, on the analysis described in the Land Use and Development section of the MTA Transit Corridor Final EIR.²⁴ For a detailed discussion of existing conditions, impacts, and mitigation related to land use for the MTA project (which includes the proposed project), refer to Section 4-1, Land Use and Development, in the Final EIR.

Would the project:

a) Physically divide an established community?

Less Than Significant Impact. Construction impacts from the proposed project would be short-term and would be confined to the MTA ROW and a 1,300-foot section of Victory Boulevard at Balboa Boulevard. Though the pipeline construction would transverse through established communities, the proposed project would not physically divide the communities as it would occur along an existing MTA ROW and street ROW. As such, the construction of the pipeline would not noticeably divide the community any more than would already occur in association with the MTA project, and any construction impacts along the Victory Boulevard segment would be temporary in nature. Since the pipeline would operate underground, its long-term operation would not physically divide the community. No significant impacts are expected and no mitigation is required.

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

No Impact. Construction and operation of the proposed project would occur within an MTA ROW and street ROW and would be buried below grade; therefore, no effects on any land uses on or near the project, or conflicts with any General Plan designations or zoning ordinances are expected. No impacts would occur and no mitigation is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The land uses in the immediate vicinity of the proposed project are residential, commercial, light industrial/industrial, public facility, and open space/recreational uses. No known habitat or natural communities

²⁴ Los Angeles County Metropolitan Transportation Authority. *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project*. February 2002.

conservation plans exist for the project area. Therefore, the construction and operation of the proposed project would not conflict with, or impact, any habitat or natural communities conservation plans and no mitigation is required.

X. MINERAL RESOURCES

Would the project:

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

Less Than Significant Impact. Development of the proposed project would involve the use of construction materials, which include negligible quantities of non-renewable resources. Construction of the proposed project would follow industry standards and would not use non-renewable resources in a wasteful or inefficient manner. No mineral resources that are of value to the region or residents of the state have been identified in the vicinity of the project. The project is not located within a Significant Mineral Aggregate Resources Area as designated by the State of California Department of Conservation. Therefore, the proposed project would not result in the loss of availability of any mineral resource that would be of value to the region and the residents of the state. Once constructed, operation of the proposed project would not affect known mineral resources. Impacts to known mineral resources (i.e., petroleum fuels) from construction are expected to be less than significant. No mitigation is required.

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

No Impact. The proposed project is not located in an area designated as containing locally important mineral resources.²⁵ Therefore, the construction and operation of the proposed project would not result in the loss of availability of any mineral resource and no mitigation is required.

XI. NOISE

The following is based, in part, on the studies and analysis discussed in the MTA Transit Corridor Final EIR.²⁶ For a detailed discussion of existing conditions, impacts, and mitigation measures related to noise associated with the MTA project, refer to Sections 4-9 and 5-9, Noise and Vibration (operational and construction impacts, respectively), in the Final EIR.

Would the project result in:

²⁵ City of Los Angeles Department of Planning. Los Angeles Citywide General Plan Framework Draft Environmental Impact Report. January 1995.

²⁶ Los Angeles County Metropolitan Transportation Authority. Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project. February 2002.

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

Less Than Significant. Sound is defined as any pressure variation detected by the human ear. Noise is defined as any unwanted sound. On average, noise lessens at a rate of 6 dBA for every doubling of distance from a source, depending on environmental conditions (e.g., atmospheric conditions, noise barriers, ground covering, etc.).

The proposed project is located in an area primarily consisting of residential uses, with industrial/light industrial, commercial, hospital, school, and recreation/open space uses. Residences, schools, and hospitals, all of which qualify as noise-sensitive land uses, would be exposed to noise generated from on-site construction activities. Generally, the distance from the boundary of the proposed construction activities to the closest sensitive receptors located adjacent to the proposed project is approximately 100 feet on either side (along the majority of the MTA/pipeline alignment).

According to the MTA Transit Corridor Final EIR, the MTA project would generate noise levels of about 80 dBA at the closest residences, which is substantially higher than existing ambient noise levels in any part of the project corridor. It is anticipated that construction of the pipeline along the Victory Boulevard segment would generate comparable noise levels as the MTA project at nearby sensitive receptors. However, the measures adopted in the MTA Final EIR and adherence to the City of Los Angeles Municipal Code would reduce the potential construction noise impacts to less than significant and no mitigation is required.

No noise impacts to surrounding sensitive receptors would occur as a result of the operation of the proposed project and no mitigation is required.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

No Impact. According to Section 5-9.2, Construction Vibration, of the MTA Transit Corridor Final EIR, it is anticipated that construction of the MTA project would generate groundborne vibration from use of heavy construction equipment, use of jackhammers and vibratory compaction equipment, impact pile driving, and truck delivery and haul trips. Although construction of the proposed project would include use of heavy equipment (e.g., for excavation of the pipeline trench and construction of appurtenant structures), it is unlikely that construction would result in excessive groundborne vibration or groundborne noise levels; therefore, no impact is anticipated and no mitigation is required.

Operation of the proposed project would not cause substantial, if any, groundborne vibration or noise. No impact would occur and no mitigation is required.

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

No Impact. Operation of the proposed project would be underground; therefore, no substantial permanent increase in ambient noise levels would occur in the project vicinity above levels existing without the project.

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

Less Than Significant Impact. As discussed in item a) above, construction noise levels at and near the proposed project would fluctuate depending on the particular type, number and duration of use of various pieces of construction equipment. Construction would generate an increase in ambient noise levels in the project vicinity. The exposure of persons to the periodic increase in noise levels would be short-term and is anticipated to not be perceptible to nearby sensitive receptors. With adherence to the noise ordinance and the additional measures listed above under item a) to be implemented as part of the construction of the MTA project, the impact of the proposed project temporarily increasing ambient noise levels in the project vicinity would be less than significant and no mitigation is required.

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

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

No Impact. No portion of the proposed project is located within an airport land use plan. However, the approximate center of the proposed project (Victory Boulevard at Woodley Avenue) is located approximately ½ mile south of the Van Nuys Airport (a public airport), and is in the flight path of aircraft using the airport. Nonetheless, the construction activities would only occur in this area for a temporary period, and operation of the proposed project would occur below grade. Consequently, the construction of the proposed project would not expose workers to excessive noise levels and no mitigation is required.

XII. POPULATION AND HOUSING

The following is based, in part, on the studies and analysis discussed in the MTA Transit Corridor Final EIR.²⁷ For a detailed discussion of existing conditions, impacts, and mitigation measures related to population and housing associated with the MTA project, refer to Sections 4-3 and 5-4, Demographics and

²⁷ Los Angeles County Metropolitan Transportation Authority. *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project*. February 2002.

Neighborhoods (operational and construction impacts, respectively), in the Final EIR.

Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact. The construction and operation of the proposed project is being undertaken to help meet the needs of LADWP for increasing the use of recycled water for non-potable applications (e.g., landscape irrigation, toilet flush water, and industrial boiler feed water). Such recycled water use can offset the use of potable water supplies, which is aimed at enhancing overall potable water supply reliability (in such uncertain arid climatic conditions), rather than allowing for use of the additional available water elsewhere. Because the pipeline would supply recycled water to existing LADWP customers (including the City of Los Angeles, and other public agencies, for landscape irrigation of public areas such as parks and sidewalks/medians), the implementation of the proposed project would not affect population growth, housing units, or business. The proposed project, although it would be constructed in conjunction with the MTA project, would not have an impact on the type, size, or location of transportation infrastructure in the long-term. Therefore, no growth-inducing impacts are anticipated to result from the proposed project and no mitigation is required.

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

No Impact. The construction (including staging areas) and operation of the proposed project would occur within or near the existing MTA ROW and public street ROW. No housing is to be removed as part of the proposed project. Therefore, construction and operation of the pipeline would not have any impacts on the number or availability of existing housing in the area and would not necessitate the construction of replacement housing elsewhere and no mitigation is required.

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

No Impact. As mentioned in item b) above, the construction and operation of the proposed project would not displace any housing, and therefore would not result in the displacement of people. No impact is expected and no mitigation is required.

XIII. PUBLIC SERVICES

The following is based, in part, on the studies and analysis discussed in the MTA Transit Corridor Final EIR.²⁸ For a detailed discussion of existing conditions,

²⁸ Los Angeles County Metropolitan Transportation Authority. *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project*. February 2002.

impacts, and mitigation measures related to safety and security (as pertains to public services) associated with the MTA project and alignment, refer to Sections 4-13 and 5-13, Safety and Security (operational and construction impacts, respectively), in the Final EIR.

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

i) **Fire protection?**

No Impact. All construction activities would be carried out in coordination with LADOT and LAFD emergency access standards. Operation of the proposed project would not require additional fire protection. No impacts would occur to fire services and no mitigation measures are required.

ii) **Police protection?**

No Impact. All construction activities would be carried out in coordination with LADOT and LAPD, and in accordance with all applicable LADOT and LAPD emergency access standards. Operation of the proposed project would not require additional police protection. No substantial adverse physical impacts would occur to police services and no mitigation measures are required.

iii) **Schools?**

No Impact. No population increase in the project area would result from the construction and operation of the proposed project. Accordingly, no substantial adverse physical impact to local schools would result, and no mitigation is required.

iv) **Parks?**

No Impact. The construction and operation of the proposed project would not generate any additional population that would increase demand for neighborhood or regional parks or other recreational facilities. Accordingly, no substantial adverse physical impact to parks would result (including temporary impacts to the Sepulveda Dam Recreation Area), and no mitigation is required.

v) **Other public facilities?**

No Impact. The construction and operation of the proposed project is not expected to result in substantial adverse physical impacts associated with any other public facilities in the area or in the City of Los Angeles as a whole. No impacts are anticipated and no mitigation is required.

XIV. RECREATION

Would the project:

- a) **Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Less Than Significant Impact. Neither the construction nor operation of the proposed project would generate any additional population that would increase the use of existing neighborhood or regional parks or other recreational facilities.

- b) **Include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact. The proposed project is a pipeline. Construction and operation of the proposed pipeline would not include recreational facilities or require construction or expansion of recreational facilities such as the adjacent Sepulveda Dam Recreation Area, which might have an adverse physical effect on the environment. No impacts are expected and no mitigation is required.

XV. TRANSPORTATION/TRAFFIC

The following is based, in part, on the analysis discussed in the MTA Transit Corridor Final EIR.²⁹ For a detailed discussion of existing conditions, impacts, and mitigation measures related to transportation and parking, as well as safety and security (as pertains to transportation/ traffic), associated with the MTA project, refer to Sections 4-13, 5-2, and 5-13, in the Final EIR.

The proposed project would be constructed under an existing MTA ROW, and a short segment would be constructed under existing public street ROW (Victory Boulevard). Impacts to transportation/traffic systems or infrastructure associated with the construction of the proposed project, discussed below, are those that would occur with the concurrent construction of the MTA project, except construction within Victory Boulevard. In general, impacts to transportation/traffic facilities or systems would already occur as a result of the MTA project, during which the pipeline construction would also occur.

Would the project:

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

²⁹ Los Angeles County Metropolitan Transportation Authority. *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor Project*. February 2002.

Less Than Significant Impact. As discussed above, the proposed project would only occur in conjunction with the implementation of the MTA project. Accordingly, with the exception of the Victory Boulevard segment, the MTA project would already be properly barricaded or otherwise secured for traffic safety during construction, and would already result in impacts to existing loads and capacities. However, construction activities along Victory Boulevard would be carried out by MTA's contractors, and would be subject to the same measures to minimize traffic impacts. Furthermore, LADOT would require (as deemed necessary) that tunneling/jacking be performed at busy intersections along the alignment. As such, construction impacts to traffic would be less than significant. Operation of the proposed pipeline would occur below grade under the MTA ROW and public street ROW. Therefore, no significant construction or operational impacts to the traffic system would occur and no mitigation is required.

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

Less Than Significant Impact. As discussed in item a) above, the proposed project would be constructed in conjunction with the MTA project; therefore, no additional impacts beyond those occurring from the MTA project would occur from the proposed project, except for the 1,300-foot segment along the Victory Boulevard. Construction impacts along the Victory Boulevard segment would be so short-term that they are not considered of a nature that would exceed, either individually or cumulatively, a level of service standard. Operation of the proposed project would occur below ground; therefore, traffic systems would not affect, or be affected by, operation of the pipeline. Impacts to levels of service would be less than significant and no mitigation is required.

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

No Impact. The proposed project would not generate air traffic nor affect such activities. No impacts are anticipated and no mitigation is required.

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

No Impact. Construction of the proposed project would temporarily alter existing street/traffic patterns along the alignment. The changes to traffic patterns and levels of service during the construction phase (which are those that are associated with the construction of the MTA project/proposed project) would be temporary and limited to the immediate area in which construction activities are occurring (including those impacts along the Victory Boulevard segment). All changes to traffic patterns (i.e., lane closures), associated with

both the MTA project and proposed project, would be coordinated with LADOT and MTA to minimize impacts to motorists, public transportation patrons, and pedestrians. No design features (e.g., sharp curves or dangerous intersections) or incompatible uses are proposed as part of the proposed project. As such, no impacts are anticipated and no mitigation is required.

e) Result in inadequate emergency access?

No Impact. Construction of the proposed project would occur in conjunction with the construction of the MTA project, which would be carried out in accordance with all applicable LADOT, LAFD, and LAPD emergency access requirements. No impacts are expected, and no mitigation is required.

f) Result in inadequate parking capacity?

Less Than Significant Impact. Construction of the proposed project would occur along the existing MTA ROW, which does not contain any parking facilities, aside, possibly, from existing Park & Ride facilities. Construction activities and staging areas associated with the MTA project (which would include the construction of the proposed project) would occur within the existing MTA ROW, and would not contribute to long-term inadequate parking capacity at or near the MTA project (with the exception of temporary impacts at any affected Park & Ride facilities). Impacts to parking capacity along the public street ROW (Victory Boulevard segment), and at affected Park & Ride facilities, would be temporary in nature and are not expected to substantially reduce the available parking capacity in the project area. The operation of the proposed project would not generate any vehicle trips, nor require any parking as part of its operation. Impacts to parking capacity during construction and operation of the proposed project would be less than significant and no mitigation is required.

g) Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The proposed project would not conflict with adopted policies supporting alternative transportation. As discussed above, construction activities would be coordinated with LADOT and MTA in order to minimize impacts to alternative transportation facilities (e.g., bus stops, bike lanes). Access to public transportation and bike lanes would be maintained, where possible, throughout construction, as required by LADOT and MTA. As a result, no impacts would result from the proposed project and no mitigation is required.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

No Impact. The proposed project would not result in changes to facilities or operations at existing wastewater treatment facilities. Consequently, no modification to a wastewater treatment facility's current wastewater discharges would occur; hence, no impact to wastewater treatment requirements of the applicable RWQCB would occur.

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

No Impact. It is not anticipated that the construction and operation of the proposed project would generate wastewater, and would therefore not require the construction of new water or wastewater treatment facilities or expansion of existing facilities. The recycled water that the proposed project would convey would be delivered from existing available supply at the TWRP; no expansion of that facility would be necessitated by implementation of the proposed project. No impacts are anticipated and no mitigation is required.

- c) **Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

No Impact. Stormwater drainage facilities are provided throughout the project area. Construction of the proposed project is not expected to increase stormwater runoff in the project area, since the pipeline would be placed beneath previously developed surfaces (including those developed as part of the MTA project and along Victory Boulevard). Although construction dewatering may be required during construction, the activity would be temporary in nature and the amount of dewatering discharge would not exceed the capacity of the existing stormwater drainage facilities, nor require new or expanded facilities of this type. The pipeline, once operational, would be a closed system, and therefore would not impact stormwater drainage facilities. The construction and operation of the proposed project is not anticipated to require, or indirectly result in, the construction of new stormwater drainage facilities or the expansion of existing facilities. Therefore, no impacts are expected and no mitigation is required.

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

No Impact. The proposed project is a water supply pipeline that would convey recycled water as part of the existing LADWP water supply infrastructure and serve the area from existing entitlements and resources. No new or expanded entitlements would be needed during construction or operation of the proposed project. No water supply impacts would result and no mitigation is required.

- e) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve**

the project's projected demand in addition to the provider's existing commitments?

No Impact. Construction and operation of the proposed project would not generate or require wastewater capacity. No impacts to wastewater treatment capacity are anticipated and no mitigation is required.

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

Less Than Significant Impact. Excavation and construction debris would be recycled or transported to the nearest landfill site and disposed of appropriately. It is anticipated that the construction contractor would work with the Los Angeles County's Recycling Coordinator, to the extent practicable, to ensure that source reduction techniques and recycling measures are incorporated into project construction. The amount of debris generated during project construction is not expected to significantly impact landfill capacities. Operation of the proposed project would not generate any solid waste. No significant impacts to landfill capacity are anticipated and no mitigation is required.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant Impact. As mentioned above in item f), construction debris would be recycled or disposed of according to local and regional standards, and operation of the proposed project would not generate any solid waste. As such, no significant impacts related to compliance with solid waste statutes and regulations are expected and no mitigation is required.

MANDATORY FINDINGS OF SIGNIFICANCE

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

No. The analysis conducted in this Initial Study results in a determination that the project would not have a significant effect on the local environment. Since the pipeline would be placed underground, under an existing MTA ROW and street ROW, in an area that is currently developed with residential, commercial, industrial/light industrial, public facility, recreation/open space, and other uses, and the site is devoid of fish, significant wildlife, and/or plant populations, the proposed project would not have the potential to degrade the environment in this regard. It is hereby found that the proposed project involves no potential for any impacts, on wildlife resources. No intrusion on cultural resources is anticipated to occur and no mitigation is required.

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

No. As discussed in the respective issue areas, the proposed project would have no impacts to environmental resources. With implementation of the identified project-specific mitigation measures associated with the MTA project (concurrent with the proposed project) and compliance with applicable codes, ordinances, laws and other required regulations, no impacts are anticipated to occur and no mitigation is required.

With regard to air quality, construction-related air pollutant emissions, specifically PM₁₀, associated with the proposed project would add incrementally to the short-term, construction-related significant PM₁₀ impacts of the MTA project. As described above in Section III.c), the incremental increase in PM₁₀ emissions would not be cumulatively considerable. The air quality impacts of the proposed project would only occur within the context of the MTA project impacts, and the nature and significance of the MTA air quality impacts remain the same with or without the proposed project. More specifically, all construction-related non-PM₁₀ air pollutant emissions of the MTA project would not be significant, with or without implementation of the proposed project. Similarly, the PM₁₀ emissions associated with the MTA project would be significant, with or without proposed project, and with or

without mitigation. As such, the impacts of the proposed project, while adding to the impacts of the MTA project, are not cumulatively considerable as to warrant the preparation of an EIR. Significant short-term construction-related impacts have already been acknowledged and accepted within the context of the MTA project Final EIR, and implementation of the currently proposed project would not alter those previous conclusions in any material way.

In addition, the Final EIR for the MTA project and this Initial Study for the proposed project both provide for the mitigation of PM₁₀ impacts to the extent feasible. As described above in Section III.c), pursuant to Section 15064(i)(3) of the CEQA Guidelines, because the proposed project would comply with the requirements of the adopted MTA project mitigation plan (relative to air quality), impacts associated with construction of the proposed project would not be cumulatively considerable. In summary, the impacts of the proposed project, when viewed in connection with the effects of other projects (i.e., the MTA project), would not be cumulatively considerable.

With regard to traffic, construction activities generate truck traffic and vehicular traffic associated with construction workers. Traffic impacts resulting from the proposed project's construction would be temporary and are not expected to be significant or cumulatively considerable. Based on the above, the proposed project is not anticipated to result in traffic impacts that are cumulatively considerable.

Therefore, no impacts under this category are anticipated and no mitigation is required.

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

No. The proposed project would have no adverse effects on human beings other than the beneficial effect of providing a more reliable water supply for existing LADWP water service customers. Therefore, the proposed project is not anticipated to have a direct or indirect substantial adverse impact on human beings and no mitigation is required.

SECTION 4.0

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