INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Coronado Trunk Line Project

PREPARED BY

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
AQMP	Air Quality Management Plan
BMP	best management practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Control Board
CEQA	California Environmental Quality Act
CH_4	methane
CHRIS	California Historical Resources Information System
City	City of Los Angeles
CMP	congestion management program
CNDDB	California Natural Diversity Database
CO	carbon monoxide
CO_2	carbon dioxide
dB	decibel
dBA	A-weighted decibel
EIR	Environmental Impact Report
GHG	greenhouse gas
GWP	global warming potential
HDD	horizontal directional drilling
IS	Initial Study
LACM	Natural History Museum of Los Angeles
LADOT	City of Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
L_{eq}	equivalent continuous sound level
L_{max}	maximum noise level
LOS	level of service
LST	localized significance threshold
LUST	leaking underground storage tank
MM	mitigation measure
MND	Mitigated Negative Declaration
MT CO_2e	metric tons carbon dioxide equivalent
MW	megawatt
N_2O	nitrous oxide

Acronym/Abbreviation	Definition
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NF_3	nitrogen trifluoride
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OPR	Governor's Office of Planning and Research
PCE	passenger-car equivalent
PM_{10}	particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter)
$PM_{2.5}$	particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter)
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAR	Sewer Capacity Availability Request
SCAQMD	South Coast Air Quality Management District
SF_6	sulfur hexafluoride
SO_2	sulfur dioxide
SO_x	oxides of sulfur
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
UAIZ	Urban Agriculture Incentive Zone
US 101	U.S. Highway 101
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles traveled
VOC	volatile organic compound
WATCH	Work Area Traffic Control Handbook

1 INTRODUCTION

1.1 Project Overview

The Coronado Trunk Line Project (proposed project) would involve construction, operation, and maintenance of a new 30-inch-diameter welded steel potable water pipeline in the Westlake and Silver Lake–Echo Park–Elysian Valley Community Plan areas in the City of Los Angeles (City). The project is being proposed by the Los Angeles Department of Water and Power (LADWP). The new pipeline would be approximately 7,200 feet in length and would extend along segments of Robinson Street, Council Street, West Temple Street, and North Coronado Street. The proposed project would include installation and operation of a regulator/relief station vault and a flow meter vault within Robinson Street, as well as trunk line appurtenances along the alignment. The new trunk line would connect two existing trunk lines (the First Street Trunk Line within Beverly Boulevard and the Sunset Trunk Line within Sunset Boulevard). The new connection would enhance system reliability and resiliency during planned or emergency outages and allow water service to continue within the Solano Reservoir service area while the reservoir and other facilities in the area are being repaired and/or replaced.

1.2 California Environmental Quality Act

The California Environmental Quality Act (CEQA) applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed project constitutes a project as defined by CEQA (California Public Resources Code, Section 21065). LADWP, as a municipal utility, would implement and operate the proposed project and will therefore act as the CEQA lead agency. LADWP would also fund the proposed project but may also seek funding from available sources, which may include the State Water Resources Control Board's (SWRCB) Drinking Water State Revolving Fund. SWRCB uses the CEQA review process and compliance with federal environmental laws and regulations to satisfy the environmental requirements for the Drinking Water State Revolving Fund Program Operating Agreement between the United States Environmental Protection Agency and SWRCB. As a result, and in addition to the CEQA review process, federal crosscutting requirements are often a part of the environmental review for projects that are funded through the Drinking Water State Revolving Fund Program. Therefore, applications for funding must include proof of CEQA compliance and of compliance with federal requirements. Collectively, the process is termed "CEQA+" due to the addition of federal crosscutting studies to CEQA requirements.

An Initial Study has been prepared by LADWP as the lead agency in accordance with the CEQA Guidelines to evaluate potential environmental effects and to determine whether an Environmental Impact Report or a Negative Declaration or Mitigated Negative Declaration (MND) should be prepared for the proposed project. The Initial Study has also been prepared to satisfy CEQA requirements of agencies that would provide sources of funding for the proposed project or that would otherwise have discretionary approval authority over the project. An MND is prepared for a project when an Initial Study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on

the environment would occur; and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

The Initial Study determined that the implementation of the proposed project could cause some potentially significant impacts on the environment but, as shown in the environmental analysis contained in this IS/MND, all of the project's potentially significant impacts would be reduced to less than significant levels through the implementation of mitigation measures. Consequently, the analysis contained herein concludes that an MND is the appropriate document for the proposed project.

This document consists of both the Initial Study for the project and the MND (IS/MND). This IS/MND is composed of four sections. Section 1 provides an introduction to the proposed project, general information about the contents of the IS/MND, information about the lead agency, the project location, and the environmental setting. Section 2 provides a description of the proposed project components and information about their construction and operation. Section 3 consists of the CEQA Initial Study checklist, which provides the assessment of potential environmental impacts and the applicability of mitigation measures to reduce potentially significant impacts to less than significant. Section 4 provides a list of the lead agency staff and consultants involved in preparing the environmental review documents for the proposed project. This document also includes several appendices that contain technical resource reports related to air quality and greenhouse gas (GHG) emissions, biological resources, cultural resources, noise, and traffic. Several of the technical resource reports have been prepared in compliance with CEQA+ federal crosscutting requirements, to support an application for SWRCB funding, in the event that such funding is pursued.

1.3 Project Location

The project alignment would be located approximately 1.3 miles northwest of downtown Los Angeles and is within the Westlake and Silver Lake–Echo Park–Elysian Valley Community Plan areas. (This area is generally known as "Rampart Village.") The project alignment would extend along segments of Robinson Street, Council Street, West Temple Street, and North Coronado Street (Figure 1-1). (For the purposes of this document, North Coronado Street and West Temple Street will be called "Coronado Street" and "Temple Street," respectively.)

The project alignment would begin at the intersection of Beverly Boulevard and Robinson Street in the Westlake Community Plan Area. Next, the alignment would extend approximately 620 feet northeast along Robinson Street, to the intersection of Robinson Street and Council Street. The alignment would then extend approximately 2,790 feet southeast along Council Street, to the intersection of Council Street and Coronado Street. The alignment would then extend for approximately 680 feet northeast along Coronado Street, taking a brief 120-foot jog to the east along Temple Street before continuing northeast along Coronado Street for an additional 3,000 feet until its terminus at the intersection of Coronado Street and Sunset Boulevard. Temple Street marks the border between the Westlake Community Plan Area and the Silver Lake–Echo Park–Elysian Valley Community Plan Area, so the northern sections of the project alignment would be located within the Silver Lake–Echo Park–Elysian Valley Community Plan Area, while the southern sections would be located within the Westlake Community Plan Area.

SOURCE: Bing Maps 2018, Los Angeles County 2011

Los Angeles Department of Water & Power

0 400 800 Feet

FIGURE 1-1

Project Location

Coronado Trunk Line Project

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As shown in Figure 1-1, the project alignment would cross U.S. Highway 101 (US 101). US 101 is bridged over Coronado Street, so the alignment would continue along Coronado Street underneath US 101 at this crossing.

1.4 Environmental Setting

The proposed project would occur within the public right-of-way for Robinson Street, Council Street, West Temple Street, and North Coronado Street. Each of these roadways are given designations by the City of Los Angeles (City of Los Angeles 2017a, 2017b). The designations assigned to the segments of these roadways within the project area are listed below, along with a description of the key features of each roadway. See Figure 1-2 and Figure 1-3 for details on the land uses surrounding the project alignment.

Robinson Street:

- "Local" roadway designation
- Two-way traffic; on-street parking, sidewalks, and a landscaped strip on both sides of the roadway
- Surrounded by residential land uses on both sides

Council Street:

- "Collector" and "Local" roadway designations (within the project area, the "Collector" designations extends from Reno Street to Coronado Street and the "Local" designation extends from Robinson Street to Reno Street)
- Two-way traffic; on-street parking, sidewalks, and a landscaped strip on both sides of the roadway
- Surrounded primarily by residential land uses on both sides, with some commercial land uses (namely, Occidental Studios, St. Anne's social services center, and a preschool)

Temple Street:

- "Avenue II" roadway designation
- Four-lane roadway (two lanes in each direction); on-street parking, sidewalks, and street trees on both sides of the roadway
- Surrounded by commercial and multi-family land uses on both sides

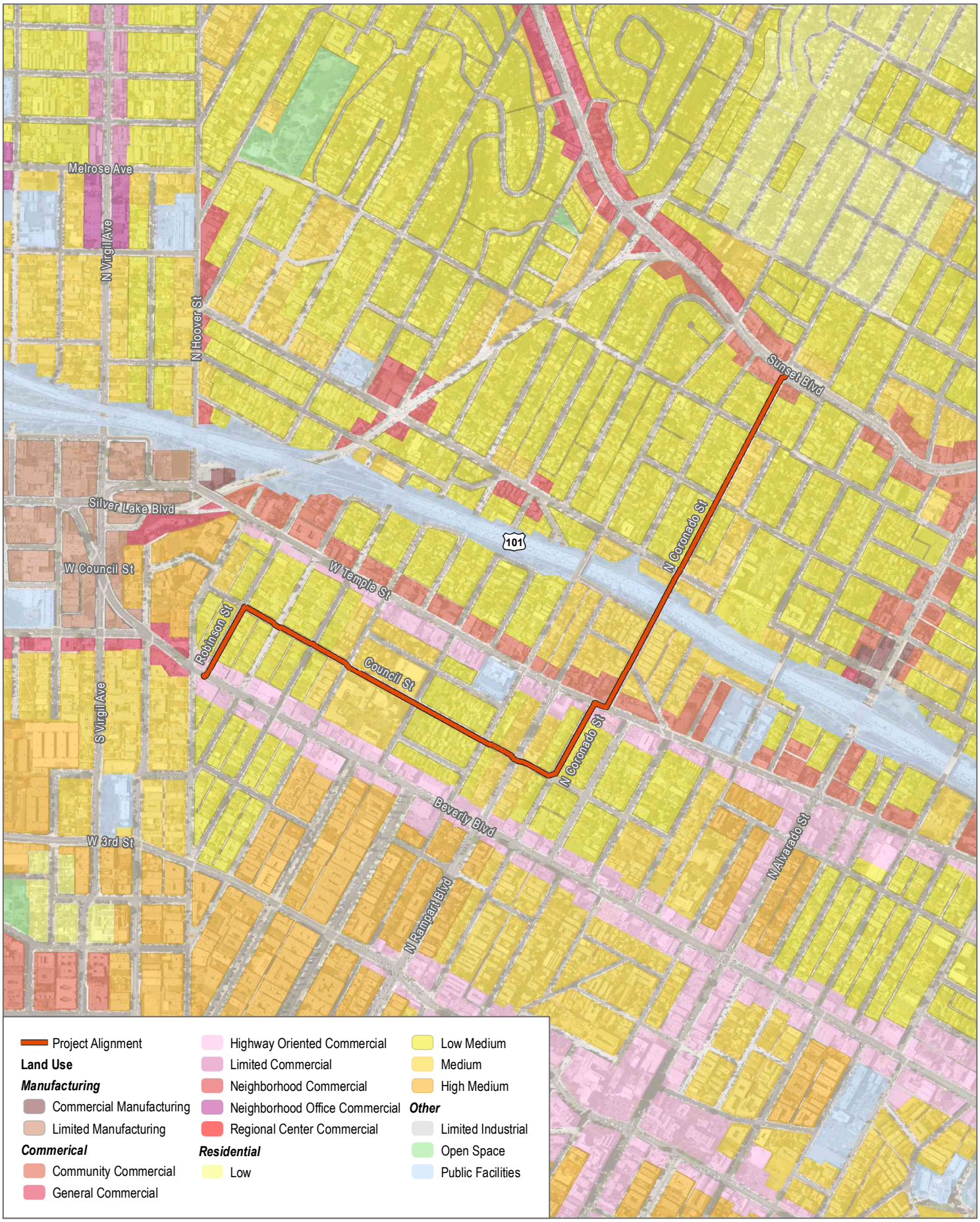
Coronado Street:

- "Local" roadway designation
- Two-way traffic; on-street parking, sidewalks, and a landscaped strip on both sides of the roadway; some speed humps
- Surrounded by residential uses on both sides
- Extends underneath a US 101 bridge

1.5 References

City of Los Angeles. 2017a. *Silver Lake–Echo Park–Elysian Valley Circulation*. Department of City Planning, Information Technologies Division. February 8, 2017. Accessed September 26, 2018. https://planning.lacity.org/complan/central/slkpage.htm.

City of Los Angeles. 2017b. *Westlake Circulation*. Department of City Planning, Information Technologies Division. February 10, 2017. Accessed September 26, 2018. https://planning.lacity.org/complan/central/wlkpage.htm.



SOURCE: USDA 2016; County of Los Angeles 2016; LADWP 2018

Los Angeles Department of Water & Power

0 500 1,000 Feet

FIGURE 1-2

Surrounding Land Use

Coronado Trunk Line Project

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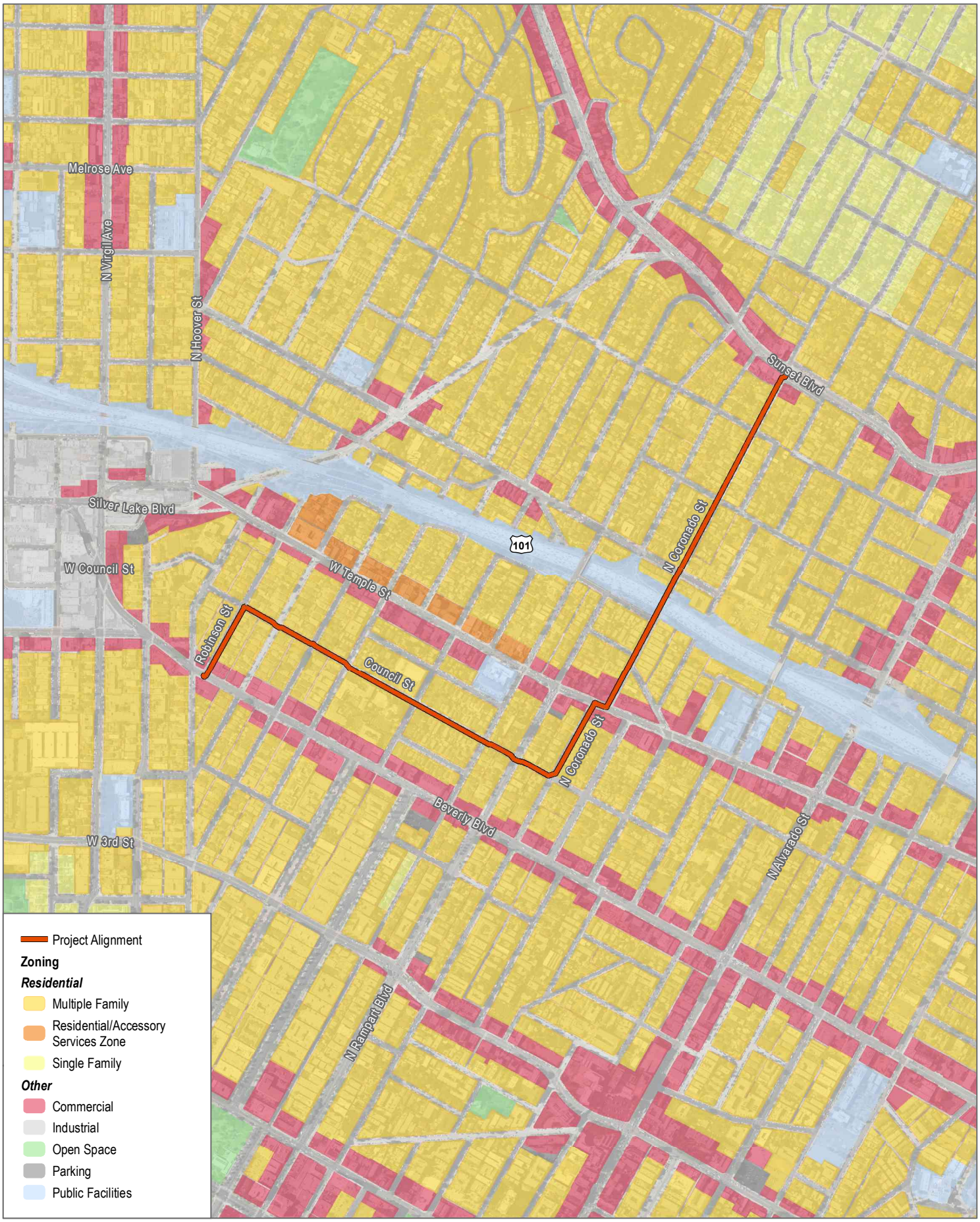

SOURCE: USDA 2016, County of Los Angeles 2016, LADWP 2018

Los Angeles Department of Water & Power

0 500 1,000 Feet

FIGURE 1-3

Zoning

Coronado Trunk Line Project

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2 PROJECT DESCRIPTION

2.1 Background

The proposed Coronado Trunk Line would connect two existing trunk lines (the First Street Trunk Line and the Sunset Trunk Line), enhancing system reliability and resiliency during planned or emergency outages and allowing for Solano Reservoir and other facilities in the area to be repaired and/or replaced. While Solano Reservoir is taken out of service for replacement, water demand in the Solano Reservoir service area can be met with water from the Toyon Tanks service zone, located northwest of the project area in Hollywood. (The Toyon Tanks are LADWP buried water storage facilities, located approximately 5 miles northwest of the project area.) The Coronado Trunk Line Project would connect the Toyon Tanks service zone to the Solano Reservoir service zone, allowing supplementary water supply to be able to flow from the higher pressure Toyon Tanks service zone to the lower pressure Solano Reservoir service zone.

The Coronado Trunk Line Project has been designed to meet existing water demands in the Solano Reservoir service area. The pipeline was designed based on a comprehensive hydraulic analysis that included research of historical water usage, normal and emergency operations, pressure surveys, and information from distribution engineers and field operators. The pipeline diameter was selected using planning design criteria, including maximum flow velocity and headloss in pipelines to meet system demands. The proposed Coronado Trunk Line Project would meet existing water demands and would ensure continued water service during planned or emergency outages, including while the Solano Reservoir and other facilities in the area are undergoing repair and/or replacement.

2.2 Project Design

The Coronado Trunk Line Project would consist of installing approximately 7,200 feet of new 30-inch-diameter welded steel potable water pipeline along several roadway segments in the Westlake and Silver Lake–Echo Park–Elysian Valley Community Plan areas. The project would also include installation of a flow meter vault and a regulator/relief station vault within Robinson Street, as well as installation of other pipeline appurtenances along the alignment including isolation valves, blow-offs, and air/vacuum valves. A cathodic protection system would also be installed to control corrosion of the pipe due to soil conditions.

2.3 Construction

The Coronado Trunk Line would connect two existing trunk lines. The existing trunk lines would be shut down during the tie-in construction. Minimal interruptions in water service may occur during construction. Affected customers would be notified in advance of any brief service interruptions. The new trunk line would be installed within the existing public right-of-way. Construction work areas are outlined in Figure 2-1. A representative cross section of the proposed pipeline is shown in Figure 2-2, which shows the location of the proposed pipeline within

Robinson Street, as well as the existing utilities within the roadway. These details may vary depending on the roadway. Abandoned lines within the right of way would be removed as necessary during construction. Construction staging would occur on the streets where the construction is taking place. Equipment and materials may be staged in the parking lanes of the roadways, and some encroachment may occur along sidewalks.

Construction activities would last for approximately 2.5 to 3 years and would generally involve one construction crew of approximately 25 workers. Construction is anticipated to begin in 2020 and would conclude in 2022 or 2023. Approximately 52,000 square feet of roadway would be excavated and repaved along the entirety of the alignment. During construction, the total estimated amount of excavation would be approximately 20,000 cubic yards and total export would be approximately 20,000 cubic yards. A total of approximately 15,300 cubic yards of slurry would be imported throughout the construction process for use as backfill. Daily vehicular trips that are expected to occur throughout construction are as follows: maximum of 14 round trips per day for transportation of construction equipment to and from the work areas when necessary; approximately 25 round trips per day for transportation of construction workers to and from the work areas; and 3 round trips per day for haul trucks (i.e., dump trucks).

Full and partial block closures would be necessary for installing the new pipeline and its appurtenances. Potential block closures that may occur during construction are characterized as follows:

- **Regulator/relief station installation on Robinson Street.** During installation of the regulator/relief station vault and flow meter vault on Robinson Street, a portion of Robinson Street would be closed for 6 months. This closure would extend along Robinson Street from the Council Street/Robinson Street intersection for approximately 250 feet. During the closure, access to residential housing would be available to residents, except when work is being conducted directly in front of driveways. At that point, the crew would coordinate with the homeowner directly to provide access as quickly as possible.
- **Pipeline installation along residential roadways.** During pipeline installation along residential streets (Robinson Street, Council Street, and Coronado Street), complete block closures may be required. Streets would be closed during construction hours only. During a closure, access to residential housing would be available to residents. Individual driveways would be temporarily blocked while the pipeline is installed directly in front of them. At that point, the crew would coordinate with the homeowner directly to provide access as quickly as possible. During non-construction hours (nights and weekends), any areas of open trench would be plated and the street would be opened to two-way traffic. Equipment and materials would be staged in the parking lanes, which would allow traffic to flow through during non-construction hours. Vehicular and/or pedestrian detours may be established to direct traffic around the closures, as needed. The detours would be determined in accordance with the Work Area Traffic Control Handbook (WATCH) Manual and/or in coordination with the City of Los Angeles Department of Transportation (LADOT).
- **Pipeline installation along commercial roadways.** For commercial areas, partial block closures would occur, with one lane kept open in each direction. Partial closures would occur in the following areas: Beverly Boulevard/Robinson Street intersection, Temple Street, and Coronado Street/Sunset Boulevard intersection.

SOURCE: NAIP 2016; County of Los Angeles 2016; LADWP 2018

LA DWP Los Angeles Department of Water & Power

0 355 710 Feet

FIGURE 2-1

Construction Work Areas

Coronado Trunk Line Project

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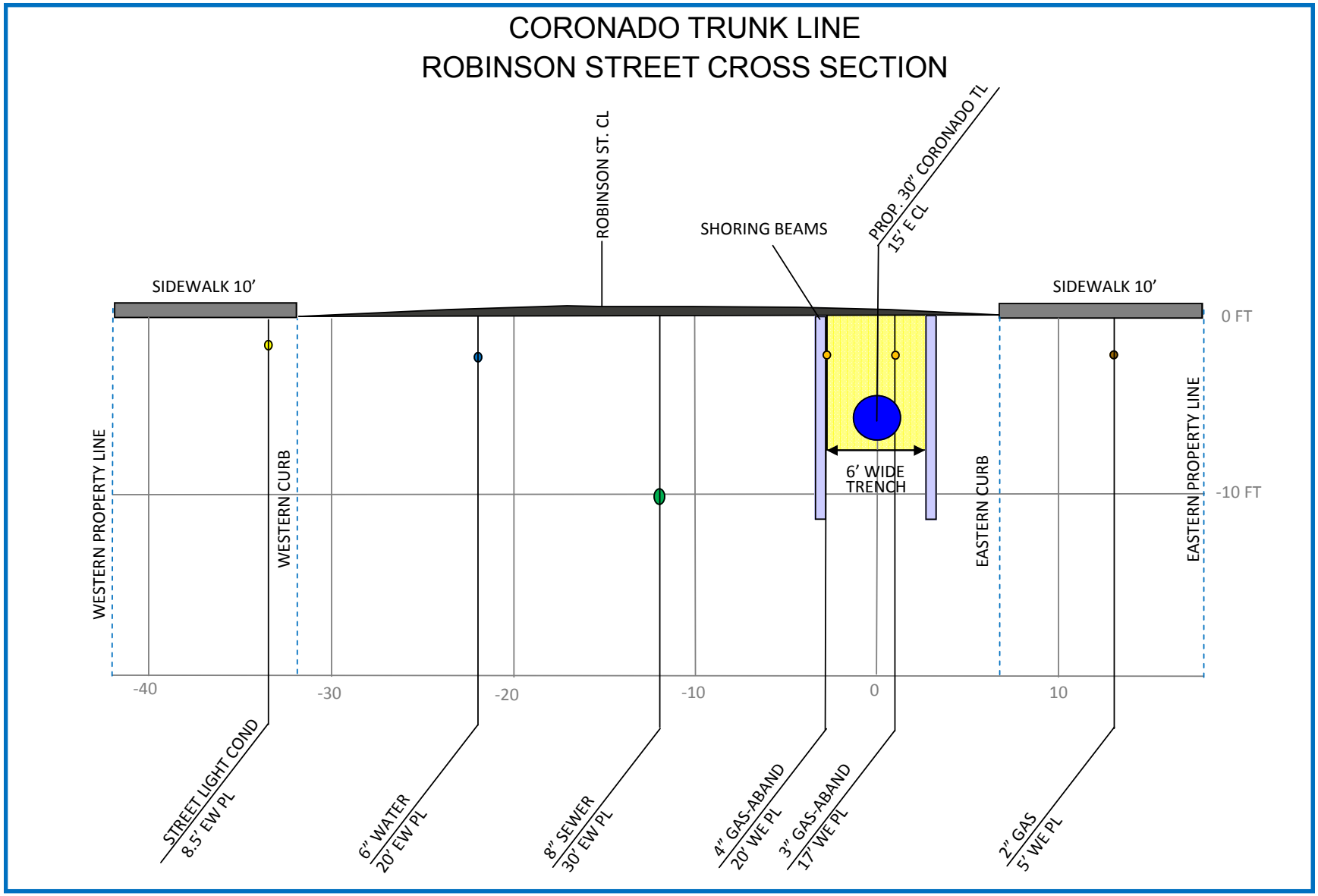

SOURCE: LADWP 2018

FIGURE 2-2

Proposed Pipeline Cross Section

Coronado Trunk Line Project

Los Angeles Department of Water & Power

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The WATCH Manual would be implemented during construction activity within public roadways. Traffic control plans would be designed and approved by LADOT to direct traffic during construction. The WATCH Manual sets forth principles and standards to provide safe and effective work areas for construction work performed in public streets and to warn, control, protect, and expedite vehicular and pedestrian traffic in the vicinity of a work area. Standards set forth in the WATCH Manual include specifications for work area barricades, warning signs, proper sign placement, best practices for creating temporary traffic lanes, where/when construction flaggers are required, and how flaggers should control and direct traffic.

Construction Methods

Construction of the proposed project would occur along existing public rights-of-way using the open-trench method. A short section (approximately 170 feet in length) under US 101 may be installed using a trenchless method. The general processes for open-trench construction and trenchless construction are described below.

Open-Trench Excavation

Open-trench excavation is a construction method typically used to install pipelines and their appurtenances. In general, the process consists of site preparation, excavation, shoring, pipe installation, backfilling, and work site restoration. Construction would occur within the public right-of-way, with work areas divided into lengths of approximately 1,000 feet. The maximum length of open trench at any one time would be approximately 200 feet. Work areas would be barricaded with chain-linked fences during the day to prevent vehicles and pedestrians from entering work areas during construction hours. Construction fencing would be removed at night. Open trenches would be plated during non-construction hours. During the open-trench construction processes, approximately 30 cubic yards of excavated material are expected to be removed and hauled off per day. Each work area would be occupied for approximately 3 to 4 months. The following is a description of the phases of construction for open-trench excavation.

Site Preparation. The existing pavement along the project alignment would be cut with a concrete/asphalt saw cutter and then removed using equipment such as jackhammers, pavement breakers, excavators, and/or loaders. The pavement would be removed from the project site and recycled, reused as pavement base material, or transported to an appropriate facility for recycling or disposal.

Excavation and Shoring. A trench would be excavated along the alignment using backhoes, excavators, or other types of excavation equipment. Portions of the trench adjacent to utilities may be manually excavated. Excavated soil would be placed directly into trucks and hauled off site.

A typical trench would be 6 feet wide and 8-9 feet deep. Where perpendicular substructures must be avoided, trenches may be excavated deeper or shallower, as necessary. Where the regulator/relief station and flow meter would be installed, the excavation depth would extend up to 24 feet. As noted above, the work area required for trenching

would be approximately 1,000 feet in length; however, only 200 feet of trench would be left open at any one time. Trenches greater than 5 feet in depth require shoring to prevent caving or collapse, per the requirements of the California Department of Industrial Relations, Division of Occupational Safety and Health. A variety of shoring techniques, including but not limited to premanufactured shoring and beam and plate may be used during construction activities. Other utilities would be supported as excavation and shoring occurs. There may be abandoned substructures present, which would be removed if encountered.

If construction occurs in areas with high groundwater, the groundwater would be removed during the excavation of the trenches, usually by pumping it from the ground through dewatering wells that have been drilled along the alignment or by using sump pumps in the bottom of the excavation. The extracted groundwater would be pumped into a settling tank, tested, and then treated for any contaminants, if present, before being discharged to the storm drain system under Regional Water Quality Control Board permit requirements or to the sewer system under Sewer Capacity Availability Request (SCAR) Permit requirements. Groundwater is expected to be encountered during excavation near the intersection of Robinson Street and Beverly Boulevard and near the US 101 overpass.

Pipe Installation and Backfilling. Once the trench has been excavated and shored, pipe laying would commence. Sandbags would be placed at the bottom of the trench for setting of the pipe. Pipe segments would then be lowered into the trench and placed on the sandbags. The segments would be welded to one another at the joints. On average, approximately 15 linear feet of pipe would be installed per day by a construction crew (or, 300 feet per month). Prior to backfilling, appurtenant structures would be installed as necessitated by design. After laying the pipe, the trench would be backfilled with cement slurry.

Work Site Restoration. Any portion of the roadway damaged as a result of construction activities would be repaved and restored in accordance with all applicable City of Los Angeles Department of Public Works standards. Once the pavement has been restored, traffic delineation (restriping) would also be restored.

Construction Equipment. Examples of equipment typically used for open-trench construction are listed below:

- Excavator
- Hauling trucks
- Cooling and cutting water truck
- Crane
- Backhoe
- Front end loader
- Welding equipment
- Welder truck
- Paving equipment
- Dump truck
- Water truck
- Street sweeper
- Service utility truck
- Saw cutting equipment
- Plate compactor
- Pavement roller/compactor

- Forklift
- Trailer
- Blower
- Power generators
- Small tools
- Shoring equipment
- Air compressor
- Pickup trucks
- Flat bed pipe truck
- Skid steer
- Carry deck
- Gang truck
- Slurry truck

Trenchless Technology

Trenchless pipe installation may be used to extend the proposed pipeline underneath the US 101 overpass, as open-trench construction may not be allowed in this area. The installation of pipelines using trenchless technology would avoid the continuous surface disruption that would be required for open-trench construction. Two trenchless options may be employed for the proposed project: horizontal directional drilling (HDD) or microtunneling. A brief description of each process is provided below:

- **HDD:** A horizontal directional drilling rig drills a pilot hole directly into the ground at an entry point, following a planned pathway. The pilot hole is then enlarged using a reamer to make way for the pipeline. Once the necessary diameter is achieved, the pipeline is pulled through the hole.
- **Microtunneling:** A "jacking" pit and a "receiving" pit are first excavated on either end of the installation area. Within the jacking pit, a steel casing is pushed through the soil, in the direction of the receiving pit. After the casing is installed, the carrier pipe is supported on casing insulators and pushed into the casing after each carrier pipe segment is assembled. The space between the casing and carrier pipe is grouted after installation of the carrier pipe is complete. Then, the jacking and receiving pits are backfilled.

Approximately 30 cubic yards of materials are expected to be removed and hauled off per day during the trenchless installation process. Excavation may be reduced in the event that HDD is selected as the trenchless installation method. Trenchless installation under the US 101 is expected to take approximately 5 months. The following is a description of the general phases of construction required for trenchless installation.

Site Preparation. Traffic control would be implemented around work areas, per LADOT specifications. In preparation of establishing jacking and receiving pits for microtunneling or entry/exit points for HDD, the pavement would first be cut using a concrete/asphalt saw cutter or pavement breaker. As with open-trench excavation, the pavement would be removed from the project site and recycled, reused as pavement base materials, or transported to an appropriate facility for recycling or disposal.

Excavation and Shoring. If microtunneling is used, a jacking pit and a receiving pit would be used to jack under the US 101 overpass. Jacking pits would be approximately 12 feet wide, 44 feet long, and 30 feet deep. Receiving pits

would be approximately 10 feet wide, 20 feet long, and 30 feet deep. The pits would be excavated with backhoes and other excavation equipment. The excavated soil would be hauled to an off-site disposal facility. As excavation occurs, the pits would be shored. If HDD is used, pits would not be required, but the process would still require establishment of an entry and exit point on either side of the installation.

Pipe Installation. The pipeline would be installed using one of the two methods described above (HDD or microtunneling). Installation of the pipeline would be expected to progress at approximately 15 feet per day.

Work Site Restoration. After completion of the pipe installation, the pits or entry/exit locations would be backfilled, and pavement would be restored. Once the pavement restoration is complete, traffic delineation (restriping) would be restored.

Construction Equipment. The same equipment fleet required for open-trench construction would be required to construct the jacking pits and receiving pits, since those construction activities are similar (see the list of equipment above under "Open-Trench Excavation"). The following additional equipment may also be required for the trenchless installation process:

- Dump trunk
- Tunnel boring machine (TBM) and pipe-jacking frame (for microtunneling)
- Power generators and electrical systems
- Control systems
- Power cables
- Lubrication pump
- High pressure water pump
- Hauling trucks
- Utility truck
- Horizontal directional drilling rig (for HDD)

Hydrostatic Testing and Pipeline Disinfection

Hydrostatic testing would be conducted periodically throughout construction. Hydrostatic testing would be conducted in five different segments as follows:

- Segment 1: ~500 feet
- Segment 2: ~3,100 feet
- Segment 3: ~150 feet
- Segment 4: ~3,200 feet
- Segment 5: ~200 feet

The total amount of water required for hydrostatic testing and disinfection would be approximately 530,000 gallons (260,000 gallons for hydrostatic testing and 270,000 gallons for disinfection). Hydrostatic test water would be

discharged to the storm drain system in accordance with Los Angeles Regional Water Quality Control Board dewatering permit requirements or to the sewer system per SCAR Permit requirements. Once hydrostatic testing is completed, the new pipelines would be disinfected.

Construction Schedule

The Coronado Trunk Line Project is anticipated to start in 2020, and construction is expected to take approximately 2.5 to 3 years (ending in 2022 or 2023). Construction would generally occur between the hours of 7:00 am and 4:00 pm, Monday through Friday, and between 8:00 am and 4:00 pm on Saturdays, if weekend work is necessary. In the event that construction is required to extend beyond these times, extended hours permits would be required. Nighttime and weekend construction, while infrequent, may occur. Other situations may arise that require extended work hours, including hydrostatic testing and shutdowns to complete tie-ins. The tie-in to each existing trunk line would take approximately 1 month at each location. The regulator/relief station construction would take approximately 6 months. If trenchless pipe installation is required under the US 101, it would take approximately 5 months. Pipeline disinfection would occur after the other construction activities are completed and would take approximately 2 to 3 months. An approximate construction schedule is provided below:

- **January 2020–April 2022:** Open trench construction of pipeline.
- **January 2021–June 2021:** Installation of the regulator/relief station and flow meter within Robinson Street.
- **January 2022–March 2022:** Tie-in of the new Coronado Trunk Line to the existing trunk lines.
- **July 2022–January 2023:** Trenchless installation underneath the US 101 overpass, if required.

2.4 Operations and Maintenance

The proposed Coronado Trunk Line is anticipated to have an operational life of 100 years, and valves are anticipated to have an operational life of 70 years. The pipeline would be underground and would not be visible from the ground level during operation. Any noise generated by the pipeline would occur underground and is anticipated to be negligible. Several 6-inch air/vacuum valves would be installed along the sidewalks, spaced at various intervals along the alignment. (Air/vacuum valves are installed at local high points along a pipe alignment in order to keep all air out of the pipe. Air/vacuums have dimensions similar to those of a typical fire hydrant and are common sidewalk appurtenances in urban areas.)

Operational activities would be limited to scheduled maintenance, repair, and inspections. These activities would be minimal and would be similar to those that occur throughout LADWP's service area under existing conditions. LADWP's regulator stations are inspected on a weekly basis by crews that visit multiple stations (6 to 7) per day. Once operational, the proposed regulator station would become part of the routine inspection. The crew would not make a separate trip to the new regulator station; rather, it would become a part of the existing inspection schedule. Maintenance would also include exercising valves and replacing or repairing worn appurtenances to ensure proper

performance over the life of the facilities. No permanent workers would be required to operate or maintain the proposed project. Activities associated with long-term operations and maintenance would, therefore, be minimal.

2.5 Best Practices

To reduce transportation impacts, construction of the proposed project would be conducted in accordance with the Standard Specifications for Public Works Construction (Greenbook), traffic control plans designed by LADOT, and the WATCH Manual to allow acceptable intersection operations to the extent practicable, traffic safety, and emergency access to the site during construction to the extent feasible. Equipment necessary for traffic control includes changeable message signs, delineators, and arrow boards. Traffic control plans for the proposed project would be coordinated with LADOT. Other construction practices would include dust control and noise control. Dust control would involve use of a water truck during construction activities that would expose soils. Noise control activities would include maintaining equipment and scheduling construction activities to comply with the City of Los Angeles Noise Ordinance.

Proper drainage would prevent stagnant water and flooding within the work area. If excessive runoff water is anticipated due to a construction activity or rainfall, sandbags or other methods would be implemented in accordance with stormwater regulations.

2.6 Approvals Required for the Project

Numerous approvals and/or permits would be required to implement the proposed project. These approvals and permits may include, but may not be limited to, the items listed below.

LADWP is the lead agency for the proposed project pursuant to CEQA Guidelines Section 15367. The proposed project would require the following discretionary approvals from LADWP:

- Adoption of the MND by the City of Los Angeles Board of Water and Power Commissioners and approval of the project.

Approvals from other regulatory agencies or entities may also be required as follows:

California Department of Industrial Relations, Division of Occupational Safety and Health, Mining and Tunneling Unit

- Permit for construction of trenches or excavations 5 feet or deeper that will be entered by construction workers
- Tunnel classifications for construction operations covered under Section 8400 through 8469, Tunnel Safety Orders, of the California Code of Regulations

State Water Resources Control Board

- Notice of Intent to comply with the General Construction Activity National Pollutant Discharge Elimination System (NPDES) Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002)

Los Angeles Regional Water Quality Control Board

- Notice of Intent to comply with the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters, Order No. R4-2018-0125, NPDES No. CAG994004)

South Coast Air Quality Management District

- Notification of pipeline removal, pursuant to Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) for removal of abandoned asbestos-cement pipelines (in the event that the removed pipe is greater than 100 square feet in size and/or is damaged/disturbed), as applicable
- Volatile Organic Compound Mitigation Plan required for contaminated soil during excavation activity (AQMD Rule 1166)

California Department of Transportation (Caltrans)

- Encroachment Permit

City of Los Angeles, Department of Public Works, Bureau of Engineering

- Excavation Permits for construction activities within the public right-of-way
- Peak Hour Exemptions
- Holiday Moratorium Waiver
- Trench Shoring Design Approval

City of Los Angeles, Department of Public Works, Bureau of Sanitation

- SCAR Permit

City of Los Angeles, Department of Public Works, Bureau of Street Services

- Street Closure Building Materials permit

City of Los Angeles, Department of Transportation

- Traffic Control Plan and Traffic Signal Plan for lane closures and traffic related issues

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3 INITIAL STUDY CHECKLIST

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the CEQA Guidelines (2019) to determine if the proposed project may have a significant effect on the environment.

1. Project title:

Coronado Trunk Line Project

2. Lead agency name and address:

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

3. Contact person and phone number:

Jane Hauptman
Environmental Affairs Division
Los Angeles Department of Water and Power
213.367.0968

4. Project location:

The project is located approximately 1.3 miles northwest of downtown Los Angeles within a community known as "Rampart Village," which is within the City of Los Angeles, California. The project would be located within the right-of-way of several roadways (specifically, Robinson Street, Council Street, West Temple Street, and North Coronado Street.). The project alignment would begin at the intersection of Beverly Boulevard and Robinson Street and would extend approximately 620 feet northeast along Robinson Street, to the intersection of Robinson Street and Council Street. The alignment would then extend approximately 2,790 feet southeast along Council Street, to the intersection of Council Street and Coronado Street. The alignment would then extend for approximately 680 feet northeast along Coronado Street, taking a brief 120-foot jog to the east along Temple Street before continuing northeast along Coronado Street for an additional 3,000 feet until its terminus at the intersection of Coronado Street and Sunset Boulevard. The total project alignment is 7,200 feet in length.

5. Project sponsor's name and address:

Los Angeles Department of Water and Power
111 North Hope Street
Los Angeles, California 90012

6. City Council Districts:

District 13

7. Neighborhood Council Districts:

Rampart Village Neighborhood Council, Echo Park Neighborhood Council, and Silver Lake Neighborhood Council

8. General plan designation:

- Robinson Street and Coronado Street are designated as "Local" roadways; Council Street is designated as a "Collector" and a "Local" roadway (within the project area, the "Collector" designation extends from Coronado Street to Reno Street and the "Local" designation extends from Reno Street to Robinson Street); Temple Street is designated as an "Avenue II." (Designations are shown in the in the City of Los Angeles' circulation maps.)
- City of Los Angeles General Plan designations for parcels fronting the project alignment: Highway Oriented Commercial, Low Medium Residential, Medium Residential, Community Commercial, Public Facilities – Freeway, and Low Medium II Residential.

9. Zoning:

City of Los Angeles Zoning designations for parcels fronting the project alignment: Commercial (C2-1, C2-1VL, C2-1VL); Restricted Density Multiple Dwelling (RD1.5-1, RD2-1, RD2-1VL, RD3-1, RD5-1); Multiple Dwelling (R3-1, R3-1VL); Public Facilities (PF-1XL)

10. Description of project:

Refer to Chapter 2.0 of this IS/MND

11. Surrounding land uses and setting:

Refer to Section 1.4 of this IS/MND

12. Other public agencies whose approval is required:

- California Department of Industrial Relations, Division of Occupational Safety and Health, Mining and Tunneling Unit
- State Water Resources Control Board
- Los Angeles Regional Water Quality Control Board
- South Coast Air Quality Management District
- California Department of Transportation
- City of Los Angeles

13. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Refer to Section 3.18 of this IS/MND for further details.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklists on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Machi J Parker
Signature

7-25-19
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion. d

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. The proposed project would be located in a developed urban area surrounded by multi-family residences and some commercial uses. No scenic vistas exist within the project site or within the vicinity that could be adversely affected by the project. Furthermore, operation of the proposed project would occur passively belowground; therefore, the construction and operation of the proposed project would not have any effect on scenic vistas. No impacts would occur.

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

No Impact. The nearest officially designated State Scenic Highway is a portion of State Highway 2 that extends through the San Gabriel Mountains, beginning just north of the City of La Cañada Flintridge (Caltrans 2011). The portion of State Highway 2 that is officially designated as a State Scenic Highway is located approximately 10 miles northeast of the project alignment. Due to this distance, the project alignment is not within the viewshed of this State Scenic Highway. Therefore, no impact on scenic resources within a state scenic highway would occur as a result of the proposed project.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The proposed project would be located within an urbanized area. Because the project would primarily be located underground within public streets, it would not conflict with zoning regulations or regulations pertaining to scenic quality. The proposed project would not be visible once completed. Minor appurtenant facilities such as isolation valves, blow-offs, and air/vacuum valves would be visible above ground. However, these structures would be low profile and would not substantially contrast with the surrounding urban built-up environment. During the construction phase, the visual character of the area would be temporarily affected. However, once installed in the street, the new trunk line segments would have no impact on the visual character or quality of the area. For these reasons, no impact would occur relative to visual character/quality or due to conflicts with applicable zoning and other regulations governing scenic quality.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project alignment would extend along local roadways that are surrounded with urbanized areas. As such, external and internal night and day illumination is already in place within the project area and includes street lamps, lit windows, commercial signage, etc. The proposed project would involve the construction and operation of underground water pipelines. The construction phase may involve standard traffic control and safety measures, such as barriers, reflective signs, and flashing warnings that would be implemented as necessary. These traffic control and safety measures are common in urban environments and they would not introduce a new source of light or glare that would adversely affect views in the project area. Furthermore, a majority of construction would take place during the day, so traffic control measures would not typically affect nighttime views. Construction activities at intersections may require night work in order to avoid peak commute hours, which would require localized construction lighting. Other situations may arise that require extended work hours and nighttime lighting, including hydrostatic testing and

shutdowns to complete tie-ins. However, night work would be confined to these situations only and would be temporary. Once construction is complete, the trunk line would be entirely underground with the exception of minor appurtenant facilities such as isolation valves, blow-offs, and air/vacuum valves, none of which would include light fixtures. Any minor light and glare-related impacts would therefore be confined to the construction phase and would be less than significant.

References

Caltrans (California Department of Transportation). 2011. California Scenic Highway Mapping System. Last updated September 7, 2011. Accessed October 6, 2018. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

3.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Would the project 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?

No Impact. The project site and surrounding areas are characterized by features typical of an urban landscape. As shown on the Los Angeles County Important Farmland map, the project alignment and surrounding properties are not mapped by the Farmland Mapping and Monitoring Program as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (FMMP 2017). The proposed project would not convert Farmland to non-agricultural uses, and no impact would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is not under a Williamson Act contract; therefore, no effects would occur related to conflicts with Williamson Act contracts (California Department of Conservation 2016). The proposed project is located within paved roadways extending through a highly urbanized community. The properties along the project alignment are zoned Commercial (C2-1, C2-1VL, C2-1VL); Restricted Density Multiple Dwelling (RD1.5-1, RD2-1, RD2-1VL, RD3-1, RD5-1); Multiple Dwelling (R3-1, R3-1VL); and Public Facilities (PF-1XL). However, the properties along the project alignment are within an Urban Agriculture Incentive Zone (UAIZ). The UAIZ was established by the City to encourage agriculture in urban areas through reductions in property taxes for qualifying properties used for agricultural purposes for at least 5 years. A property owner can submit a UAIZ application to the City, and if the property qualifies, a UAIZ contract can be issued for tax reductions (City of Los Angeles 2017; 2018). Because the proposed project would occur within paved roadways, it would not affect the use of surrounding properties for urban agricultural purposes. While project construction could create temporary nuisances at adjacent properties associated with noise, dust, and roadway closures, these nuisances would be temporary and would not affect the long-term use of adjacent properties. No impacts would occur related to conflicts with existing agricultural zoning.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The proposed project would be located within a roadway that is surrounded by residential, commercial, and public facilities land uses. No forest land, timberland, or Timberland Production areas or areas zoned for those purposes are located within or adjacent to the project alignment. Therefore, the proposed project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to non-forest uses, as none exist. The

project would be implemented within an existing roadway that is surrounded by fully developed areas. No impact to forest land or timberland would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As characterized above, no forest land is located within the project area or in the vicinity of the project area, as the area is urbanized and developed with commercial, residential, and public facilities uses. No forest land would be converted or otherwise affected by the proposed project, and no impact would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As described above, no farmland or forest land is located in the project area or within the vicinity of the project alignment, as the area is urbanized and developed with commercial, residential, and public facilities uses. No farmland or forest land would be converted or otherwise affected by the proposed project, and no impact would occur.

References

California Department of Conservation. 2016. *Los Angeles County Williamson Act FY 2015/2016*. [map]. 1:120,000. Sacramento, California: California Department of Conservation, Division of Land Resource Protection. 2016. Accessed October 8, 2018. http://www.conservation.ca.gov/dlrp/wa/Pages/stats_reports.aspx.

City of Los Angeles. 2017. Applications - Urban Agriculture Incentive Zone (UAIZ). September 20, 2017. Accessed October 8, 2018. https://planning.lacity.org/Forms_Procedures/7836.pdf.

City of Los Angeles. 2018. "City of Los Angeles Urban Agriculture Incentive Zone Application Process." Accessed October 8, 2018. https://planning.lacity.org/ordinances/docs/UrbanAgriculture/adopted/flowchart.pdf.

FMMP (Farmland Mapping and Monitoring Program). 2017. *Los Angeles County Important Farmland 2016*. [map]. 1:120,000. Sacramento, CA: Farmland Mapping and Monitoring Program. July 2016. Accessed October 6, 2018. http://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx.

3.3 Air Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☒	☐	☐

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

The SCAQMD administers the Air Quality Management Plan (AQMP) for the SCAB, which is a comprehensive document outlining an air pollution control program for attaining all California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most recent adopted AQMP is the 2016 AQMP (SCAQMD 2017), which was adopted by the SCAQMD Governing Board in March 2017. The 2016 AQMP represents a new approach, focusing on available, proven, and cost-effective alternatives to traditional strategies while seeking to achieve multiple goals in partnership with other entities promoting reductions in GHGs and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017).

The purpose of a consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and, thus, if it would interfere with the region's ability to comply with federal and state air quality standards. The SCAQMD has established criteria for determining

consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, in the SCAQMD CEQA Air Quality Handbook. The criteria are as follows (SCAQMD 1993):

- Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.
- Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the first criterion regarding the project's potential to result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP, project-generated criteria air pollutant emissions were estimated and analyzed for significance and are addressed under Section 3.3(b). Detailed results of this analysis are included in Appendix A. As presented in Section 3.3(b), project construction would not generate criteria air pollutant emissions that would exceed the SCAQMD thresholds, and the project is not anticipated to generate operational criteria air pollutant emissions.

The second criterion regarding the project's potential to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the project's land use designations and potential to generate population growth. In general, projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook). The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016), which is based on general plans for cities and counties in the SCAB, for the development of the AQMP emissions inventory (SCAQMD 2017).[1] The SCAG 2016 RTP/SCS, and associated Regional Growth Forecast, are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans.

[1] Information necessary to produce the emission inventory for the SCAB is obtained from the SCAQMD and other governmental agencies, including the California Air Resources Board, Caltrans, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into its Travel Demand Model for estimating/projecting vehicle miles traveled and driving speeds. SCAG's socioeconomic and transportation activities projections in their 2016 RTP/SCS are integrated in the 2016 AQMP (SCAQMD 2017).

As discussed in Section 2 of this IS/MND, the project would occur entirely within existing roadway rights-of-way. After construction is complete, the pipeline would not be visible and therefore would not change or affect the existing zoning or land use designations in the project area. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in the SCAQMD AQMP development.

In summary, based on the considerations presented for the two criteria, impacts relating to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. A quantitative analysis was conducted to determine whether proposed construction activities would result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS, or contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are important because they are precursors to O_3, as well as CO, sulfur oxides (SO_x), PM_{10}, and $PM_{2.5}$.

Regarding NAAQS and CAAQS attainment status,[2] the SCAB is designated as a nonattainment area for federal and state O_3 standards and federal and state $PM_{2.5}$ standards (CARB 2017; EPA 2017). The SCAB is designated as a nonattainment area for state PM_{10} standards; however, it is designated as an attainment area for federal PM_{10} standards. The SCAB is designated as an attainment area for federal and state CO standards, federal and state NO_2 standards, and state SO_2 standards. Although the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard.[3]

Appendix G of the CEQA Guidelines indicates that, where available, the significance criteria established by the applicable air district may be relied upon to determine whether a project would have a significant impact on air quality. The SCAQMD has established Air Quality Significance Thresholds, as revised in March 2015, which set

[2] An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards are set by the Environmental Protection Agency and California Air Resources Board (CARB), respectively, for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. Attainment = meets the standards; attainment/maintenance = achieve the standards after a nonattainment designation; nonattainment = does not meet the standards.

[3] The phase out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

forth quantitative emissions significance thresholds below which a project would not have a significant impact on ambient air quality under project-level and cumulative conditions (SCAQMD 2015). The quantitative air quality analysis provided herein applies the SCAQMD thresholds to determine the potential for the project to result in a significant impact under CEQA. The SCAQMD mass daily construction thresholds are as follows: 75 pounds per day for VOC, 100 pounds per day for NO_x, 550 pounds per day for CO, 150 pounds per day for SO_x, 150 pounds per day for PM_{10}, and 55 pounds per day for $PM_{2.5}$.

The following discussion quantitatively evaluates project-generated construction impacts and qualitatively evaluates operational impacts that would result from implementation of the proposed project.

Construction Emissions

Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., on-road haul trucks, delivery trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity; the specific type of operation; and, for dust, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions for construction of the proposed project. CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with construction activities from a variety of land use projects, such as residential, commercial, and industrial facilities. CalEEMod input parameters, including the land use type used to represent the project and size, construction schedule, and anticipated construction equipment utilization, were based on information provided by LADWP and default model assumptions.

For the purpose of conservatively estimating project emissions, it is assumed that construction of the project would start in January 2020[4] and would last approximately 2.5 to 3 years. The construction phasing schedule and duration, vehicle trip assumptions and construction equipment mix used for estimating the project-generated emissions are shown in Table 3.3-1.

[4] The analysis assumes a construction start date of January 2020, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Table 3.3-1
Construction Scenario Assumptions

Construction Phase	Average Daily Workers	Average Daily Delivery Truck Trips	Total Haul Truck Trips	Equipment	Quantity	Usage Hours	Start Date	Finish Date
Open Trench	25	28	3,642	Excavator	1	3	01/2020	04/2022
				Crane	1	3		
				Forklift	1	8		
				Skid Steer	1	8		
				Welders	1	8		
				Generator	1	8		
				Concrete Saws	1	8		
				Plate Compactor	1	8		
				Roller	1	8		
				Paving Equipment	1	8		
				Tractor/loader/backhoe	2	8		
Regulator/relief station & flow meter	14 [a]	14 [a]		Excavator	1	3	01/2021	06/2021
				Crane	1	3		
				Forklift	1	8		
				Skid Steer	1	8		
				Welders	1	8		
				Generator	1	8		
				Concrete Saws	1	8		
				Plate Compactor	1	8		
				Roller	1	8		
				Paving Equipment	1	8		

Table 3.3-1
Construction Scenario Assumptions

Construction Phase	Average Daily Workers	Average Daily Delivery Truck Trips	Total Haul Truck Trips	Equipment	Quantity	Usage Hours	Start Date	Finish Date
Trenchless Installation	8	10	0	Crane	1	3	07/2022	01/2023
				Excavator	1	3		
				Concrete Saws	1	8		
				Forklifts	1	8		
				Generator Sets	1	8		
				Tractor/loader/backhoe	1	8		
				Welders	1	8		
				Generator	1	8		
				Plate Compactor	1	8		
				Roller	1	8		
				Paving Equipment	1	8		
Pipe Tie-ins	25	28	0	Crane	1	3	01/2022	03/2022
				Excavator	1	3		
				Concrete Saws	1	8		
				Forklifts	1	8		
				Generator Sets	1	8		
				Tractor/loader/backhoe	1	8		
				Welders	1	8		
				Generator	1	8		
				Plate Compactor	1	8		
				Roller	1	8		
				Paving Equipment	1	8		

Notes: See Appendix A for details**.**

[a] For the purposes of this analysis, it is assumed that approximately half of the workers required for open trench construction would be required to install the regulator/relief station vault and flow meter vault and that about half the number of delivery trucks would be required. This is considered a conservative assumption. In practice, some of the workers and trucks associated with the open trench process may also be used for the regulator/relief station and flow meter installation process.

Internal combustion engines used by construction equipment, trucks, and worker vehicles would result in emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. PM_{10} and $PM_{2.5}$ emissions would also be generated by entrained dust, which results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil. It is anticipated that the project would require minimal grading to balance the site. It was

conservatively assumed there would be three haul truck trips per day during the grading phase. The project would be required to comply with SCAQMD Rule 403 to control dust emissions during any dust-generating activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active grading areas two times per day, with additional watering depending on weather conditions. The application of asphalt pavement would also produce VOC emissions; however, the contractor is required to procure asphalt from a supplier in compliance with the requirements of SCAQMD's Rules 1108 (Cutback Asphalt) and/or 1108.1 (Emulsified Asphalt). The project would be required to comply with SCAQMD's Rule 1166 (VOC Emissions from Decontamination of Soil) if impacted soil is encountered. The project would also be required to comply with SCAQMD Rule 1403 to limit asbestos emissions during removal of existing pipelines that, due to the time of their construction, may have been built with asbestos or asbestos containing materials. In the event that less than 100 square feet of asbestos containing materials is removed, and the asbestos containing material has not been damaged or disturbed, the project may be considered exempt from certain requirements of Rule 1403.

Estimated maximum daily construction criteria air pollutant emissions from all on-site and off-site emission sources is provided in Table 3.3-2.

Table 3.3-2
Estimated Maximum Daily Construction Emissions

Year	VOC	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
	pounds per day					
2020	3.01	26.62	26.23	0.05	2.23	1.53
2021	7.73	47.77	52.24	0.10	3.80	2.64
2022	4.82	42.36	49.46	0.10	3.72	2.34
2023	2.11	18.40	23.36	0.4	1.11	0.88
Maximum Daily Emissions	**7.73**	**47.77**	**52.24**	**0.10**	**3.80**	**2.64**
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: SCAQMD 2015.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
See Appendix A for detailed results.
[a] These estimates reflect control of fugitive dust (watering two times daily) required by SCAQMD Rule 403 (SCAQMD 2005).

As shown in Table 3.3-2, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ during project construction.

Operational Emissions

Once project construction is complete, operational activities associated with the proposed project would be minimal. No routine daily equipment operation or vehicle trips would be required. While periodic

maintenance, repair, and inspections would be conducted, these activities would not represent a substantial change in LADWP operations relative to existing conditions and would not require additional vehicle trips or workers. Because the project would result in minimal long-term operational activities, air quality impacts associated with operational air pollutant emissions would be nominal.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003).

As discussed in previously, the SCAB has been designated as a federal nonattainment area for O_3 and $PM_{2.5}$ and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Proposed construction activities of the project would generate VOC and NO_x emissions (which are precursors to O_3) and emissions of PM_{10} and $PM_{2.5}$. However, as indicated in Table 3.3-2, project-generated construction emissions would not exceed the SCAQMD emission-based significance thresholds for VOC, NO_x, PM_{10}, or $PM_{2.5}$.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the project site are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative.[5] However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would also be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD. Based on the previous considerations, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant.

[5] The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This discussion is nonetheless provided in an effort to show good-faith analysis and comply with CEQA's information disclosure requirements.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Localized project impacts associated with construction criteria air pollutants emissions are assessed below.

Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The closest sensitive receptor land uses are single-family residences located adjacent to the project as it passes through residential neighborhoods.

Localized Significance Thresholds

The SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the project site as a result of construction activities. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2009). The project is located in Source Receptor Area 1 (Central LA). The project's pipeline construction activities would occur over a 1.19-acre area; therefore, for the purposes of the LST analysis, emissions thresholds based on a one-acre site were utilized. This is a conservative approach, as LSTs increase with the size of project site. As mentioned previously, the closest sensitive receptors are single-family homes located adjacent to the project as it passes through residential neighborhoods. The shortest receptor distance available in the SCAQMD LST Methodology is 25 meters (82 feet) and is what was conservatively assumed for this analysis.

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with construction equipment exhaust and dust-generating activities. Off-site emissions from trucks and worker vehicle trips are not included in the LST analysis because they occur off site. The maximum daily on-site construction emissions generated during construction of the proposed project is presented in Table 3.3-3, and compared to the SCAQMD localized significance criteria for Source Receptor Area 1 to determine whether project-generated on-site construction emissions would result in potential LST impacts.

Table 3.3-3
Construction Localized Significance Thresholds Analysis

Year	NO_2	CO	PM_{10}	$PM_{2.5}$
	pounds per day (on site)			
2020	23.04	23.44	1.131	1.126
2021	43.04	47.77	2.234	2.23
2022	37.95	45.76	1.94	1.86
2033	17.41	22.58	0.84	0.81
Maximum Daily On Site Emissions	43.04	47.77	2.34	2.23
SCAQMD LST Criteria	*74*	*680*	*5*	*3*
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: SCAQMD 2009.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.
See Appendix A for detailed results.
Localized significance thresholds are shown for a 1-acre project site corresponding to a distance to a sensitive receptor of 25 meters.

As shown in Table 3.3-3, proposed construction activities would not generate emissions in excess of site-specific LSTs; therefore, localized project construction impacts would be less than significant.

CO Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO "hotspots." CO transport is extremely limited, because CO disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections. Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots. During construction of the project, construction traffic would affect the intersections near the project site. However, the proposed project would be temporary and would not be a source of daily, long-term mobile-source emissions. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Finally, as discussed in Section 3.17 of this IS/MND, transportation impacts would be less than significant with mitigation. Furthermore, as discussed in Section 2.4 of this IS/MND, the project would not require new operational staff because the project is a pipeline installation. Therefore, the project would not generate additional traffic volumes and impacts related to CO hot spots would be less than significant.

Toxic Air Contaminants

Toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As discussed under the LST analysis, the nearest sensitive receptors to the proposed project are residences located adjacent to the project as it passes through residential neighborhoods.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends an incremental cancer risk threshold of 10 in 1 million. "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard Office of Environmental Health Hazard Assessment risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. The SCAQMD recommends a Hazard Index of 1 or more for acute (short-term) and chronic (long-term) non-carcinogenic effects.[6] TACs that would potentially be emitted during construction activities associated with the proposed project would be diesel particulate matter.

Diesel particulate matter emissions would be emitted from heavy equipment operations and heavy-duty trucks. Heavy-duty construction equipment is subject to a California Air Resources Board (CARB) Airborne Toxics Control Measure for in-use diesel construction equipment to reduce diesel particulate emissions. As described for the LST analysis, PM_{10} and $PM_{2.5}$ (representative of diesel particulate matter) exposure would be minimal. According to the Office of Environmental Health Hazard Assessment, health risk assessments (which determine the exposure of sensitive receptors to toxic emissions) should be based on a 30-year exposure period for the maximally exposed individual resident. However, such assessments should also be limited to the period/duration of activities associated with the project. The duration of the proposed construction activities would constitute a small percentage of the total 30-year exposure period. The construction period for the proposed project would be approximately 2.5 to 3 years, after which construction-related TAC emissions would cease. Due to this relatively short period of exposure and minimal particulate emissions on site, TACs generated during construction would not be expected to result in concentrations causing significant health risks. Additionally, due to the linear nature of the proposed project, emissions would not be concentrated in any one work area for the entire construction duration. Proposed project construction would not generally remain in a single location for more than a few days.

Following completion of on-site construction activities, the project would not involve routine daily operational activities that would generate TAC emissions. While periodic maintenance, repair, and inspections would be

[6] Non-cancer adverse health risks are measured against a hazard index, which is defined as the ratio of the predicted incremental exposure concentrations of the various non-carcinogens from the project to published reference exposure levels that can cause adverse health effects.

conducted, these activities would not represent a substantial change in LADWP operations relative to existing conditions and would not require additional vehicle trips. Operation of the proposed project would not result in any non-permitted direct emissions (e.g., those from a point source such as diesel generators).

For the reasons described above, the project would not result in substantial TAC exposure to sensitive receptors in the vicinity of the proposed project, and impacts would be less than significant.

Health Impacts of Criteria Air Pollutants

Construction of the proposed project would generate criteria air pollutant emissions; however, the project would not exceed the SCAQMD mass-emission thresholds, as shown in Table 3.3-2.

The SCAB is designated as nonattainment for O_3 for the NAAQS and CAAQS. Thus, existing O_3 levels in the SCAB are at unhealthy levels during certain periods. The health effects associated with O_3 are generally associated with reduced lung function. Because the proposed project would not involve construction activities that would result in O_3 precursor emissions (VOC or NO_x) in excess of the SCAQMD thresholds, the project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

In addition to O_3, NO_x emissions contribute to potential exceedances of the NAAQS and CAAQS for NO_2. Exposure to NO_2 and NO_x can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. Project construction would not exceed the SCAQMD NO_x threshold, and existing ambient NO_2 concentrations are below the NAAQS and CAAQS. Thus, proposed project construction is not expected to exceed the NO_2 standards or contribute to associated health effects.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. CO hotspots were discussed previously as a less than significant impact. Thus, the proposed project's CO emissions would not contribute to the health effects associated with this pollutant.

The SCAB is designated as nonattainment for PM_{10} under the CAAQS and nonattainment for $PM_{2.5}$ under the NAAQS and CAAQS. Particulate matter contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing (EPA 2016b). As with O_3 and NO_x, the proposed project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed

the SCAQMD's thresholds. Additionally, the proposed project would be required to comply with SCAQMD Rule 403, which limits the amount of fugitive dust generated during construction. Accordingly, the proposed project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, the proposed project would not result in a potentially significant contribution to regional concentrations of non-attainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Impacts would be less than significant.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Odor Emissions

Less Than Significant Impact. The occurrence and severity of potential odor impacts depend on numerous factors. The nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying, cause distress among the public, and generate citizen complaints. In accordance with SCAQMD Rule 402 (Nuisance), a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

During project construction, exhaust from equipment may produce discernible odors typical of most construction sites. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and asphalt pavement application. However, such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Accordingly, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). Operation of the proposed project would not entail any of these potentially odor-causing land uses. Rather, operation would primarily involve passive operation of the proposed potable water pipeline underground, as well as occasional, routine maintenance activities conducted by LADWP. Therefore, the proposed project would not create any new sources of odor during operation, and proposed project operations would result in an odor impact that is less than significant.

Asbestos Emissions

Less Than Significant with Mitigation Incorporated. Construction activities could result in airborne entrainment of asbestos, particularly when structures built prior to 1980 (such as the existing abandoned pipeline within the proposed alignment) would be removed. However, these materials would be removed in accordance with regulatory requirements pursuant to SCAQMD Rule 1403 (Asbestos Emissions), which establishes survey, notification, and work practice requirements to prevent asbestos emissions during construction activities. In compliance with Rule 1403, mitigation measure (MM-) AQ-1 is set forth to reduce potential impacts from asbestos emissions.

With the implementation of MM-AQ-1 and compliance with all applicable federal, state, and local regulations, the potential for the proposed project to create a significant impact to the public or environment from emissions of asbestos would be low. Therefore, impacts related to asbestos emissions would be less than significant with mitigation incorporated.

MM-AQ-1: Asbestos
Prior to construction, the Los Angeles Department of Water and Power (LADWP) shall implement the measures outlined in the South Coast Air Quality Management District (SCAQMD) Rule 1403 that address potential impacts from asbestos emissions. These measures shall include but are not limited to the following:

- Survey of the existing pipeline to determine the presence of asbestos per Rule 1403 requirements.
- In the event that the asbestos survey is positive and the amount of asbestos-containing material to be removed is greater than 100 square feet in size and/or if the asbestos-containing pipe is determined to be damaged or disturbed, the SCAQMD shall be notified .
- In the event that the asbestos-cement pipe to be removed is not damaged or disturbed, the pipe shall be removed using adequate wetting.
- In the event that the asbestos-cement pipe to be removed is found to be damaged or disturbed, a clean-up plan shall be prepared and submitted to the SCAQMD for approval prior to removal.
- All asbestos containing waste material shall be collected and placed in transparent, leak-tight containers or wrapping.
- LADWP will provide an on-site representative such as a foreman, manager or other authorized representative, trained in accordance with the requirements outlined in SCAQMD Rule 1403. The representative shall be present during the stripping, removing, handling, or disturbing of asbestos.

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3.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

This section is based on a Biological Technical Report prepared by Dudek for the project (see Appendix B), which analyzed the proposed project alignment and staging areas (project site), as well as a 300-foot buffer surrounding the project site. The project site and buffer are called the "action area" for the purposes of the biological resources analysis.

The proposed project is located within a heavily urbanized area dominated by residential, commercial, and industrial development, and crosses underneath the US 101 freeway near the center of the alignment (along Coronado Street between Temple Street and Bellevue Avenue). The project area is easily accessible to heavily traversed thoroughfares, including US 101, Temple Street, Sunset Boulevard, and Beverly Boulevard. Vegetation cover within the action area is predominantly composed of ornamental plantings and landscaping. The proposed alignment and construction staging areas would occur within the existing public right-of-way, within existing paved roads and adjacent parking lanes, with some encroachment also occurring along existing sidewalks in the area. Echo Park is located approximately 0.5 mile east of the project site, MacArthur Park is located approximately 0.7 mile south of the project site, and Silver Lake Reservoir is located approximately 0.9 mile north of the project site.

a) Would the project 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?

Less Than Significant Impact. Developed land dominated by residential and commercial development (including paved roadways and US 101) occurs throughout the proposed project site and surrounding action area. These areas support limited natural ecological processes, native vegetation, or habitat for wildlife species and, thus, are not considered sensitive by federal, state, or local agencies.

As described in Appendix B, no special-status plant or wildlife species were observed within the project site or surrounding action area during the site visit conducted in October 2018. The proposed project occurs within the Hollywood United States Geological Survey 7.5-minute quadrangle. A California Natural Diversity Database (CNDDB) and California Native Plant Society Inventory of Rare and Endangered Plants query was conducted for the Hollywood United States Geological Survey 7.5-minute quadrangle and surrounding eight quadrangles (Van Nuys, Burbank, Pasadena, Beverly Hills, Los Angeles, Venice, Inglewood, and South Gate) (CDFW 2018a; CNPS 2018), and a 1-mile buffer around the project site was queried for United States Fish and Wildlife Service (USFWS) occurrence data (USFWS 2018). The results of these queries are provided in Appendix B. Additionally, CNDDB and USFWS occurrence data within this 1-mile buffer of the project site is illustrated in Appendix B (CDFW 2018b; USFWS 2018). Eight special-status species have been recorded within 1-mile of the project site based on the CNDDB and USFWS data query, which include: American badger (*Taxidea taxus*; California Department of Fish and Wildlife Species of Special Concern (SSC)), burrowing owl (*Athene cunicularia*; USFWS Bird of Conservation Concern; SSC; City of Los Angeles locally recognized (locally recognized species)), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*; California Rare Plant Rank 1B.2; locally recognized species), Greata's aster (*Symphyotrichum greatae*; California Rare Plant Rank 1B.3; locally recognized species), least Bell's vireo (*Vireo bellii pusillus*; federally endangered, state endangered; locally recognized species), lucky morning-glory (*Calystegia felix*; California Rare Plant Rank 1B.2), southwestern willow flycatcher (*Empidonax*

traillii extimus; federally endangered, state endangered; locally recognized species), and yellow rail (*Coturnicops noveboracensis*; Bird of Conservation Concern, SSC, locally recognized species). Although eight special-status species have been documented within one-mile of the project site (CDFW 2018a, 2018b; USFWS 2018), these species are not anticipated to occur within the action area based on the lack of suitable habitat or soils present to support these species, abundant urbanization in the area that has occurred since these species have been recorded, and/or the likely extirpation of the species as documented in the record (Appendix B). Based on the analysis of the nine-quadrangle CNDDB query search (CDFW 2018a), only one special-status species (western mastiff bat (*Eumops perotis californicus*; SSC; locally recognized)) was determined to have a moderate potential to occasionally forage within the action area (Appendix B). The western mastiff bat has a low potential to roost within the action area; however, this species is known to travel up to 15.5 miles from roosting sites to forage (Pierson and Rainey 1998), and the closest CNDDB occurrence for this species is approximately 1.2 miles southwest of the project site (CDFW 2018b). Therefore, western mastiff bat may occasionally forage throughout the action area. No USFWS-designated critical habitat for listed wildlife or plant species exists within one-mile of the project site (USFWS 2018).

The action area occurs within a heavily urbanized commercial and residential development with minimal vegetation dominated by ornamental landscaping and lacks soils suitable to support special-status plant and wildlife species. Therefore, with the exception of western mastiff bat, which may potentially forage throughout the action area on occasion, special-status species known to occur in the region would not be expected to occur or would have a low potential to occur within the project site. The project is proposed to occur within the existing paved roads and existing public rights-of-way. Construction would primarily occur during daylight hours, between 7:00 am and 4:00 pm Monday through Friday and between 8:00 am and 4:00 pm if work occurs on Saturday. Thus, foraging bats, if present, are not anticipated to be impacted by the proposed project activities. As such, direct and/or indirect impacts to special-status wildlife species would be less than significant.

Given the above, impacts to special-status plant and/or wildlife species would be less than significant.

b) Would the project 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?

No Impact. The action area is located within heavily urbanized commercial and residential area dominated by urban/developed land use. No riparian habitat or other sensitive vegetation communities have been identified within the action area; therefore, the proposed project would not affect any such habitats (Appendix B). No impact would occur.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. No jurisdictional wetlands or non-wetland waters occur within the action area (Appendix B). Therefore, there would be no direct and/or indirect impacts to jurisdictional waters or wetlands. No impact would occur.

d) Would the project 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 with Mitigation Incorporated. The proposed project site and action area occur within an urban setting, and the project would neither interfere with or remove access to established native resident or migratory wildlife corridors nor impede with the use or native wildlife nursery sites. The action area is not located within any designated wildlife corridors or habitat linkages identified in the Griffith Park Area Wildlife Planning Map (SMMC 2017a), Eastern Santa Monica Mountains Habitat Planning Map (SMMC 2017b), South Coast Missing Linkages analysis conducted by South Coast Wildlands (South Coast Wildlands 2008), or as recognized by the City or the County of Los Angeles (City of Los Angeles 2006a; Los Angeles County Department of Regional Planning 2014). The proposed pipeline installation activities are proposed to occur within heavily urbanized neighborhoods within the central portion of the City of Los Angeles, within well-traversed busy streets that provide limited value as a wildlife corridor or habitat linkage. Additionally, the action area does not provide suitable connection to open space areas and lacks habitats that support native migratory fish and wildlife. The action area is within a heavily urbanized environment with minimal water sources and, therefore, does not provide suitable habitat important for nesting, feeding, and resting ground for migratory, resident, and wintering bird species and/or roosting bats. Furthermore, project construction is scheduled to occur between 7:00 am and 4:00 pm Monday through Friday and between 8:00 am and 4:00 pm if work occurs on Saturday; thus, limited nighttime and weekend construction would occur and minimal to no nighttime lighting is anticipated in association with the project. In the event that birds or other wildlife are within or near the project site during construction, indirect impacts due to short-term construction noise could disrupt species use of the area during the day. However, short-term indirect impacts to wildlife resulting from construction noise are not anticipated to be significant given the existing noise levels in the area due to human activity and vehicle use within the action area, which would occur with or without the proposed project. Additionally, most wildlife species are active at night, when project construction activities would not generally occur. Potential long-term indirect impacts from noise are not anticipated because there would be no substantial increases in noise due to operations, and long-term use of the action area would remain unchanged after construction. Thus, given the heavily urbanized residential and commercial development in the area and lack of suitable water sources or

other habitat, no significant direct and/or indirect impacts to wildlife corridors and habitat linkages and/or native resident or migratory fish or wildlife are expected to occur.

The majority of the action area provides limited habitat for nesting birds and raptors protected under the Migratory Bird Treaty Act (16 USC 703–712) and California Fish and Game Code Sections 3503.5, 3503, and 3513. Although some ornamental landscaping within the action area has the potential to support breeding and foraging habitat for urban-adapted birds and raptors, all of the proposed construction activities are proposed to occur within paved, heavily traversed City streets, and vegetation is not proposed to be trimmed and/or removed along the majority of the alignment. Given the heavily urbanized setting and noise prevalent within the action area, the proposed project activities are not anticipated to result in direct and/or indirect impacts to nesting birds throughout most of the alignment. However, some street trees along Robinson Street would be trimmed during construction, and construction along Robinson Street could potentially occur during the nesting season (February 15 through August 31). Vegetation trimming could directly and/or indirectly impact breeding birds by removing an active nest or causing it to fail due to abandonment by the adults or immature nestlings. Breeding birds may also be directly and/or indirectly affected by short-term construction-related noise, which can result in the disruption of foraging, nesting, and reproductive activities. As such, potentially significant impacts could result. However, during tree trimming activities along Robinson Street, implementation of mitigation measure MM-BIO-1 would ensure that no nesting birds are adversely affected. MM-BIO-1 would require nesting bird surveys and implementation of avoidance buffers in the event that an active bird nest is detected. With implementation of MM-BIO-1, potential impacts to nesting birds are not anticipated to occur. Impacts would therefore be less than significant with mitigation incorporated.

MM-BIO-1: Nesting Bird Avoidance and Protection

If vegetation trimming occurs during the migratory bird nesting season (typically February 15 through August 31), an avian nesting survey shall be conducted by a qualified biologist in accordance with the Migratory Bird Treaty Act (16 U.S.C. 703–712) and California Fish and Game Code, Sections 3503, 3503.5, and 3513. The avian nesting survey shall include inspection of the proposed vegetation trimming habitat and any adjacent areas that could be affected by the project, to be determined by the qualified biologist. The survey shall be performed within 72 hours prior to vegetation trimming. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate no disturbance buffer, which will be determined by the biologist based on the biology of the species and surrounding urbanized area. The nest area shall be avoided until the nest is vacated and the juveniles have fledged.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The City of Los Angeles Protected Tree Ordinance, as modified by Ordinance 177404, provides guidelines for the preservation of Southern California native tree species measuring 4 inches or more in cumulative diameter, as measured at 4.5 feet above the ground level at the base of the tree (City of Los Angeles 2006b). Trees protected under this ordinance include all oak trees indigenous to California (excluding the scrub oak *Quercus dumosa*), Southern California black walnut (*Juglans californica* var. *californica*), California sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*). No City protected trees occur within the study area; therefore, the proposed project would not conflict with City's Protected Tree Ordinance. No impact would occur.

f) Would the project 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. Species or habitats covered within any Habitat Conservation Plan, Critical Habitat Designations, Natural Community Conservation Plans, Significant Ecological Areas, or other approved conservation plans have not been identified within the action area (CDFW 2017). As such, the proposed project would not be located within an area affected by or subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

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3.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant Impact. A detailed Cultural Resources Report was prepared for the proposed project, which included a California Historical Resources Information System (CHRIS) records search. The CHRIS records search identified 29 previously recorded cultural resources mapped within 0.5 mile of the proposed project alignment, including 27 historic buildings, one historic district, and a historic archaeological site. None of these resources intersect or overlap the project alignment. As such, no newly or previously recorded historic resources were identified within the project alignment as a result of the CHRIS search (see Appendix C). All construction activities would be limited to previously disturbed portions of the public right-of-way. Therefore, no direct impacts to known historical resources would occur as a result of the project.

Indirect impacts to historic-era buildings and structures adjacent to the project alignment could result from vibration during construction. In consideration of potential indirect effects to historical built environment resources, the Office of Historic Preservations' Historic Resource Inventory was reviewed for any unmapped resources that exist within 0.25 miles of the project alignment. There are 30 addresses within the 0.25-mile radius that are listed on the Los Angeles Historic Resource Inventory list. One of these properties, 333 North Coronado Street, borders the project alignment. The other identified properties are not located within or adjacent to the alignment. (Refer to Appendix C for a complete list of these properties.) Based on an evaluation of the proposed construction methods, depth of excavation, and subsurface geology, the possibility of damage to adjacent historic-era buildings from construction-related groundborne vibration produced by the project would be negligible (Appendix C). Impacts would therefore be less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. No newly or previously recorded cultural resources were identified within the project alignment during the CHRIS records search, Native American Heritage Commission (NAHC) Sacred Lands File search, or as a result of Native American coordination (see Appendix C for details on the records searches and Native American coordination). All excavation activities associated with the proposed project would be limited to previously disturbed portions of the public right-of-way. However, it is possible that previously undiscovered intact archaeological deposits are present at subsurface levels and could be uncovered during ground-disturbing activities. As such, mitigation measure MM-CUL-1 is provided to address inadvertent discoveries during construction. Impacts related to archaeological resources would be less than significant with mitigation incorporated.

MM-CUL-1: Inadvertent Discovery of Archaeological Resources

In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under the California Environmental Quality Act (14 CCR 15064.5(f); California PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant with Mitigation Incorporated. No prehistoric or historic burials were identified within the project area as a result of the records search. However, the possibility of encountering human remains within the proposed project area exists. The discovery of human remains would require handling in accordance with California Public Resources Code 5097.98, which states that in the event that human remains are discovered during construction, construction activity shall be halted and the area shall be protected until consultation and treatment can occur as prescribed by law. In the unexpected event that human remains are unearthed during construction activities, impacts would be potentially significant. However, upon implementation of MM-CUL-2, impacts would be reduced to below a level of significance. Impacts to human remains are therefore less than significant with mitigation incorporated.

MM-CUL-2: Inadvertent Discovery of Human Remains

In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the Native American Heritage Commission in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the Native American Heritage Commission must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The most likely descendant would then determine, in consultation with the property owner, the disposition of the human remains.

References

None.

3.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The service providers, supply sources, and estimated consumption for electricity, natural gas, and petroleum is discussed below.

Energy Overview

Electricity

LADWP is the utility provider for the City. LADWP provides electric services to 1.5 million customers, located in the City and in the Owens Valley. According to LADWP, customers consumed approximately 24 billion kilowatt-hours of electricity in 2016 (CEC 2018). LADWP receives electric power from a variety of sources. According to the LADWP Briefing Book 2017-2018, 29% of LADWP's power came from renewable energy sources in 2016, including biomass/waste, geothermal, small hydroelectric, solar, and wind sources (LADWP 2017). Due to the state's energy efficiency building standards and efficiency and conservation programs, California's electricity use per capita has remained stable for more than 30 years, while the national average has steadily increased (CEC 2015).

Natural Gas

Southern California Gas (SoCalGas) serves the City (including the proposed project area). SoCalGas serves 21.6 million customers in a 20,000-square-mile service area that includes over 500 communities (SoCalGas 2018). In 2016 (the most recent year for which data is available), SoCalGas delivered 5,123 million therms of natural gas, with the majority going to residential uses. Demand for natural gas can vary depending on factors such as weather, price of electricity, the health of the economy, environmental regulations, energy-efficiency programs,

and the availability of alternative renewable energy sources. Natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand.

Petroleum

Transportation accounts for the majority of California's total energy consumption (CEC 2018). According to the Energy Information Association, California used approximately 672 million barrels of petroleum in 2016 (EIA 2018). This equates to a daily use of approximately 1.8 million barrels of petroleum. There are 42 U.S. gallons in a barrel, so California consumes approximately 77 million gallons of petroleum per day, adding up to an annual consumption of 28 billion gallons of petroleum. However, technological advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption by type and in total. At the federal and state levels, various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and greenhouse gas (GHG) emissions, and reduce vehicle miles traveled (VMT).

Construction Energy Use

Electricity

Temporary electric power for as-necessary lighting and electronic equipment would be provided by LADWP. The amount of electricity used during construction would be minimal, because typical demand would stem from electrically powered hand tools. The electricity used for construction activities would be temporary and minimal; therefore, proposed project construction would not result in wasteful, inefficient, or unnecessary consumption of electricity. Impacts would be less than significant.

Natural Gas

Natural gas is not anticipated to be required during construction of the proposed project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under the subsection "Petroleum." Any minor amounts of natural gas that may be consumed as a result of proposed project construction would be temporary and negligible and would not have an adverse effect; therefore, proposed project construction would not result in wasteful, inefficient, or unnecessary consumption of natural gas. Impacts would be less than significant.

Petroleum

Petroleum would be consumed throughout construction. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction. Transportation of construction materials and construction workers would also result in petroleum consumption. Heavy-duty construction

equipment, vendor trucks, and haul trucks would use diesel fuel. Construction workers would likely travel to and from the project area in gasoline-powered vehicles. Construction is expected to take approximately 2 ½ to 3 years, beginning in 2020 and ending in 2022 or 2023. Once construction activities cease, petroleum use from off-road equipment and transportation vehicles would end. Because of the short-term nature of construction and relevantly small scale of the project, impacts would be less than significant.

Operational Energy Use

As discussed in Section 2.0, maintenance activities for the trunk line would be similar in scope and scale to the maintenance activities that are currently conducted for the existing pipelines that would be connected and other pipelines throughout LADWP's service area under existing conditions. Anticipated maintenance activities would be minimal and similar to maintenance activities currently occurring for the existing pipelines in the project area; therefore, the project's energy demand for maintenance would be similar to existing conditions. In addition, energy used for maintenance purposes would decrease over time, as worker vehicles and equipment become increasingly efficient, in accordance with the energy efficiency and GHG reduction standards. As such, energy use for maintenance purposes would not substantially change under the proposed project, and no impacts would occur as a result of project operations and maintenance.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The proposed project would follow applicable energy standards and regulations during the construction phases. In addition, the proposed project would be built and operated in accordance with all existing, applicable regulations at the time of construction. As such, impacts related to the project's potential to conflict with plans for renewable energy and energy efficiency would be less than significant.

References

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3.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause 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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a) Would the project directly or indirectly cause 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.

Less Than Significant Impact. Surface fault rupture is displacement that occurs along the ground surface trace of a fault, primarily as the result of an earthquake. Ground surface fault rupture may also accompany fault creep or natural or man-induced subsidence. Fault rupture can cause structural damage and safety risks on and near the rupture. Fault rupture along or near a pipeline alignment would have the potential to compromise the structural integrity of the pipeline, resulting in the potential for pipeline breakage and associated safety hazards for people in the area (e.g., flooding and/or temporary service outages). The "Alquist-Priolo Earthquake Fault Zoning Act" is a state law that regulates development projects near active faults to mitigate the hazard of surface fault rupture. The proposed project alignment is not located within an Alquist-Priolo fault zone, meaning that the state has not mapped any surface traces of active faults along the alignment. The closest Alquist-Priolo fault zone is located approximately 2.3 miles to the north of the project (CGS 2019). Based on mapping by the United States Geological Survey, a fault line called the Upper Elysian Park fault traverses the northern portion of the alignment, just south of Sunset Boulevard. This fault has been dated "undifferentiated Quaternary" and is not considered Holocene-active by the California Geological Survey. This fault is not within an Alquist-Priolo fault zone, which designates Holocene-active faults, and is not expected to reach the surface (USGS 2019; CGS 2019). This fault is a blind thrust fault that is capable of a strong earthquake and associated ground shaking (Saikia 1993). See Section 3.7(a)(ii) for a discussion of impacts pertaining to ground shaking. However, this fault has not ruptured the surface, and the potential for surface rupture is low, due to the type of fault (blind thrust). As such, the potential for fault rupture to affect the project is considered low. Furthermore, project construction and operation would not increase or exacerbate the potential for fault rupture to occur. For these reasons, impacts would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The project area is located within a seismically active region that is known for its many active faults and historic seismicity. As described above, a blind thrust fault traverses the northern section of the project alignment. While this fault is not expected to result in surface rupture, it could cause strong ground shaking. Ground shaking from this fault and others throughout the region during an earthquake could impact the proposed project. The degree of ground shaking that is felt at a given site depends on the distance from the earthquake source, the magnitude of the earthquake, the type of subsurface material on which the site is situated, and topography. Ground shaking can result in severe damage to pipelines if they are subjected to strong horizontal movement that exceeds what they are designed to withstand. Ground shaking could result in pipeline breakage and associated safety hazards for people in the area (e.g., temporary flooding and/or temporary service outages). However, the proposed pipeline and appurtenant structures would be constructed in compliance with earthquake-resistant standards as required by the LADWP Engineering Standards Manual. Additionally, project design and construction would be required to adhere to all recommendations included in the standard project-specific geotechnical engineering report. Furthermore, although the proposed project could be subject to severe seismic shaking, the project would not increase or exacerbate the potential for earthquakes to occur. In the event of pipeline breakage during ground shaking, flooding may occur in the project area. However, safety valves throughout the water distribution system may be shut off (as deemed necessary by LADWP in response to a loss of pressure), which would isolate the break. The volume of potable water released in such an event would therefore be limited to the amount of water contained in the section of pipeline between the shut-off valves, which would not be expected to yield enough water to pose a significant risk to life or property. Additionally, adherence to seismic standards and geotechnical engineering recommendations would reduce the potential for pipe breakage during a seismic event to the extent practicable. For these reasons, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Seismic-related ground failure can include hazards such as liquefaction, earthquake-induced landslides, and seismically induced settlement. (Landslides are addressed below in Section 3.7(a)(iv)). The majority of the project would not be located within the liquefaction hazard zones that are mapped by the state. However, a liquefaction zone is located near the northeast portion of the alignment (CGS 2019). In the event of liquefaction or other types of seismic-related ground failure along or near the project alignment, the structural integrity of the pipeline could be compromised, posing a potential risk to the pipeline and causing potential safety hazards for people in the area in the event of pipeline breakage (e.g., flooding and/or temporary service outages). However, the proposed trunk line segments and appurtenant structures would be constructed in

compliance with earthquake-resistant standards as required by the LADWP Engineering Standards Manual. Additionally, proposed project design and construction would be required to adhere to all recommendations included in the standard project-specific geotechnical engineering report. With appropriate design precautions, the potential for liquefaction, seismically induced settlement, or other seismic-related ground failure to adversely affect the new pipeline would be minimal. Furthermore, although portions of the project alignment could be subject to seismic-related ground failure, the project would not increase or exacerbate the potential for seismic-related ground failure to occur. In the event of pipeline breakage during seismic-related ground failure, flooding may occur in the project area. However, safety valves throughout the water distribution system may be shut off (as deemed necessary by LADWP in response to a loss of pressure), which would isolate the break. The volume of potable water released in such an event would therefore be limited to the amount of water contained in the section of pipeline between the shut-off valves, which would not be expected to yield enough water to pose a significant risk to life or property. Additionally, adherence to seismic standards and geotechnical engineering recommendations would reduce the potential for pipe breakage during a seismic event to the extent practicable. Impacts related to liquefaction and other types of seismic-related ground failure would therefore be less than significant.

iv) Landslides?

No Impact. The majority of the project site is characterized by relatively low rolling hills and gentle terrain, where landslides are not expected to occur. There is a small landslide area mapped approximately 800 feet northwest of the project alignment, associated with a small hillside just south of Temple Street (CGS 2019). There is another small landslide area mapped along the US 101, approximately 550 feet east of the project alignment, associated with a small vegetated hillside situated between the US 101 and urban development. While these areas could be prone to landslides, they are separated from the project alignment by urban development and roadways, and the hillsides are generally covered with vegetation and/or structures. As such, the potential for these nearby hillside areas to produce landslides is low. Additionally, the project alignment is located within a relatively flat, paved roadway, and project design and construction would adhere to the recommendations in the standard project-specific geotechnical engineering report. As such, grading and excavation required for the proposed project would not likely increase or exacerbate the potential for landslides to occur. For these reasons, no impacts are anticipated.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The proposed project would be located within previously developed or disturbed areas, consisting of a paved roadway. Construction activities including trenching and excavation would produce exposed soils that could be impacted by short-term erosion caused by rain events, windy

conditions, and/or construction vehicles traveling over the exposed soils. Rain events could erode the temporarily exposed soils, creating sediment-laden runoff. However, LADWP or its construction contractor would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the NPDES requirements for stormwater discharges at construction sites. SWPPPs are required to include erosion control measures, such as lining the perimeter of construction areas with sediment barriers and protecting storm drain inlets. These measures would control and reduce erosion and loss of topsoil. Once construction is complete, the new pipeline would be located entirely underground, and additional operational impacts related to soil erosion or loss of topsoil would not occur. Implementation of the SWPPP and associated erosion control measures would limit impacts related to soil erosion, loss of topsoil, short-term erosion caused by construction activity, and runoff. Therefore, impacts related to soil erosion or the loss of topsoil would be less than significant.

c) Would the project 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?

Less Than Significant Impact. The project area has relatively flat topography. As explained in Section 3.7(a), the project site is not located within a liquefaction hazard zone or within a landslide hazard zone (CGS 2019). There are likely minor amounts of artificial fill and alluvial materials underlying the project alignment, indicating that some on-site soils may not be adequate for supporting the proposed pipeline and may be subject to collapse. In the event that soils are inadequate for supporting the proposed pipeline, the structural integrity of the pipeline could become compromised, which could result in damage to the pipeline and associated safety hazards for people in the area (e.g., flooding and/or temporary service outages).

Additionally, there is the potential for localized shallow groundwater to be present along the alignment. Specifically, groundwater is expected to be encountered during excavation near the intersection of Robinson Street and Beverly Boulevard and near the US 101 overpass. In the event that groundwater is present, the project could be subject to uplift and/or hydrostatic loads, as well as other geotechnical hazards including swelling, consolidation, erosion, etc. These hazards could compromise the structural integrity of the pipeline, resulting in damage to the pipeline and associated safety hazards for people in the area (e.g., flooding and/or temporary service outages). However, the proposed pipeline and appurtenant structures would be constructed in compliance with geotechnical engineering standards as required by the LADWP Engineering Standards Manual. Additionally, project design and construction would be required to adhere to all recommendations included in the standard, project-specific geotechnical engineering report. The geotechnical engineering report would include design specifications that would address and reduce geotechnical hazards.

In the event of pipeline breakage due to geologic instability, flooding may occur in the project area. However, safety valves throughout the water distribution system may be shut off (as deemed necessary by LADWP in

response to a loss of pressure), which would isolate the break. The volume of potable water released in such an event would therefore be limited to the amount of water contained in the section of pipeline between the shut-off valves, which would not be expected to yield enough water to pose a significant risk to life or property. Additionally, the potential for geologic instability to compromise the pipeline would be addressed and minimized to the extent practicable through proper site-specific engineering and construction design, as specified in the standard project-specific geotechnical engineering report. Therefore, construction and operation of the proposed project would not be expected to cause local geologic units or soils to become unstable and would not be expected to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

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

Less Than Significant Impact. Expansive soils are often clay based and tend to increase in volume as they absorb water and can shrink when water is drawn away. The project alignment is underlain by loam and clay loam (USDA 2019). As such, soils underlying the project alignment contain clay, indicating that soils may be expansive. Expansive soils can result in structural damage, particularly if wetting and drying of the soil does not occur uniformly across an area. Soil expansion or shrinkage in the soils surrounding the proposed pipeline could compromise the structural integrity of the pipeline, causing potential safety risks for the pipeline and for people in the area (e.g., flooding and/or temporary service outages). While the proposed pipeline could potentially be exposed to soil expansion, the trenches where the pipeline is installed would be backfilled with material that would be designed to offset any expansive soils present in the area. The proposed pipeline and appurtenant structures would be constructed in compliance with geotechnical engineering standards as required by the LADWP Engineering Standards Manual. Additionally, project design and construction would be required to adhere to all recommendations included in the standard, project-specific geotechnical engineering report. Furthermore, although the project could be subject to soil expansion hazards, project construction and operation would not increase or exacerbate the potential for soils to expand or contract. In the event of pipeline breakage due to geologic instability, flooding may occur in the project area. However, safety valves throughout the water distribution system may be shut off (as deemed necessary by LADWP in response to a loss of pressure), which would isolate the break. The volume of potable water released in such an event would therefore be limited to the amount of water contained in the section of pipeline between the shut-off valves, which would not be expected to yield enough water to pose a significant risk to life or property. Additionally, the potential for expansive soils to compromise the pipeline would be addressed and minimized to the extent practicable through proper site-specific engineering and construction design, as specified in the standard project-specific geotechnical engineering report. For these reasons, impacts would be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. No septic tanks or alternative wastewater disposal systems are proposed. Therefore, no impact associated with the use of such systems would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation Incorporated. The proposed project is located within the northernmost Peninsular Ranges geomorphic province (Norris and Webb 1990; CGS 2002). This geomorphic province is characterized by northwest trending mountain ranges and valleys that extend over 900 miles from the tip of the Baja Peninsula to the Transverse Ranges (i.e. the San Bernardino and San Gabriel Mountains in southern California). Regionally, the Peninsular Ranges are bounded to the east by the Colorado Desert and the west by the continental shelf and offshore islands (Santa Catalina, Santa Barbara, San Nicholas, and San Clemente) (Norris and Webb 1990; CGS 2002).

More specifically, the proposed project is located within the central block of the Los Angeles Basin (Yerkes et al. 1965). The Los Angeles Basin (also called the coastal plain) extends from the Santa Monica Mountains in the north to the San Joaquin Hills of Orange County in the south and is a structural basin that in some areas has been subsiding and filling with sediments since the late Cretaceous (Yerkes et al. 1965). The Los Angeles Basin is characterized by alluvial coastal plains, underlain by older alluvial and marine sediments, and punctuated by uplifted highlands owing to the numerous faults underlying the Basin. These faults, which include the Newport-Inglewood fault zone in the south and the Sierra Madre fault zone in the north, are part of the greater San Andreas Fault system, characterized by numerous strike-slip faults (Biehler et al. 1964).

According to surficial geological mapping at a scale of 1:24,000, the proposed project is underlain by late Miocene (~ 12 million – 5.3 million years ago) Monterey Formation (map unit Tmss) in the north and late Miocene unnamed shale (map unit Tush) in the south (Dibblee and Ehrenspeck 1991). The Monterey Formation and unnamed shale in this area are included in the Puente Formation or Modelo Formation by some authors (Dibblee and Ehrenspeck 1991).

Past excavation and trenching activities in the area surrounding the project area have encountered paleontological resources in Puente Formation deposits. A paleontological records search was requested from the Natural History Museum of Los Angeles County (LACM) on October 4, 2018, and the results were received on October 12, 2018. Not citing specific geological mapping, the LACM reported the entire proposed project area to be underlain by the late Miocene Puente Formation (McLeod 2018). While no paleontological localities were reported from the proposed project area, the LACM reported numerous fossil localities within the area, including several within the one-mile buffer, west of the proposed project site. The

nearest locality (locality number LACM 6946) is located within the one-mile buffer and along with LACM localities 6947–6948 and 6205–6207, was recovered during excavations for the Metrorail Red Line from near the intersections of Vermont Avenue and Beverly Boulevard to Vermont Avenue and Hollywood Boulevard. These localities produced a numerous fossil fishes from over a dozen families (McLeod 2018). Furthermore, a new species of fossil croaker from locality 6948 was described in the scientific literature by Takeuchi and Huddleston (2008).

McLeod (2018) also reported Puente Formation (mapped as unnamed shale by Dibblee and Ehrenspeck [1991]) fossil localities (LACM 6198–6203) from just south and to the west of the proposed project site during the construction of the Metrorail Redline. These localities yielded abundant fossil fishes from several dozen families and some were within the one-mile buffer from the project alignment (McLeod 2018).

Finally, during the construction of an apartment complex on Virgil Avenue near 6th Street, below the depth of alluvium mapped and present on the surface, dozens of fossil fish specimens were recovered from the Puente Formation (unnamed shale of Dibblee and Ehrenspeck [1991]) (Williams, pers. obs. 2015). This locality was recovered within the one-mile buffer of the project alignment, just to the south-southwest of the southern terminus of the trunk line alignment.

No paleontological resources were identified within the proposed project alignment as a result of the institutional records search and desktop geological review; however, numerous fossil localities from the late Miocene Puente Formation have been documented nearby. The Puente Formation could be encountered during excavations for the proposed project, as it has been found to range in depth from just below the asphalt along the alignment to approximately 19 feet below the surface. Project excavations are expected to range between approximately 8 feet and 30 feet below the surface; as such, this formation could be encountered during construction. The proposed project is not anticipated to be underlain by unique geological features. While the proposed project area has been heavily disturbed by development over the years, intact paleontological resources may be present below the original layer of fill. Given the proximity of past fossil discoveries in the surrounding area and the potential for the proposed project to result in impacts to the underlying late Miocene Puente Formation, the proposed project area is highly sensitive for supporting paleontological resources. In the event that intact paleontological resources are present within the project alignment, ground-disturbing activities associated with construction of the proposed project have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction would be a potentially significant impact. However, upon implementation of MM-GEO-1, construction impacts would be reduced to below a level of significance. Construction impacts of the proposed project are therefore considered less than significant with mitigation incorporated. No impacts to paleontological resources would occur during operation, since the project would operate passively below ground.

MM-GEO-1: Paleontological Monitoring Program

Prior to commencement of any grading activity for the project, the Los Angeles Department of Water and Power shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (2010) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program for the proposed project. Following the guidelines of the Society of Vertebrate Paleontology (2010), the Paleontological Resources Impact Mitigation Program shall outline requirements for preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the project area based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management**.** The qualified paleontologist shall attend the preconstruction meeting and be on site during all rough grading and other significant ground-disturbing activities in previously undisturbed Puente Formation deposits. These deposits may be encountered at any depth below any fill materials (i.e., road base). The specific monitoring locations will be detailed in the Paleontological Resources Impact Mitigation Program. In the event that paleontological resources (e.g., fossils) are unearthed during ground-disturbing activities, the qualified paleontologist will temporarily halt and/or divert the activity to allow recovery of paleontological resources. Once documentation and collection of the find is completed, the monitor will allow work to recommence in the area of the find. Per the Society of Vertebrate Paleontology (2010) guidelines, if 50% of excavations in a single geological unit has occurred with no fossil recovery, reduction or termination of paleontological monitoring can be implemented at the qualified paleontologist's discretion.

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3.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3) (see also 14 CCR 15364.5). The three GHGs evaluated herein are CO_2, CH_4, and N_2O. Emissions of hydrofluorocarbons, perfluorocarbons, SF_6, and NF_3 are generally associated with industrial activities including the manufacturing of electrical components, heavy duty air conditioning units, and insulation of electrical transmission equipment (substations, power lines, and switch gears.). Therefore, emissions of these GHGs were not evaluated or estimated in this analysis because the project would not include these activities or components and would not generate hydrofluorocarbons, perfluorocarbons, SF_6, and NF_3 in measurable quantities.

Gases in the atmosphere can contribute to climate change both directly and indirectly.[7] The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons of CO_2 equivalent (MT CO_2e). Consistent with CalEEMod Version 2016.3.2, this GHG emissions analysis assumed the GWP for CH_4 is 25 (emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the Intergovernmental Panel on Climate Change Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.3 of this IS/MND, the project is located within the jurisdictional boundaries of the SCAQMD. In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (SCAQMD 2008). This document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO_2e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35, December 5, 2008).

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1. Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2. Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

[7] Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2017).

Tier 3. Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO_2e per-year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_2e per year), commercial projects (1,400 MT CO_2e per year), and mixed-use projects (3,000 MT CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4. Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of Assembly Bill (AB) 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO_2e per-service population for project-level analyses and 6.6 MT CO_2e per-service population for plan-level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5. Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, establish specific thresholds of significance, or mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance that are consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009).

To determine the project's potential to generate GHG emissions that would have a significant impact on the environment, the project's GHG emissions were compared to the non-industrial land project quantitative threshold of 3,000 MT CO_2e per year. Because the project does not include operational sources of emissions, and because the project does not conform to the standard land use types, the 3,000 MT CO_2e per year threshold, which was identified under Tier 3 Option 1, was applied herein. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the project (SCAQMD 2008). The life of the pipeline is anticipated to be 100 years, and the valves are anticipated to have an operational life of 70 years. As such, a project lifetime of 70 years was conservatively assumed. This impact analysis, therefore, compares amortized construction emissions to the proposed SCAQMD threshold of 3,000 MT CO_2e per year.

Construction Emissions

Construction of the project would result in GHG emissions primarily associated with the use of off-road construction equipment, on-road trucks, and worker vehicles. A depiction of expected construction schedules (including information regarding phasing, equipment used during each phase, truck trips, and worker vehicle trips) assumed for the purposes of emissions estimation is provided in Table 3.3-1 and in Appendix A. On-site sources of GHG emissions include off-road equipment; off-site sources include trucks and worker vehicles. Table 3.8-1 presents construction GHG emissions for the project from on-site and off-site emissions sources.

Table 3.8-1
Estimated Annual Construction GHG Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
2020	614.63	0.08	0.00	616.75
2021	896.87	0.14	0.00	900.27
2022	524.20	0.08	0.00	526.10
2023	40.86	0.01	0.00	41.01
Total	**82,035.55**	**0.30**	**0.00**	**2,084.13**
			Amortized Construction Emissions	**29.77**

Source: See Appendix A for complete results.
Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.

As shown in Table 3.8-1, the estimated total GHG emissions in 2020, 2021, 2022, and 2023 would be approximately 617 MT CO_2e, 900 MT CO_2e, 526 MT CO_2e and 41 MT CO_2e, respectively. Amortized over 70 years, construction GHG emissions would be approximately 30 MT CO_2e per year. In addition, as with project-generated construction criteria air pollutant emissions, GHG emissions generated during proposed construction activities would be short term, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions.

Operational Emissions

Once project construction is complete, operational activities associated with the proposed project would be minimal. No routine daily equipment operation or vehicle trips would be required. While periodic maintenance, repair, and inspections would be conducted, these activities would not represent a substantial change in LADWP operations relative to existing conditions and would not require additional vehicle trips or workers. As such, operational GHG emissions would be nominal.

As shown in Table 3.8-1, amortized project-generated construction emissions would not exceed the 3,000 SCAQMD threshold. Therefore, GHG emissions impacts would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The proposed project would result in less than significant impacts related to conflicts with greenhouse gas emission reduction plans, for the reasons described below.

Consistency with the City of Los Angeles Sustainable City Plan

LADWP has not adopted a qualified climate action plan and the City of Los Angeles's Sustainable City Plan is not a quantified GHG reduction plan according to the CEQA Guidelines Section 15183.5 and thus cannot be used in a cumulative impact analysis to determine significance. However, a discussion of the project's consistency with the City's plan is provided for informational purposes. Table 3.8-2 provides an overview of the measures and goals set forth in the Sustainable City Plan and the project's consistency with these measures and goals. As shown in Table 3.8-2, the proposed project would not conflict with any of the GHG reduction measures or goals set forth in the Sustainable City Plan. Thus, the proposed project is consistent with this plan.

Table 3.8-2
Proposed Project Consistency with the Sustainable City Plan's GHG Emission Reduction Strategies

Sustainable City Plan Measure	Proposed Project Consistency
Water	
Reduce LADWP purchases of imported water by 50% by 2025 and source 50% of water locally by 2035.	Does not apply. The proposed project would not affect whether LADWP purchases water for its system or sources it locally, and, therefore, would not interfere with implementation of this goal.
Reduce average per capita water use by 22.5% by 2025 and 25% by 2035.	Does not apply. The proposed project is necessary for continued water service in the downtown Los Angeles area during planned or emergency outages. The project would not interfere with efforts to reduce per capita water use.
Solar Power	
Increase cumulative total megawatts (MW) of local solar photovoltaic power to 900-1,500 MW by 2025 and 1,500-1,800 MW by 2035.	Does not apply. The proposed project does not pertain to solar power and would not interfere with efforts to increase the use of solar power.
Increase cumulative total MW of energy storage capacity to at least 1,654-1,750 MW by 2025.	Does not apply. The proposed project does not pertain to energy storage and would not interfere with efforts to increase energy storage in the City.
Energy Efficient Buildings	
Reduce energy use per square foot below 2013 baseline for all building types by at least 14% by 2025 and 30% by 2035.	Does not apply. The proposed project involves underground pipelines and would not involve any new building construction or building renovations. As such, the project would not interfere with efforts to reduce the energy use of buildings.

Table 3.8-2
Proposed Project Consistency with the Sustainable City Plan's GHG Emission Reduction Strategies

Sustainable City Plan Measure	Proposed Project Consistency
Use energy efficiency to deliver 15% of all LA's projected electricity needs by 2020.	Does not apply. Aside from temporary energy use to power equipment during construction, the proposed project would not use energy or electricity, as it would involve conveyance of potable water that is already flowing through LADWP's water distribution system. As such, measures for electricity efficiency would not apply to the project.
GHGs	
Reduce GHG emissions below 1990 baseline by at least 45% by 2025, 60% by 2035, and 80% by 2050.	Does not apply. The proposed project would not contribute to long-term GHG emission generation. As such, the proposed project would not interfere with efforts to reduce GHG emissions.
Improve GHG efficiency of LA's economy from 2009 levels by 55% by 2025 and 75% by 2035.	Does not apply. The proposed project would not contribute to long-term GHG emission generation. As such, the proposed project would not interfere with efforts to improve GHG efficiency.
Influence national and global action through the leadership of LA and other cities on climate change.	Does not apply. The proposed project would not interfere with efforts to influence action on climate change.
Have no ownership stake in coal-fired power plants by 2025.	Does not apply. The proposed project involves the extension of potable water pipelines and, therefore, would not affect the ownership stake of coal-fired power plants.
Waste	
Increase landfill diversion rate to at least 90% by 2025 and 95% by 2035.	Consistent. The proposed project would produce waste during construction. Construction debris, such as pavement and excavated soils, would be reused on site or recycled to the extent feasible. Wastes would be diverted from landfills to the extent practicable and in accordance with state law. The proposed project would not generate waste during operation.
Increase proportion of waste production and recyclable commodities productively reused and/or repurposed within LA County to at least 25% by 2025 and 50% by 2035.	Does not apply. The proposed project would involve the extension of potable water pipelines and, therefore, would not interfere with efforts to increase reuse or repurposing of commodities. During construction, pavement and excavated soils would be reused on site or recycled as feasible. The proposed project would not generate waste during operation.

Source: City of Los Angeles 2015

Consistency with CARB's Scoping Plan

The CARB Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific

projects, nor is it intended to be used for project-level evaluations.[8] Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

Consistency with the Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2016 RTP/SCS is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2016 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. The 2016 RTP/SCS is not directly applicable to the project because the purpose of the 2016 RTP/SCS is to provide direction and guidance by making the best transportation and land use choices for future development. The proposed project would not conflict with implementation of the strategies identified in the 2016 RTP/SCS that would reduce GHG emissions.

The project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in Executive Order S-3-05 and Senate Bill (SB) 32. Executive Order S-3-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that "California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the First Update to the Climate Change Scoping Plan states that the level of reduction is achievable in California (CARB 2014). CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction

[8] The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

targets set forth in AB 32, SB 32, and Executive Order S-3-05. This is confirmed in the *Second Update*, which states (CARB 2017):

> The Proposed Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasibility and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Proposed Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197.

The project would not interfere with implementation of any of the above-described GHG reduction goals for 2030 or 2050 because the project would not exceed the SCAQMD's recommended threshold of 3,000 MT CO_2e per year (SCAQMD 2008). Because the project would not exceed the threshold, this analysis provides support for the conclusion that the project would not impede the state's trajectory toward the above-described statewide GHG reduction goals for 2030 or 2050.

The project's consistency with the State's Scoping Plan would assist in meeting the City's contribution to GHG emission reduction targets in California. With respect to future GHG targets under SB 32 and Executive Order S-3-05, CARB has also made clear its legal interpretation that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet the SB 32 40% reduction target by 2030 and the Executive Order S-3-05 80% reduction target by 2050. This legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the trajectory toward meeting these future GHG targets.

Based on the above considerations, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This impact would be less than significant.

References

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3.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site that 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?	☐	☒	☐	☐
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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

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

Less Than Significant Impact. Relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, adhesive materials, grease, solvents, and architectural coatings would be used during construction. These materials are not considered acutely hazardous and are used routinely throughout urban environments for both construction projects and structural improvements. Further, these materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment. Once construction has been completed, fuels and other petroleum products would no longer remain within the work area. In the event that use of such materials is required for maintenance, repairs, or inspections during operation, the amount would be minor and the materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Daily operation of the proposed project would not otherwise require the use, storage, or disposal of hazardous substances. Impacts would be less than significant.

b) Would the project 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?

Less Than Significant Impact. As discussed under Section 3.9(a), construction would involve relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, grease, adhesive materials, solvents, and architectural coatings. These materials are not considered acutely hazardous and are used routinely throughout urban environments for both construction projects and small-scale structural improvements. Further, these materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. For these reasons, construction of the proposed project is not anticipated to release hazardous materials into the environment that would pose a threat to human health or the environment. In the event that use of such materials is required for maintenance, repairs, or inspections during operation, the amount would be minor and the materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Daily operation of the proposed project would not otherwise require the use, storage, or disposal of hazardous substances. Impacts would be less than significant.

c) Would the project 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. There are several schools within 0.25 miles of the project alignment, including Commonwealth Avenue Elementary School (215 South Commonwealth Avenue); New Village Girls Academy (147 North Occidental Boulevard); Camino Nuevo High School (3500 West Temple Street); VISTA Charter Middle School (2900 West Temple Street); Kedren Head Start Preschool (2233 Beverly Boulevard); Lake Street Primary (135 North Lake Street); Rosemont Avenue Early Education Center (430 Rosemont Avenue); Rosemont Avenue Elementary School (421 Rosemont Avenue); and, Dream Center Academy (2301 Bellevue Avenue) (California Department of Education 2014). None of these schools are located adjacent to the project alignment. Most are separated from the project alignment by one or more city blocks. The closest school is approximately 300 feet south of the alignment (the New Village Girls Academy), and is located adjacent to St. Anne's, a social services agency. As discussed in Section 3.9(a), project construction, maintenance, repairs, and inspections during operation would involve relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, grease, adhesive materials, solvents, and architectural coatings. In the event of an accidental release of fuels, oils, lubricants, or other hazardous materials, hazardous emissions could occur within a quarter mile of a school. All spills would be quickly contained and cleaned up. Potential effects would only occur during construction activities or operational maintenance/repair/inspection activities, which would be temporary and localized. Hazardous substances would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Use of these materials for their intended purpose and in

accordance with applicable safety laws would not pose a significant risk to nearby schools. Daily operation of the proposed project would not require the use, storage, or disposal of hazardous substances. If there were any emergency condition involving the proposed project, the result would involve the release of potable water. 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 potable 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, the project would not pose a hazard to schools involving the release or handling of hazardous materials. Impacts would be less than significant.

d) Would the project be located on a site that 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 with Mitigation Incorporated. Government Code Section 65962.5 requires the Department of Toxic Substances Control, State Department of Health Services, SWRCB, and the California Department of Resources Recycling and Recovery to compile and annually update lists of hazardous waste sites and lands designated as hazardous waste sites throughout the state. The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List." The Cortese List, which includes the resources listed below, was reviewed for references to the project site.

- List of hazardous waste and substances sites from the (Department of Toxic Substances Control) EnviroStor database
- List of leaking underground storage tank (LUST) sites from the SWRCB GeoTracker database
- List of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit
- List of "active" cease-and-desist orders and cleanup and abatement orders from SWRCB
- List of hazardous waste facilities subject to corrective action identified by Department of Toxic Substances Control

A Phase I Environmental Site Assessment was conducted for the proposed project (Appendix D). The Phase I Environmental Site Assessment includes a review and summary of regulatory agency records and a description of a site reconnaissance and associated findings and observations. In addition, Dudek conducted a search of regulatory databases. Multiple sites were identified on Cortese List databases within a one-mile radius of the proposed project. Appendix D details the listings adjacent to the project alignment, including listings involving potentially contaminated soils and/or groundwater that could be encountered during proposed project construction, based on distance from the project alignment, known

groundwater gradients, and status of the identified listing. The following sites were identified on a Cortese List database (LUST). Due to their proximity to the project alignment, excavation associated with the proposed project near these sites could potentially release contaminated soil or groundwater to the environment.

- 2520 Temple Street: This site is a former automotive service station. This site is located adjacent to the project alignment, on the southeast corner of Temple Street and Coronado Street. It has been redeveloped as an apartment complex with commercial spaces on the first floor. The LUST case on the site received closure in 2006. The Underground Storage Tank Low Risk Case Review form dated October 2005 reported residual concentrations of total petroleum hydrocarbons as gasoline, benzene, toluene, methyl-tert-butyl ether, and tert-butanol in groundwater and/or soil. Two groundwater monitoring wells (MW-15 and MW-16), are reportedly located on Coronado Street and one groundwater monitoring well (MW-17) is reportedly located on Temple Street. No records of well abandonment have been located. If these wells are still in place, they may be located along the project alignment. Additionally, an underground storage tank (UST) associated with this property was closed but left in place underneath the sidewalk. Due to the presence of this former LUST and its residual impacts, potential presence of groundwater monitoring wells, and presence of the buried-in-place UST along and/or near the alignment, proposed project excavation within the vicinity of 2520 Temple Street would have the potential to release contaminated soil, vapor, and/or groundwater to the environment, causing potential exposure to workers or the public.
- 2608 Temple Street: This site is a gas and auto station and is located approximately 300 feet from the project alignment. According to California Water Resources Control Board's GeoTracker website, the site is listed as a LUST Cleanup site with status '*Open – Remediation as of February 2, 2011*' with gasoline in the aquifer as the potential contaminant of concern. Current site remediation includes groundwater monitoring and soil vapor extraction and air sparging to remediate hydrocarbons in soil, soil vapor, and groundwater. Due to the proximity of this site to the project alignment and the identified release of hazardous substances, proposed project excavation within the vicinity of 2608 Temple Street would have the potential to release contaminated soil, vapor, and/or groundwater to the environment, causing potential exposure to workers or the public.

In addition to the LUST sites listed above, the Phase I Environmental Site Assessment also identified the potential for asbestos and methane to be encountered along the project alignment:

- Underground asbestos-cement pipelines: Underground asbestos cement pipes/transite pipes may be encountered during the construction phase. Improper removal and/or disposal of such pipes would have the potential to cause release of asbestos to the environment, potentially resulting in exposure of workers and/or the public to asbestos.
- Methane: According to the City of Los Angeles Map of Methane and Methane Buffer Zones, a portion of the project alignment (from Robinson Street to Temple Street) is included in the Methane Zone. Methane gas is colorless and odorless. When methane accumulates, it is highly

flammable and may cause explosions. Proposed project excavation within an area that may contain methane could expose workers and/or the public to hazards associated with methane accumulation and potential explosions.

The portion of the project alignment south of Temple Street overlaps an area of natural onshore oil and gas seeps as well as the Los Angeles City Oil Field, which consists of over 1,000 oil and gas wells. The nearest wells are approximately 0.15 miles south of the southern terminus of the project alignment. This seepage could indicate the potential presence of crude oil beneath the ground surface, which may be encountered during excavation of the proposed project (DOGGR 2018).

Once operational, the project would operate underground, with minimal to negligible operational activities, and would not disturb hazardous materials sites. Therefore, potential risks associated with the sites and potentially hazardous materials listed above would be limited to the construction period. Construction activities would occur in close proximity to the potential environmental conditions listed above. Potential hazards identified include encountering and releasing contaminated soil, soil vapor, and/or groundwater, methane, and the potential presence of free product (crude oil) beneath the ground surface. If contaminated materials are encountered and are not handled properly, they could create a hazard to the public, construction workers on the proposed project, or the environment. Petroleum and VOC contaminated soil, soil vapor, and/or groundwater, and asbestos-containing piping could cause health exposure risks (e.g. potential carcinogens), and the presence of methane gas could create an explosion hazard and/or could displace oxygen in trenches, thereby creating human health risks.

Mitigation measures MM-HAZ-1 and MM-HAZ-2 have been included to reduce the potential hazards associated with the proposed excavation activities within and/or near the hazardous materials and hazardous materials sites listed above. Specifically, implementation of MM-HAZ-1 would require preparation of and adherence to site-specific contingency measures, which would avoid or minimize hazards associated with excavation near 2520 West Temple Street and 2608 Temple Street, as well as hazards associated with the potential of encountering asbestos. MM-HAZ-2 has been included to address the potential presence of methane within the project area and associated safety and health hazards during excavation activities. With the implementation of MM-HAZ-1 and MM-HAZ-2 and compliance with all applicable federal, state, and local regulations, the potential for the proposed project to create a significant hazard to the public or environment due to its location on a hazardous materials site is low. Therefore, impacts related to hazardous materials sites would be less than significant with mitigation incorporated.

MM-HAZ-1: Hazardous Materials Contingency Measures

Prior to construction, the Los Angeles Department of Water and Power (LADWP) shall implement contingency measures that address potential impacts in soil, soil vapor, and groundwater from releases at 2608 Temple Street and 2520 Temple Street and potential crude oil present within the project alignment. These measures shall include but are not limited to the following:

- Training procedures for identification of contamination.
- Management, removal, disposal, and reporting of contaminated soils and/or groundwater in accordance with local and state regulations.
- Proper identification, removal, and reporting of environmental monitoring wells, if encountered.
- Health and safety measures, including periodic work breathing zone monitoring, if appropriate, and South Coast Air Quality Management District Rule 1166 monitoring for volatile organic compounds (using a handheld organic vapor analyzer), in the event impacted soils are encountered during excavation activities.

LADWP shall implement these contingency measures during construction activities for the proposed project. Should crude oil be encountered in the excavation, work shall temporarily cease and further evaluation and regulatory notification will be required. If encountered, asbestos cement pipes shall be handled and disposed of in a manner that keeps the material in predominantly whole pieces to be considered nonfriable and in a manner consistent with United States Environmental Protection Agency requirements and with the provisions set forth in MM-AQ-1. Samples shall be collected for laboratory analysis of asbestos prior to disposal, consistent with United States Environmental Protection Agency National Emissions Standard for Hazardous Air Pollutants regulations.

MM-HAZ-2: Methane Zone Requirements

A methane study shall be conducted by the Los Angeles Department of Water and Power prior to construction to address the potential for presence of methane in the project area. All recommended health and safety measures and engineering controls provided in the methane study shall be implemented. Measures may include compliance with the Los Angeles Department of Building Services' Methane Mitigation Standards, where applicable. If necessary, breathing zone monitoring with an appropriate methane monitoring device shall occur during excavation in areas where methane hazards may be present.

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 or excessive noise for people residing or working in the project area?

No Impact. The nearest airport to the project alignment is the Hollywood Burbank Airport, located approximately 9 miles northwest of the proposed project (Caltrans 2018). The proposed project area is located well outside of the planning boundary of the Hollywood Burbank Airport (County of Los Angeles 2003). As such, the project area is not located within a 2-mile radius of any public airport, and no airport land use plans apply to the site. Therefore, the proposed project would not create an airplane safety hazard or result in excessive noise for people residing or working in the project area, and no impact would occur.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation Incorporated. The City of Los Angeles has a Local Hazard Mitigation Plan, which includes a thorough hazard vulnerability analysis, community disaster mitigation priorities, and plans for disaster mitigation strategies and projects. The City adopted its current Local Hazard Mitigation Plan in January 2018 (City of Los Angeles 2018a). Additionally, the Los Angeles County Department of Public Works designates disaster routes. The Hollywood Freeway (US 101), Sunset Boulevard, and Beverly Boulevard are designated disaster routes (County of Los Angeles 2012). US 101 crosses the project alignment via an overpass and is therefore not expected to be impacted by construction activities. Beverly Boulevard is located at the southern end of the proposed project alignment, and Sunset Boulevard is located at the northern end of the proposed project alignment. Lane closures may be required along small sections of Beverly Boulevard and Sunset Boulevard to allow for the proposed pipeline to be tied into the existing First Street and Sunset trunk lines. However, two-way access would be maintained along these roadways during construction. As such, these roadways could continue to function as disaster routes during project construction, if necessary. Once construction at the Robinson Street/Beverly Boulevard and Coronado Street/Sunset Boulevard intersections is complete, traffic interruptions at these locations associated with the proposed project would cease.

During construction, full block closures would occur along residential streets, with access to residential housing provided to residents only (see Section 2.3 of this IS/MND for details). As further explained in Section 3.17, incorporation of a Traffic Control Plan, as required by MM-TRAF-1, would ensure that any temporary impacts to emergency vehicle flow and/or ingress/egress to properties along the alignment are coordinated in advance with emergency service providers and law enforcement to ensure that provision of sufficient emergency service, access, and evacuation can occur during construction if necessary. Implementation of MM-TRAF-1 would reduce impacts to local emergency service providers to less than significant levels. At the end of construction, the new trunk line would be located underground. Minor appurtenant structures may protrude above grade near the alignment; however, these structures would be small in size and would not obstruct emergency response or evacuation. The City's Local Hazard Mitigation

Plan would proceed and be implemented with or without the proposed project. Impacts to emergency access and plans would be less than significant with mitigation incorporated.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The proposed project site is generally located in an urbanized environment with little potential for wildland fires. The northern terminus of the project alignment at Coronado Street and Sunset Boulevard would be adjacent to the southern boundary of a designated Very High Fire Hazard Severity Zone (City of Los Angeles 2018b). Potential wildland fire hazards could occur if the project were to introduce additional people or structures to an area that is susceptible to wildland fire hazards. While the project is in the vicinity of potential fire hazard areas, it is not expected to expose people or structures to a significant risk of loss, injury, or death involving wildland fire. Potential wildland fire hazards could also occur if the proposed project were to cause a wildland fire risk, increase wildland fire risk in the area, exacerbate the severity of a wildland fire, and/or exacerbate the severity of damage or hazards during a fire. Construction activities adjacent to or within wildlands can increase the risk of ignition. However, construction in each proposed project work area would be temporary and would occur within an existing roadway that is surrounded by urban development. As such, construction activities would not occur within or adjacent to any wildlands or naturalized areas. For these reasons, project construction is unlikely to cause fire ignition or to expose workers to wildland fire hazards. In addition, the project would not introduce new structures to the area that could be exposed to wildland fire hazards. Operation of the new trunk line would occur passively below ground with no potential to cause or exacerbate wildland fires or their impacts to people or structures in the vicinity of the proposed project alignment. As such, construction and operation of the proposed project would not expose any people or structures to a significant risk of loss, injury or death involving wildland fires, either directly or indirectly. Therefore, impacts would be less than significant.

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3.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or off site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	☐	☐	☐	☒
iii) 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; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Water quality impacts could occur if construction activities resulted in spilled or leaked petroleum products and/or entrainment of sediment, debris, or other construction-related materials into stormwater runoff. In addition, the project may involve certain non-stormwater discharges, including trench dewatering discharges and hydrostatic testing discharges, that, if improperly performed, could contribute pollutants to the local storm drain system or receiving waters.

LADWP requires its workers and construction contractors to adhere to standard site management practices and applicable water quality regulations, which collectively would avoid or substantially minimize potential threats to water quality. Furthermore, the nature and location of the pipe installation activities would pose an overall low threat to water quality, since construction activities would be of limited extent and duration in any one place at one time and would generally occur within an urban streetscape environment that flows to storm drains rather than flowing directly to natural creek corridors or infiltrating into the groundwater, since there are no adjacent surface waterbodies or areas that support groundwater recharge.

To avoid adverse impacts on water quality, LADWP and/or its construction contractor would implement standard site management practices (e.g., perimeter controls, storm drain inlet protection, maintaining a clean and orderly work area, etc.) and would conduct construction activities in accordance with the statewide Construction General Permit (Order No. 2009-0009-DWQ/CAS000002, as amended). Where applicable, LADWP and/or its construction contractor would submit all permit registration documents to the SWRCB (including a SWPPP) which would demonstrate compliance with linear underground project requirements (Type 1). The SWPPP would include all applicable best management practices (BMPs) necessary to meet discharge prohibitions, effluent limitations, and other performance standards specified in the permit. The following list includes examples of BMPs that would be implemented during construction of the project:

- Storm drain inlets in the construction area would be surrounded by gravel bags or other suitable methods of filtration.

- All potential hazardous wastes would be contained, transported, and disposed of in accordance with applicable regulations.
- Construction work areas would be regularly swept and kept clean, orderly, and free of trash.
- Upon completion of construction activities, the area would be restored to pre-construction conditions.
- All authorized non-storm water discharges would be identified in the SWPPP along with BMPs that would be implemented to eliminate or reduce pollutants, which may include use of settling tanks or screens to reduce suspended sediment loads.

The specific location and type of BMPs to be implemented would be outlined in the SWPPP, which must be prepared by a qualified SWPPP professional. Construction would not begin until a waste discharge identification number and letter of coverage has been received from the SWRCB. Compliance with the Construction General Permit and the associated SWPPP prepared for the project would result in less than significant impacts to water quality during construction excavation.

Construction may also require dewatering in certain areas if high groundwater is encountered during excavation. As explained in Section 2.3, groundwater would be removed during the excavation of the trenches, usually by pumping it from the ground through dewatering wells that have been drilled along the alignment or by using sump pumps in the bottom of the excavation. The extracted groundwater would be pumped into a settling tank, tested, and then treated for any contaminants, if present, before being discharged to the storm drain system in accordance with Regional Water Quality Control Board permit requirements or to the sewer system in accordance with SCAR Permit requirements. If water is to be discharged to the storm drain system, LADWP would file a Notice of Intent to comply with the General NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters (Order No. R4-2018-0125, NPDES No. CAG994004). LADWP would be required to comply with all applicable permit conditions.

In addition to stormwater runoff and dewatering discharges, construction may involve other sources of discharge water. Prior to operation, the new pipelines would be hydrostatically tested and disinfected with chlorine. As described in Section 2.3, hydrostatic test water and disinfectant water would be discharged directly into the storm drain or sewer systems. These actions would need to comply with the provisions of the Construction General Permit (if the storm drain system is used) or SCAR Permit requirements (if the sewer system is used). Compliance with the provisions of the Construction General Permit and/or SCAR Permit requirements would ensure that the processes of hydrostatic testing and disinfecting the new pipeline segments, as well as flushing the decommissioned pipeline segments, would not violate water quality standards or waste discharge requirements.

Once constructed, the new pipeline would be located underground, and the work sites would be returned to pre-construction conditions. As the project would not involve changes in impervious surfaces or operational discharges, operation of the project would not be associated with increases in stormwater runoff, polluted

runoff, or other types of water quality impacts. The water supplied by the proposed project would meet all applicable water quality standards. Based on the type and magnitude of activities anticipated during project construction and operation, the proposed project would not otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. A project would have the potential to deplete groundwater supplies if it would result in increased water usage from groundwater sources to the extent that such sources would be compromised. The project could also have an adverse effect on groundwater if it would prevent water from infiltrating into the ground and replenishing groundwater supplies. However, the proposed project would not increase water usage from groundwater sources such that groundwater sources would be compromised, nor would the project interfere with infiltration, relative to existing conditions. During construction, dewatering may occur if groundwater is encountered during trenching and excavation activities. However, dewatering would be temporary, limited to the construction period, and would not occur in quantities that could substantially deplete groundwater supplies or interfere with groundwater recharge. The new pipeline would serve existing consumers in LADWP's service area and would not involve an increase in demand for groundwater. For these reasons, the proposed project would not cause increased groundwater pumping such that groundwater supplies would be substantially depleted. The proposed project would occur within existing, paved roadways that extend through developed areas. During construction, some pavement would be temporarily removed from the roadways to allow for installation of the new trunk line segments. Once construction is complete, the excavated areas would be repaved. As such, no change in impervious surfaces would occur with the potential to change groundwater infiltration rates. Therefore, the project would not deplete groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management. No impacts would occur.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on- or off-site?

No Impact. The project area does not contain any streams or rivers having the potential to be altered by the proposed project. All portions of the project area that are disturbed during construction would be restored to pre-construction conditions once construction is complete. Project construction activities would not include earthmoving or grading sufficient to alter topography or to change drainage patterns. During construction, some pavement would be temporarily removed from the roadways to allow for installation of the new trunk

line segments. Once construction is complete, the excavated areas would be repaved. As such, no change in impervious surface area would occur. Site conditions during project operation would be similar to existing conditions, and operation would not result in increased erosion or siltation in the area. For these reasons, no impact would occur. Refer to Section 3.10(a) above for a discussion of construction-related impacts as related to erosion and siltation.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. The project area does not contain any streams or rivers having the potential to be altered by the proposed project. Project construction activities would not include earthmoving or grading sufficient to alter topography or to change drainage patterns. During construction, some pavement would be temporarily removed from the roadways to allow for installation of the new trunk line segments. Once construction is complete, the excavated areas would be repaved. As such, no change in impervious surfaces would occur. Site conditions would be generally similar to existing conditions during project operation. As such, the project would not result in increased potential for flooding. For these reasons, no impacts would occur.

iii) 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?

No Impact. The proposed project would be a closed system that would not create or contribute to runoff water. All portions of the project area that would be disturbed during construction would be restored to pre-construction conditions once construction is complete. As such, site conditions during project operation would be similar to existing conditions. Once construction is complete, the amount of runoff and runoff patterns would not differ substantially compared to existing conditions. No impact would occur.

iv) impede or redirect flood flows?

No Impact. No areas of the project are within or adjacent to a 100-year flood hazard area (DWR 2018). All portions of the project area that would be disturbed during construction would be restored to pre-construction conditions once construction is complete. As such, site conditions during project operation would be similar to existing conditions. The proposed project would operate passively below ground. Minor appurtenant facilities such as isolation valves, blow-offs, and air/vacuum valves would be present above ground; however, these structures would be low in profile and small in size relative to the surrounding buildings and other built environment features. As such, the proposed project would not impede or redirect flood flows. No impact would occur.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact. No areas of the project are within or adjacent to a 100-year flood hazard area (DWR 2018). As such, the proposed project alignment is not expected to be subject to flood hazards. The project alignment is not within an area that could be potentially impacted by a tsunami as mapped by the City of Los Angeles (City of Los Angeles 1994), and the project alignment is not located near any coastal areas. The project alignment is located approximately 12 miles inland from the Pacific Ocean. As such, the risk of a tsunami affecting the project site is low. Seiches are earthquake-induced waves in enclosed bodies of water, such as lakes or reservoirs. The Silver Lake Reservoir is located approximately 1 mile north of the project; however, the project site is not located within the potential inundation area for this reservoir or for any other inland waterbody, as mapped by the City of Los Angeles. Echo Lake is closer to the project alignment (approximately 0.7 miles east of the alignment). However, there are no mapped inundation areas associated with Echo Lake (City of Los Angeles 1994). Furthermore, the project alignment is not downstream from Echo Lake; rather, it is located to the east and is separated from the lake by several major roadways and highly urbanized areas. As such, the risk of seiche affecting the project alignment is low.

For these reasons, inundation of the project area is unlikely. Furthermore, the project would involve installation of a new underground pipeline. Even in the event of inundation, the proposed pipeline would not be inundated, since it would be located underground. In the unlikely event that an inundation event were to adversely affect or compromise the pipeline, inundation would not release pollutants to the environment during a flood event, since the pipeline would convey potable water. For these reasons, no impact would occur.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. During project construction, the proposed project would comply with regional and local regulations requiring preparation of a SWPPP and compliance with construction dewatering permit requirements, if necessary. During operation, the water supplied by the proposed project would meet all applicable water quality standards. The proposed project would not obstruct existing water quality control plans or sustainable groundwater management plans. In addition, the proposed project alignment is not considered a suitable site for groundwater recharge and would not introduce impervious areas over a significant groundwater recharge zone. Therefore, no impacts would occur related to conflicts with a water quality control plan or sustainable groundwater management plan.

References

City of Los Angeles. 1994. *Safety Element Exhibit G – Inundation & Tsunami Hazard Areas in the City of Los Angeles* and *Safety Element Exhibit C – Landslide Inventory & Hillside Areas*. 1994. Accessed October 8, 2018. http://cityplanning.lacity.org/index.htm.

DWR (Department of Water Resources). 2018. *Best Available Maps*. Accessed October 8, 2018. http://gis.bam.water.ca.gov/bam/.

3.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) Would the project physically divide an established community?

No Impact. The project alignment is located within an existing roadway. During construction, portions of the roadway would be closed, and some construction work and staging activities may also occur along adjacent sidewalks. Construction activities associated with the proposed project may create a temporary nuisance to residents and employees in the communities surrounding the project alignment. However, in the residential portions of the alignment, access for residents along the alignment would be maintained during construction. In the commercial portions of the alignment, two-way traffic would be maintained during construction. Once construction is complete, the proposed project would not involve any access restrictions, since the project would operate underground. The proposed project would not introduce any divisions to the existing communities surrounding the proposed Coronado Trunk Line. For these reasons, the proposed project would not physically divide an established community, and no impact would occur.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed project is located within the Westlake Community Plan area and the Silver Lake–Echo Park–Elysian Valley Community Plan area within the City of Los Angeles. The project would be subject to the Westlake Community Plan, Silver Lake–Echo Park–Elysian Valley Community Plan, and the City of Los Angeles General Plan. The project's consistency with these land use plans is described in the subsections below. The proposed project would also be subject to applicable portions of the Los Angeles Municipal Code.

Westlake Community Plan

Overarching purposes and goals of the Westlake Community Plan include preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing; improving the function, design, and economic vitality of commercial corridors; maximizing the development opportunities of future transit systems while minimizing any adverse impacts; and, planning the remaining commercial and industrial development and industrial development opportunity sites for needed job-producing uses that improve the economic and physical condition of the Westlake area (City of Los Angeles 1997). The proposed project would involve installation of a new potable water pipeline along several roadways within the Westlake Community Plan area that are primarily residential in character. The pipeline would extend past several commercial uses as well. During construction, temporary nuisances for residents, businesses and patrons, and people traveling through the Westlake Community Plan area may occur. Nuisances would include full or partial block closures, increased construction vehicle trips, access restrictions, and increased construction noise. Construction, therefore, could temporarily affect the character of nearby neighborhoods and the function of commercial corridors. However, the goals and policies set forth in the Westlake Community Plan involve long-term development patterns. Temporary construction activities would not affect the community's ability to preserve and enhance its neighborhoods, commercial corridors, and industrial areas. Additionally, this IS/MND sets forth a variety of mitigation measures that would reduce temporary construction noise and control temporary construction traffic (see Sections 3.12 and 3.16 of this IS/MND for details). Furthermore, the proposed project would enhance the reliability and resiliency of the water system in the area. Reliable and safe water supply to residences and businesses is necessary for achieving the goals and policies in the Westlake Community Plan involving preservation and enhancement of residential neighborhoods, provision of new housing, improvements to commercial corridors, and improvements to the economic and physical condition of the Westlake area. For these reasons, the proposed project would not conflict with the provisions of the Westlake Community Plan such that a significant environmental impact would result.

Silver Lake–Echo Park–Elysian Valley Community Plan

Goals set forth in the Silver Lake–Echo Park–Elysian Valley Community Plan include providing a safe, secure, and high-quality residential environment; providing an economically vital commercial sector and strong, viable commercial areas; maintaining a vital industrial base; providing adequate recreation and park facilities that meet the needs of the residents; providing sufficient open space in balance with new development; developing a public transportation system that improves mobility; providing a well-maintained, safe, efficient freeway and street network; providing a system of safe, efficient, and attractive bicycle, pedestrian, and equestrian facilities; providing a sufficient system of well-designed and convenient on-street parking and off-street parking facilities; and identifying, preserving, and restoring cultural resources, neighborhoods, and landmarks that have historical and/or cultural significance (City of Los Angeles 2004). The proposed project would involve installation of a new potable water pipeline along several roadways within the Silver Lake–Echo Park–Elysian Valley Community Plan area that are primarily residential in character. The pipeline would also extend past several commercial uses. Installation of the pipeline may temporarily interfere with some of these goals in the vicinity of the pipeline alignment, since construction would increase vehicular traffic, necessitate full or partial block closures, restrict access, increase noise, and decrease available on-street parking. Temporary nuisances and effects to residential neighborhoods, commercial areas, on-street parking, and roadway operations would be reduced through implementation of mitigation measures that would minimize construction noise and that would help control construction traffic (see Sections 3.12 and 3.16 of this IS/MND for details). Furthermore, the goals and policies set forth in the community plan pertain to long-term development patterns. Temporary nuisances to residents, businesses, patrons, and people using the street network would not affect the community's overall ability to provide a safe, secure, and high-quality residential environment, viable commercial and industrial areas, safe and efficient streets, or sufficient on-street parking. Once construction in a particular work area is complete, project-related effects to the residential environment, businesses, parking, and the street network in a particular area would cease. Additionally, the proposed project would enhance the reliability and resiliency of the water system in the area. Reliable and safe water supply to residences and businesses is a necessary part of achieving the goals and policies in the Silver Lake–Echo Park–Elysian Valley Community Plan involving provision of a safe, secure, and high-quality residential environment and viable commercial and industrial areas. Furthermore, the proposed project would not affect or interfere with the implementation of goals involving maintaining an industrial base, providing recreational and open space facilities, developing public transportation, or identifying and preserving cultural and/or historical resources. As explained in Section 3.15, the proposed alignment does not extend past any park, recreational, or open space facilities and would not preclude the community from providing sufficient park, recreational, or open space facilities. As described in Section 3.5, the proposed project would not have significant effects on cultural or historical resources, and mitigation would be applied to protect any previously unknown buried resources, in the event of discovery during excavation. For these reasons, the proposed project would not conflict with the provisions of the Silver Lake–Echo Park–Elysian Valley Community Plan such that a significant environmental impact would result.

City of Los Angeles General Plan

The City of Los Angeles General Plan contains several elements that set forth policies for avoiding or mitigating environmental effects, including the Air Quality Element, Conservation Element, Noise Element, and Safety Element. Many of the policies pertain to land use patterns and commercial, residential, industrial, or open space land use and development and, therefore, do not apply to public works projects such as the proposed trunk line. However, there are a number of policies that apply to construction projects in general. Examples of these policies are listed below (City of Los Angeles 1992, 1999b, 2001). The proposed project would not conflict with these policies.

- Air Quality Policy 1.3.1: Minimize particulate emissions from construction sites.
- Noise Objective 2: Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.
- Noise Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
- Conservation Objective (Cultural Resources): Protect the City's archaeological and paleontological resources for historical, cultural, research, and/or educational purposes.

The proposed project would create construction-related air pollutant emissions and would also generate noise during construction near noise-sensitive uses. However, as described in Sections 3.3 and 3.12, these effects would be minimized to the extent practicable through compliance with regulations and/or implementation of mitigation measures. Regarding the conservation of archaeological and paleontological resources, the proposed project involves excavation of soils and therefore has the potential to uncover previously undiscovered resources. However, as explained in Section 3.5, mitigation measures have been set forth to minimize the potential for previously undiscovered resources to be adversely affected by the project. For the reasons described above, the proposed project would not conflict with the policies set forth in applicable land use plans such that a significant environmental impact would result. No impact would occur.

References

City of Los Angeles. 1992. "Air Quality Element" in City of Los Angeles General Plan. Adopted November 24, 1992. Accessed November 5, 2018. https://planning.lacity.org/GP_elements.html.

City of Los Angeles. 1997. *Westlake Community Plan*. Adopted September 16, 1997. Accessed November 5, 2018. https://planning.lacity.org/complan/central/wlkpage.htm.

City of Los Angeles. 1999. "Noise Element" in *City of Los Angeles General Plan*. Adopted February 3, 1999. Accessed November 5, 2018. https://planning.lacity.org/GP_elements.html.

City of Los Angeles. 2001. "Conservation Element" in *City of Los Angeles General Plan*. Adopted September 2001. Accessed November 5, 2018. https://planning.lacity.org/GP_elements.html.

City of Los Angeles. 2004. *Silver Lake–Echo Park–Elysian Valley Community Plan*. Adopted August 11, 2004. Accessed November 5, 2018. https://planning.lacity.org/complan/central/slkpage.htm.

3.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) Would the project 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?

No Impact. According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, there are no oil, gas, geothermal, or other known wells along the project alignment. However, the portion of the project alignment that is south of Temple Street is within a mapped area of natural onshore oil and gas seeps and is also within a mapped oil field. There are active oil wells to the south of the alignment that are also within the seep and the oil field (DOGGR 2018). The proposed project would occur entirely within paved roadways; as such, the project would not preclude future use of the oil field and seep, in the event that new oil wells are established in the future. The proposed project would not involve any land use changes precluding future use of the oil field. As such, the proposed project would not interfere with oil, gas, or geothermal resource production.

The Division of Mines and Geology (renamed the California Geological Survey in 2006) has mapped the project site within Mineral Resource Zone 1 and Mineral Resource Zone 3 for aggregate resources. Mineral Resource Zone 1 is defined as "areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence." Mineral Resource Zone 3 is defined as "areas containing mineral deposits the significance of which cannot be evaluated from available data" (Division of Mines and Geology 1979). The project site is located in a developed, urbanized

area and does not support any mineral extraction activities. Due to the developed, urbanized nature of the project area and its surroundings, as well as the absence of known mineral resources mapped by the state, project implementation would not result in the loss of availability of a known mineral resource of value to the region and residents of the state. No impacts to state or regionally important mineral resources would occur.

b) Would the project 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. As shown in the City of Los Angeles General Plan, the project alignment extends through the Los Angeles City Oil Field and is located a "Major Oil Drilling Area," as mapped by the City (City of Los Angeles 1994). However, as described above under Section 3.12(a), the proposed project would occur entirely within paved roadways and would not preclude or effect use of the oil field. As such, the proposed project would not interfere with oil, gas, or geothermal resource production. The project alignment is not delineated as a locally important mineral resource recovery site in the General Plan (City of Los Angeles 1996). The project site is located in a fully urbanized area and does not support any mineral extraction activities. Due to the developed, urbanized nature of the project area and its surroundings, as well as the absence of significant mineral resources as mapped in the General Plan, project implementation is not anticipated to result in loss of availability of a known mineral resource of value to the region and residents of the state. No impacts to locally important mineral resources would occur.

References

City of Los Angeles. 1994. *Safety Element Exhibit E – Oil Field and Oil Drilling Areas in the City of Los Angeles*. 1994. Accessed November 6, 2018. http://cityplanning.lacity.org/index.htm.

City of Los Angeles. 1996. Figure GS-1 in *Los Angeles Citywide General Plan Framework EIR*. Prepared by Envicom Corporation. June 1996. Accessed November 2, 2018. http://cityplanning.lacity.org/housinginitiatives/housingelement/frameworkeir/FrameworkFEIR.pdf.

Division of Mines and Geology. 1979. *Mineral Land Classification Map – Aggregate Resources Only*. Hollywood Quadrangle. May 25, 1979. Accessed November 2, 2018. http://www.quake.ca.gov/gmaps/WH/smaramaps.htm.

DOGGR (California Department of Conservation, Division of Oil, Gas, and Geothermal Resources). 2018. DOGGR Well Finder. Last updated April 27, 2018. Accessed November 2, 2018. http://maps.conservation.ca.gov/doggr/index.html#close.

3.13 Noise

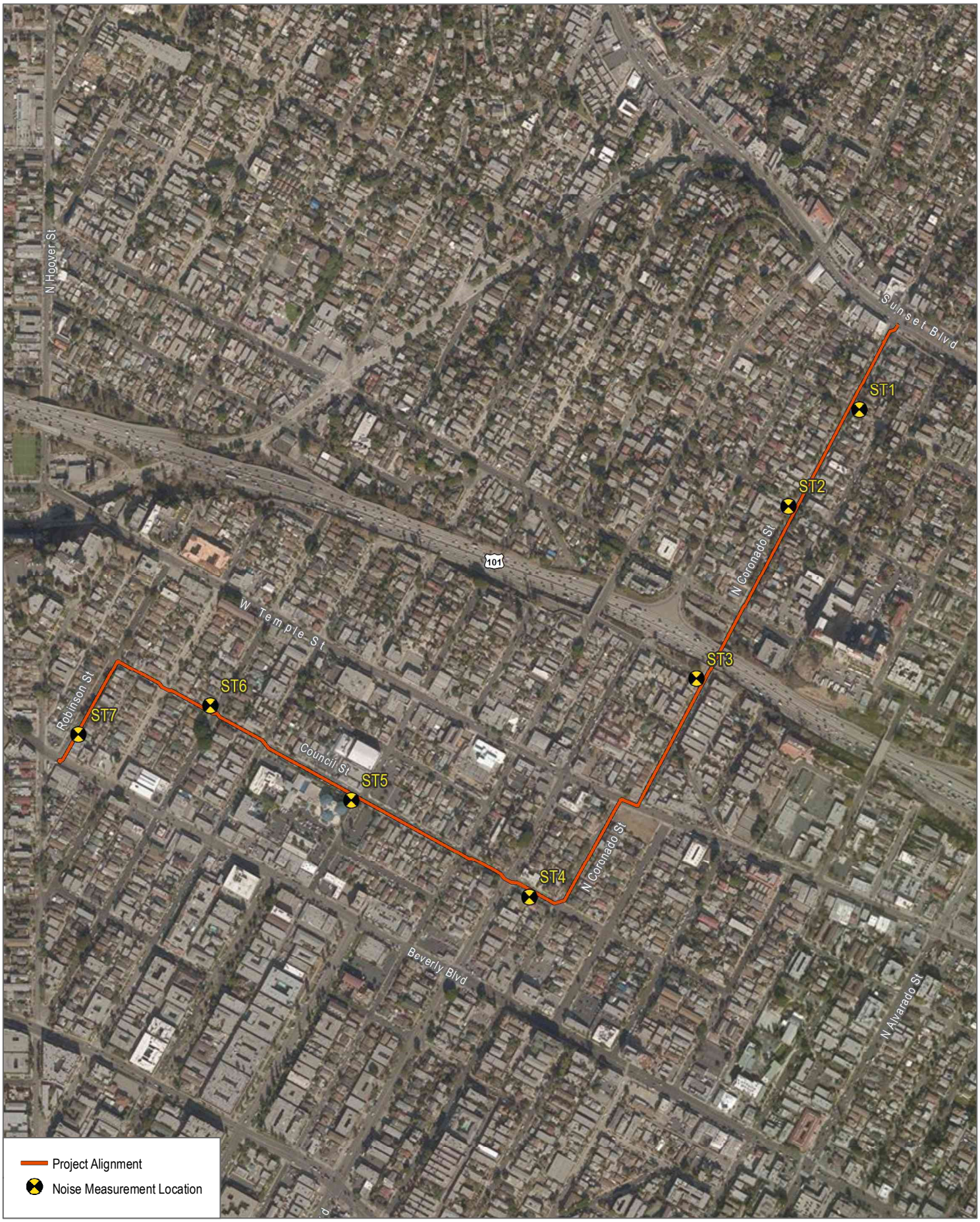
Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

Background Information for the Noise Analysis

Existing Noise Conditions

The proposed project alignment would be within the right-of-way of City streets (i.e., Coronado Street, Temple Street, Council Street, and Robinson Street). Adjacent land uses are predominately residential, with some commercial, educational, and institutional land uses, including a school, a pre-school, a church, and a sound stage facility for film and television production. Existing ambient noise measurements were conducted adjacent to the project alignment to characterize the existing noise environment. The daytime, short-term (1 hour or less) attended sound level measurements were taken with a Piccolo SoftdB sound-level meter. This sound-level meter meets the current American National Standards Institute standard for a Type 2 (General Purpose) sound-level meter. The calibration of the sound level meter was verified before and after the measurements were taken, and the measurements were conducted with the microphone positioned approximately five feet above the ground.

Seven noise measurement locations were taken near noise-sensitive receptors adjacent to or near the project site. The measurement locations are shown in Figure 3.13-1, and the measured average noise levels and measurement locations are provided in Table 3.13-1. The primary noise sources at the measurement locations consisted of traffic along the adjacent roads.



SOURCE: NAIP 2016; County of Los Angeles 2016; LADWP 2018

Los Angeles Department of Water & Power

0 350 700 Feet

FIGURE 3.13-1

Noise Measurement Locations

Coronado Trunk Line Project

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Table 3.13-1
Measured Noise Levels

Receptors	Location (Land Use)/Address	Date	Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	1000 N. Coronado St. (Residential) Los Angeles, CA	October 15, 2017	9:29 a.m. – 9:44 a.m.	68.9	89.1
ST2	721 N. Coronado St. (Residential) Los Angeles, CA	October 15, 2017	9:52 a.m. – 10:07 a.m.	67.2	83
ST3	2512 London St. (Residential) Los Angeles, CA	October 15, 2017	10:22 a.m. – 10:37 a.m.	66.5	84.9
ST4	152 N. Rampart Blvd. (Pre-School) Los Angeles, CA	October 15, 2017	11:00 a.m. – 11:15 a.m.	69.3	82.1
ST5	155 N. Occidental Blvd. (School / Housing / Sound Stage[9]) Los Angeles, CA	October 15, 2017	11:49 a.m. – 12:04 p.m.	62.3	80.2
ST6	233 N. Vendome St. (Residential) Los Angeles, CA	October 15, 2017	12:11 p.m. – 12:26 p.m.	60.3	77.8
ST7	110 Robinson St. (Residential) Los Angeles, CA.	October 15, 2017	12:32 p.m. – 12:47 p.m.	66.3	81.7

Notes: L_{eq} = Equivalent Continuous Sound Level (Time-Average Sound Level); L_{max} = Maximum Noise Level; dBA = A-weighted decibels
Source: Dudek 2018

City of Los Angeles Noise Ordinance

The City of Los Angeles regulates noise through several sections of its Municipal Code: Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited), which establishes time prohibitions on noise generated by construction activity; Section 112.04 (Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment and Devices), which prohibits the use of loud machinery and/or equipment within 500 feet of residences and prohibits noise from machinery, equipment, or other devices that would result in an increase of more than 5 decibels (dB) above the ambient noise level at residences; and Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools), which establishes maximum noise levels for powered equipment and powered hand tools (i.e., 75 A-weighted decibels [dBA] at a distance of 50 feet for construction, industrial, and agricultural equipment between the hours of 7:00 a.m. and 10:00 p.m.). According to Section 41.40, no construction activity that might create loud noises in or near residential areas or buildings shall be conducted between the hours of 9:00 p.m. and 7:00 a.m. on weekdays, before 8:00 a.m. or after 6:00 p.m. on Saturday and national holidays, or at any time on Sunday.

[9] Occidental Studios, located at 201 North Occidental Boulevard.

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant with Mitigation Incorporated. Implementation of the proposed project would result in two primary types of potential noise impacts: short-term (i.e., temporary) noise during construction, and long-term noise during operation.

Operation

Operation of the proposed project would be belowground and would primarily be passive in nature. Any noise generated by the pipeline and associated mechanical equipment would occur underground and is anticipated to be negligible. Several 6-inch air/vacuum valves would be installed along the sidewalks, spaced at various intervals along the alignment. (Air/vacuum valves are installed at local high points along a pipe alignment in order to keep all air out of the pipe. Air/vacuums have dimensions similar to those of a typical fire hydrant and are common sidewalk appurtenances in urban areas.) Maintenance activities would be minimal and would be similar to those that occur throughout LADWP's service area under existing conditions. No permanent workers would be required to operate or maintain the proposed project. Activities associated with long-term operations and maintenance would therefore be minimal. Noise associated with these activities would range from no noise to negligible amounts of noise and, therefore, would be less than significant.

Construction

The major construction activities for the proposed project would consist of open-trench pipe installation for the majority of the project alignment. For a relatively short (approximately 170 foot) section underneath the US 101 overpass, trenchless installation methods may be used. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the project site are residences located as close as 20 feet from the project alignment. Because of the linear nature of the project, the amount of time that construction work would occur immediately adjacent to any one noise-sensitive receiver would generally be relatively short (typically, one to two days for open-trench pipeline installation). For trenchless installation, if determined necessary, it is anticipated that work would take place for approximately 5 months.

Construction of the proposed project would result in temporary localized increases in noise levels from on-site construction equipment, as well as from off-site trucks hauling construction materials. Noise generated by construction equipment would occur with varying intensities and durations during the various phases of construction. The typical maximum noise levels at a distance of 50 feet for various pieces of construction equipment anticipated to be used during construction are listed in Table 3.13-2. Note that these are maximum

noise levels, not an average sound level. The equipment would operate in alternating cycles of full power and low power, thus producing noise levels that would ultimately fall below the maximum levels. The average sound level of the construction activity as a whole depends upon the amount of time that the equipment operates and the intensity of construction. As such, the average noise level during construction activity is generally lower, since maximum noise generation may only occur up to 50% of the time. Noise levels from construction operations decrease at a rate of approximately 6 dBA per doubling of distance from the source.

Table 3.13-2
Construction Equipment Noise Levels

Equipment Type	Maximum Noise Level dB(A) at 50 feet
Backhoe	80
Compactor	82
Concrete Mixer	85
Crane	83
Generator	81
Loader	85
Paver	89
Roller	74
Truck	88
Saw	76

Source: DOT 2006.

Noise from the construction phase of the proposed project was estimated using the Federal Highway Administration Roadway Construction Noise Model (FHWA 2008). Input variables for the Roadway Construction Noise Model consist of the receiver/land use types, the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of hours the equipment typically works per day), and the distance from the noise-sensitive receiver. No topographical or structural shielding was assumed in the modeling of construction noise. Construction scenario assumptions, including phasing and equipment mix, were based on the project construction details described in Section 2.3 of this document and the CalEEMod default values developed for the Air Quality impacts analysis. Construction noise levels were assessed at two distances for each project phase. One represents the anticipated construction noise that may be experienced at the closest possible sensitive receptor (residences nearest to the proposed work areas). The second represents anticipated construction noise that may be experienced within the general vicinity of construction. Table 3.13-3 summarizes these estimated construction noise levels, with separate calculations provided for the different types of construction activities that would occur for this project. The detailed Roadway Construction Noise Model input and output is provided in Appendix E.

Table 3.13-3
Construction Noise Summary (dBA L_{eq})

Construction Activity	Construction Noise Level at Nearest Sensitive Receptor	Construction Noise Level in the Vicinity
	20 feet	*250 feet*
Open-trench pipe installation (including regulator/relief station and flow meter installation)	88	75
Pipeline Disinfection / Tie-Ins	89	75
Pipeline installation via trenchless technology	89	75

Source: Dudek 2018

As shown in Table 3.13-3, noise levels from construction activities would be as high as 89 dBA equivalent continuous sound level (L_{eq}) at the nearest existing residences, approximately 20 feet away. At more typical distances of approximately 250 feet, construction noise would be approximately 75 dBA L_{eq}.

Although nearby off-site residences would be exposed to elevated construction noise levels, the exposure would be short term and would cease upon completion of project construction. It is anticipated that active construction associated with the proposed project would generally take place within the allowable hours per Section 41.40 of the City of Los Angeles Municipal Code (7:00 am through 9:00 pm Monday through Friday, 8:00 am through 6:00 pm on Saturdays, if weekend work is necessary, and would not occur on Sundays or national holidays. In the event that construction is required to extend beyond these times, extended hours permits would be required. As such, construction would not violate City of Los Angeles standards for construction.

However, construction noise levels would be substantially higher than existing ambient daytime noise levels, particularly within 20 feet of the proposed construction activities (see Tables 3.13-1 and 3.13-3). For this reason, noise impacts from construction would be considered potentially significant. However, MM-NOI-1 and MM-NOI-2 have been set forth to reduce construction noise associated with the proposed project and to ensure that nearby receptors are informed of construction activities. The effectiveness of the measures listed in MM-NOI-1 would vary from several decibels (which in general is a relatively small change) to ten or more decibels (which would be perceived as a substantial change). The range of effectiveness would vary based on the equipment in use, the original condition of the equipment, the specific location of the noise source and receiver, etc. The noise reduction achieved by equipment silencers, for example, would range from several decibels to well over 10 decibels. Limiting equipment idling could reduce overall noise levels up to several decibels. However, the measures listed in MM-NOI-1, in conjunction, would result in a substantial decrease in construction noise. While MM-NOI-2 would not reduce construction noise levels, it would ensure that receptors in the project area are prepared for any nuisances that may occur and would allow them to plan accordingly. Upon implementation of MM-NOI-1 and MM-NOI-2, impacts would be less than significant with mitigation incorporated.

MM-NOI-1: Construction Noise Reduction

The Los Angeles Department of Water and Power and/or its construction contractor shall comply with the following measures during construction:

1. Construction activities shall not occur between the hours of 9:00 pm and 7:00 am Monday through Friday, 6:00 pm and 8:00 am on Saturday, or on Sundays or national holidays. In the event that construction is required to extend beyond these times, extended hours permits shall be required.
2. Pumps and associated equipment (e.g., portable generators etc.) shall be situated and configured so as to minimize noise at nearby noise-sensitive receivers.
3. Where possible, staging of construction equipment shall be situated at least 20 feet from noise- or vibration-sensitive land uses.
4. All noise-producing equipment and vehicles using internal combustion engines shall be equipped with mufflers; air-inlet silencers where appropriate; and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.
5. All mobile or fixed noise-producing equipment used for the project that are regulated for noise output by a local, state, or federal agency shall be in compliance with regulations.
6. Idling equipment shall be kept to a minimum and moved as far as practicable from noise-sensitive land uses.
7. Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.
8. Mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
9. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be used for safety warning purposes only.

MM-NOI-2: Notification

Effective communication with local residents shall be maintained prior to and during construction. Specifically, the Los Angeles Department of Water and Power shall inform local residents of the schedule, duration, and progress of the construction. Additionally, residents shall be provided contact information for noise- or vibration-related complaints.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant with Mitigation Incorporated. Construction activities may generate excessive groundborne vibration or groundborne noise, causing a potentially significant impact. Caltrans has collected groundborne vibration information related to construction activities (Caltrans 2013). Information from Caltrans indicates that continuous vibrations with a peak particle velocity of approximately 0.1 inch/second begin to cause annoyance. Heavier pieces of construction equipment, such as bulldozers, have peak particle velocities of approximately 0.089 inch/second or less at a distance of 25 feet (DOT 2006).

Groundborne vibration typically attenuates over short distances. At the distance from the nearest residence to the construction area (approximately 20 feet) and with the anticipated construction equipment, the peak particle velocity would be approximately 0.124 inch/second. At the closest sensitive receptors, vibration levels could temporarily exceed the vibration threshold of potential annoyance of 0.1 inch/second; however, these vibration impacts would only occur intermittently during transitory pipeline construction activities. As described in Section 2.3, open trench pipeline construction would proceed at a rate of approximately 15 feet per day, limiting the duration of vibration exposure to one week or less at any sensitive receptor location along the alignment. Therefore, vibration impacts related to open trench construction would be less than significant.

Noise- and vibration-sensitive receptors are located approximately 25 feet from the proposed trenchless installation underneath the US 101 overpass; implementation of mitigation measure MM-NOI-1 would ensure that construction staging is situated further than 20 feet of any sensitive receptors where possible, and MM-NOI-2 would ensure that sensitive receptors are notified of construction activities and are provided contact information for noise- or vibration-related complaints. Implementation of these measures would reduce vibration impacts at sensitive receptor locations to a less than significant level.

Construction can also affect nearby buildings by inflicting damage from vibration. However, construction vibration associated with this project would not result in structural building damage. Building damage typically occurs at vibration levels of 0.5 inch/second or greater for buildings of reinforced concrete, steel, or timber construction. The heavier pieces of construction equipment used for this project would include backhoes, front-end loaders, and flat-bed trucks. Pile driving, blasting, or other special construction techniques would not be used for construction of the proposed project; therefore, excessive groundborne vibration and groundborne noise with the potential to adversely affect nearby buildings would not be generated. Once operational, the project would not generate groundborne vibration. As such, no building damage would be expected to occur as a result of project-related vibration during construction or operation. Overall, upon compliance with MM-NOI-1 and MM-NOI-2, impacts would be less than significant with mitigation incorporated.

c) For a project located within the vicinity of a private airstrip or 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?

No Impact. The project area is not located within the vicinity of a private airstrip (Airnav.com 2018). Accordingly, no impacts related to exposing people residing or working in the project area to excessive noise levels related to private airstrips would occur. The nearest airport to the project is the Hollywood Burbank Airport, located approximately 9 miles to the north-northwest of the project area (Caltrans 2018). The proposed project area is located outside of the planning boundary of the Hollywood Burbank Airport or of other airports (County of Los Angeles 2003). As such, the project area is not located within a 2-mile radius of any public airport, and no airport land use plans apply to the site. Therefore, the project would not expose people residing or working in the project area to excessive noise related to public airports. No impact would occur.

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3.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Would the project induce substantial unplanned 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 proposed project would connect two existing potable water trunk lines. The proposed project would not include construction or operation of any new residential or commercial land uses and, therefore, would not result in a direct population increase from construction of new homes or businesses. During the proposed construction activities, construction personnel would be required. The need for these workers would be accommodated within the existing and future labor market in the City and the surrounding Los Angeles metropolitan area. When the proposed project is operational, the proposed project would be unmanned, requiring only periodic maintenance, repair, and inspection, and would therefore not require permanent employees for operation. As such, implementation of the proposed project would not result in a direct increase in the population of the area due to increases in employment opportunities.

Expanded infrastructure has the potential to indirectly induce population growth. However, the proposed project involves connection of two existing trunk lines for the purposes of enhancing system reliability and resiliency during planned or emergency outages. The pipeline was designed to meet existing water demands in the Solano Reservoir service area and would ensure continued water service to the existing homes and businesses in that area during planned or emergency outages, including while the Solano Reservoir and other facilities in the area are undergoing repair and/or replacement. As such, the proposed project would not increase the service capacity of the potable water system in the area such that new residents would be drawn to Los Angeles. Therefore, the proposed project would not induce population growth either directly or indirectly, and impacts would not occur.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would connect two existing potable water trunk lines and would not displace people or involve removal of existing housing. As such, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

References

None.

3.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project 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:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a) Would the project 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:

Fire Protection

No Impact. The need for new or altered fire facilities is typically associated with an increase in population. As described under Section 3.14, the proposed project would not alter population in the project area. Construction of the proposed project could have the potential to reduce access for emergency vehicles near the work areas. However, all construction activities would be carried out in accordance with all applicable LADOT and Los Angeles Fire Department emergency access standards, and emergency access would be maintained during construction, as needed. Operation of the proposed project would be underground and

would not require additional fire protection. As such, the proposed project would not alter service ratios, response times, or other performance objectives to the extent that new or expanded fire protection facilities, equipment, or staff would be required. No impact would occur.

Police Protection

No Impact. The need for new or altered police facilities is typically associated with an increase in population. As described under Section 3.14, the proposed project would not alter population in the project area. Construction of the proposed project could have the potential to reduce access for emergency vehicles near the work areas. However, all construction activities would be carried out in accordance with all applicable LADOT and Los Angeles Police Department emergency access standards, and emergency access would be maintained during construction as needed. Operation of the proposed project would be passive and would not require additional police protection. As such, the proposed project would not alter service ratios, response times, or other performance objectives to the extent that new or expanded police protection facilities, equipment, or staff would be required. No impact would occur.

Schools

No Impact. The need for new or altered school facilities is typically associated with an increase in population. As described under Section 3.14, the proposed project would not alter population in the project area. However, construction of the proposed project could have the potential to temporarily interfere with access to schools in the project area (namely, Commonwealth Avenue Elementary; New Village Girls Academy; Camino Nuevo High School; VISTA Charter Middle School; Kedren Head Start Preschool; Lake Street Primary; Rosemont Avenue Early Education Center; Rosemont Avenue Elementary School; and Dream Center Academy). None of these nearby schools are adjacent to the project alignment. As such, none of the proposed block closures would occur along a roadway with a school, and access would not be directly precluded during construction. Interferences to access would be limited to temporary increases in traffic and obstructions along roadways and sidewalks in the vicinity of the schools due to construction activities and staging. These effects would be temporary, and access to each school would be maintained throughout construction. Operation of the project would occur underground and would not affect local schools. For these reasons, the proposed project would not alter the ability of existing schools to accommodate students to the extent that new or expanded school facilities, materials, or staff would be required. No impact would occur.

Parks

No Impact. The need for new or altered parks is typically associated with an increase in population. As described under Section 3.14, the proposed project would not alter population in the project area. Furthermore, there are no parks along the project alignment. As such, project construction would not create

temporary effects to nearby parks. For these reasons, the proposed project would not alter the ability of parks to serve the region to the extent that new or expanded parks would be required. No impact would occur.

Other Public Facilities

No Impact. Other public facilities include libraries and government administrative services. The need for new or altered libraries or administrative services is typically associated with an increase in population. As described under Section 3.14, the proposed project would not result in the need for libraries or other government administrative services so new or expanded facilities would be required. No impact would occur.

References

None.

3.16 Recreation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project 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?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) Would the project 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?

No Impact. The proposed project would not be located within the vicinity of an existing neighborhood, regional park, or other recreational facility. Therefore, physical deterioration of facilities would not occur or be accelerated as a result of the proposed project. As discussed in Section 3.14, the proposed project would not result in population increases resulting in an increased need for park facilities. For these reasons, no impact would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The proposed project would not include recreational facilities. As discussed in Section 3.14, the proposed project would not result in population increases resulting in a need for construction or expansion of recreational facilities. For these reasons, no impact would occur.

References

None.

3.17 Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

The following provides background information for the transportation analysis:

Project Study Area

The proposed study area extends along Robinson Street, from Beverly Boulevard to Council Street; then eastward on Council Street, from Robinson Street to Coronado Street. Once on Coronado Street, pipeline installation would occur northward from Council Street to Temple Street, where there would be a slight jog at Coronado Street/Temple Street intersections (west and east intersections). After the jog, pipeline installation would continue northward on Coronado Street, ending at Sunset Boulevard. Figure 1-1 shows the project site location and study area.

Existing Conditions

The following presents a description of the existing street network conditions in the study area.

Street Network

Characteristics of the existing street system in the project area are shown in Table 3.17-1.

Table 3.17-1
Study Area Existing Street System Summary

Roadway	Street Classification	Posted Speed Limit (MPH)	# of Travel Lanes	Parking	Sidewalks	Bicycle Lanes
Sunset Boulevard	Avenue I	35	4	Some sections/ Time restrictions	Yes	Class II
Temple Street	Avenue II	35	4	Some sections	Yes	No
Beverly Boulevard	Avenue II	35	4	Some sections	Yes	No
Rampart Boulevard	Avenue II Local Street – Standard	25	3-4	Some sections/ Parking restrictions[2]	Yes	No
Benton Way	Collector Local Street – Standard	30	2	Yes/ Parking restrictions[2]	Yes	No
Reno Street	Collector Local Street – Standard	20-25[1]	2	Yes/ Parking restrictions[2]	Yes	No
Council Street	Collector Local Street – Standard	20-25[1]	2	Yes/ Parking restrictions[2]	Yes	No
Bellevue Avenue	Collector Local Street – Standard	30	2	Yes/ Parking restrictions[2]	Yes	No
Marathon Street	Collector Local Street – Standard	20-25[1]	2	Yes/ Parking restrictions[2]	Yes	No
Robinson Street	Local Street – Standard	20[1]	2	Yes/ Parking restrictions[2]	Yes	No
Vendome Street	Local Street – Standard	20[1]	2	Yes/ Parking restrictions[2]	Yes	No
Coronado Street	Local Street – Standard	25	2	Yes/ Parking restrictions[2]	Yes	No

Source: City of Los Angeles 2015
Notes: MPH = miles per hour
1 No posted speed limits found; speed limits noted are design speeds from the City of Los Angeles Complete Streets Design Guide for the indicated street classifications.
2 Parking restrictions on certain days/times for street cleaning.

Transit System

The Los Angeles County Metropolitan Transportation Authority (LA Metro) provides transit service in the project study area. LA Metro Routes 2, 4, 10, 14, 48, and 603 provide bus service within the study area.

Route 2 provides Monday through Sunday service along Sunset Boulevard from the UCLA campus to Downtown Los Angeles. Weekday service runs from 5:05 am through 2:33 am, with service every quarter-hour, limited on

weekends and holidays to every 20 minutes to half-hour. Some stops within the service area are only served every half-hour to every hour depending on the day and time.

Route 4 provides Monday through Sunday service along Sunset Boulevard from Downtown Santa Monica to Downtown Los Angeles. Weekday service runs from 4:38 am to 5:35 am, with service every 10 minutes to quarter-hour, limited on weekends, holidays, and some times of day to every 20 minutes to half-hour.

Route 10 provides Monday through Sunday service along Melrose Avenue and Temple Street, from West Hollywood to Downtown Los Angeles. Weekday service runs from 4:02 am to 1:08 am, with service every 20 minutes, limited on weekends, holidays, and some times of day to every 20 to 50 minutes.

Route 14 provides Monday through Sunday service along Beverly Boulevard, from Beverly Hills to Downtown Los Angeles. Weekday service runs from 5:07 am to 1:21 am, with service every 10 minutes to quarter-hour, limited on weekends, holidays, and some times of day to every 20 minutes to half-hour.

Route 48 provides Monday through Sunday service along San Pedro Street, Main Street, and Temple Street, from Willowbrook and Interstate 105 to Downtown Los Angeles. Weekday service runs from 4:40 am to 11:40 pm, with service every 10 to 20 minutes, limited on weekends, holidays, and some times of day to every half-hour to hour.

Route 603 provides Monday through Sunday service along Hoover Street, Rampart Boulevard, and Coronado Street, from Glendale to Downtown Los Angeles. Weekday service runs from 4:54 am to 11:20 pm, with service every 20 minutes, limited on weekends and holidays to every half-hour.

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 requires that the Governor's Office of Planning and Research (OPR) amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. Once the new transportation guidelines are adopted, LOS, or automobile delay, will no longer be considered an environmental impact under CEQA. Per OPR's Final Proposed Updates to the CEQA Guidelines released on November 27, 2017, OPR proposes to add Section 15064.3 to the CEQA Guidelines, which would provide that, in most cases, VMT is the most appropriate measure of transportation impacts. OPR also proposed several changes to the questions related to transportation in Appendix G of the CEQA Guidelines. First, OPR proposed to revise the question related to "measures of effectiveness" (threshold question A) so that the analysis focuses on circulation elements of city and county general plans and other land use plans governing transportation. Second, OPR proposed to delete the second question related to LOS and insert references to proposed new Section 15064.3. Third, OPR proposed to clarify the question related to design features.

The new Section 15064.3(b), "Criteria for Analyzing Transportation Impacts," states "If existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate."

OPR's regulatory text indicates that a public agency may immediately commence implementation of the transportation impact guidelines, and that the guidelines shall apply statewide by January 1, 2020. The following analysis section utilizes the recently updated significance thresholds per Appendix G of the CEQA Guidelines.

Transportation Analysis

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact. Construction would occur between the hours of 7:00 a.m. and 4:00 p.m. Monday through Friday, and between 8:00 a.m. and 4:00 p.m. on Saturdays, if weekend work is necessary. In the event that construction is required to extend beyond these times, extended hours permits would be required. Nighttime and weekend construction, while infrequent, may occur. Additional construction assumptions are provided in Section 2.3 of this IS/MND.

Based on the weekday construction hours, trips generated by construction workers would occur before the AM peak hour since the daily work shift starts at 7:00 a.m. However, all construction workers would leave the site during the PM peak hour, after 4:00 p.m. The delivery trucks were assumed to be distributed evenly throughout the work shift, while the haul trucks would be generated in the middle of the day, in between the AM and PM peak hours. Based on estimates of the maximum number of construction workers and delivery and haul trucks for the peak construction phase (i.e., overlapping of the open trench and regulator/relief station construction phases), Table 3.17-2 provides the project trip generation for the peak construction phase.

Table 3.17-2
Peak Construction Phase Trip Generation

Vehicle Type	Daily Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	*Out*	*Total*	*In*	*Out*	*Total*
Trip Generation								
Open Trench Work Area								
Construction Workers	25 workers	50	0	0	0	0	25	25
Delivery trucks	7 trucks	14	1	1	2	1	1	2
Haul trucks	3 trucks	6	0	0	0	0	0	0
Subtotal Open Trench		**70**	**1**	**1**	**2**	**1**	**26**	**27**
Regulator/Relief Station								
Construction Workers*	14 workers	28	0	0	0	0	14	14
Delivery trucks	7 trucks	14	1	1	2	1	1	2

Table 3.17-2
Peak Construction Phase Trip Generation

Vehicle Type	Daily Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	*Out*	*Total*	*In*	*Out*	*Total*
Haul trucks	0 trucks	0	0	0	0	0	0	0
Subtotal Regulator/Relief Station		**42**	**1**	**1**	**2**	**1**	**15**	**16**
Total		**112**	**2**	**2**	**4**	**2**	**41**	**43**
Trip Generation with PCE								
Open Trench Work Area								
Const Workers (1.0 PCE)	25 workers	50	0	0	0	0	25	25
Delivery trucks (2.0 PCE)	7 trucks	28	2	2	4	2	2	4
Haul trucks (3.0 PCE)	3 trucks	18	0	0	0	0	0	0
Subtotal Open Trench (w/ PCE)		**96**	**2**	**2**	**4**	**2**	**27**	**29**
Regulator/Relief Station								
Const Workers (1.0 PCE)	14 workers	28	0	0	0	0	14	14
Delivery trucks (2.0 PCE)	7 trucks	28	2	2	4	2	2	4
Haul trucks (3.0 PCE)	0 trucks	0	0	0	0	0	0	0
Subtotal Regulator/Relief Station (w/ PCE)		**56**	**2**	**2**	**4**	**2**	**16**	**18**
Total (w/ PCE)		**152**	**4**	**4**	**8**	**4**	**43**	**47**

Source: Dudek 2018
Notes: PCE = passenger car equivalent
***** For the purposes of this analysis, it is assumed that approximately half of the workers required for open trench construction would be required to install the regulator/relief station vault and flow meter vault and that about half the number of delivery trucks would be required. This is considered a conservative assumption. In practice, some of the workers and trucks associated with the open trench process may also be used for the regulator/relief station and flow meter installation process.

As shown in Table 3.17-2, the project is expected to generate approximately 112 daily trips during the peak period of construction, with 4 AM peak-hour trips (2 inbound and 2 outbound), and 43 PM peak-hour trips (2 inbound and 41 outbound). With the application of passenger-car equivalence (PCE) factors to truck trips, the proposed project would generate 152 PCE daily trips, with 8 PCE trips during the AM peak hour (4 inbound and 4 outbound) and 47 PCE trips during the PM peak hour (4 inbound and 43 outbound).

Therefore, as detailed in Table 3.17-2 above, the proposed project would generate a maximum of 29 peak hour PCE trips for open trench construction activities and a maximum of 18 peak hour PCE trips for regulatory/relief station construction activities. Per LADOT Traffic Impact Study Guidelines (December 2016), a Traffic Impact Study is required for projects that add over 43 or more permanent peak hour vehicle trips. The project would not generate more than 43 peak hour trips in any one area. Additionally, as construction is temporary, all trips associated with the project would cease after installation of the pipeline, so trips would not be permanent. Any trips associated with operational activities would be limited to scheduled maintenance, repair, and inspection, and would result in negligible traffic to the study area.

The Los Angeles County Congestion Management Program (CMP) requires evaluation of all CMP arterial monitoring intersections where the project would add 50 or more new peak-hour trips. As shown in Table 3.17-2, construction of the proposed project would generate 43 trips in the PM peak hour (47 trips when adjusted with PCE) and therefore would not require a CMP analysis. Additionally, operational activities required for scheduled maintenance, repair, and inspection would not generate 50 or more new peak-hour trips, as they would be minimal, intermittent, and similar to those that occur throughout LADWP's service area under existing conditions. Since the project would not result in the generation of additional future traffic, conflicts with an applicable CMP or standards would not occur during operation.

It should be noted that while the trip generation estimates of the peak construction phase include traffic destined to/from the site, some workers would be situated in different areas of the alignment, particularly when installation of the regulator/relief station overlaps with open trench construction. Therefore, during peak construction intensity, the trip generation estimates would not be concentrated in one particular area along the project alignment. Construction of the proposed project would require the use of open-trench construction methods and may also involve trenchless pipe installation along a limited segment of the alignment. The general process for construction consists of utility clearance/mark-out activities, site preparation, excavation, shoring, pipe installation, backfilling, and work area street restoration. Construction staging would occur on the streets where the construction is taking place. Equipment and materials may be staged in the parking lanes of the roadways, and some encroachment may occur along sidewalks. The potential effects of open trenching and trenchless installation along the project alignment are described and analyzed below.

Open Trenching

The open-trench method would be used at the following roadway segments and intersections:

- Robinson Street/Beverly Boulevard (commercial)
- Robinson Street, Beverly Boulevard to Council Street (residential)
- Council Street, Robinson Street to Coronado Street (residential)
- Coronado Street, Council Street to Sunset Boulevard (residential)
- Temple Street, Coronado Street (west) to Coronado Street (east) (commercial)
- Robinson Street/Beverly Boulevard (commercial)
- Robinson Street/Council Street (residential)
- Dillon Street/Council Street (residential)
- Vendome Street/Council Street (residential)

- Reno Street/Council Street (residential)
- Occidental Street/Council Street (residential)
- Benton Way/Council Street (residential)
- Rampart Boulevard/Council Street (residential)
- Coronado Street/Council Street (residential)
- Coronado Street (west)/Temple Street (commercial)
- Coronado Street (east)/Temple Street (commercial)
- Coronado Street/N. Park View Street (residential)
- Coronado Street/Plata Street (residential)
- Coronado Street/London Street (residential)
- Coronado Street/Bellevue Avenue (residential)
- Coronado Street/Kent Street (residential)
- Coronado Street/Marathon Street (residential)
- Coronado Street/Sunset Boulevard (commercial)

Full and partial block closures would be necessary for installing the new pipeline and its appurtenances. Potential block closures that may occur during construction are characterized as follows:

- **Regulator/relief station installation on Robinson Street.** During installation of the regulator/relief station vault and flow meter vault on Robinson Street, a portion of Robinson Street would be closed for 6 months. This closure would extend along Robinson Street from the Robinson Street / Council Street intersection for approximately 250 feet. During the closure, access to residential housing would be available to residents except when work is being conducted directly in front of driveways. At that point, the crew would coordinate with the homeowner directly to provide access as quickly as possible.
- **Pipeline installation along residential roadways.** During pipeline installation along residential streets (Robinson Street, Council Street, and Coronado Street), complete block closures may be required. Streets would be closed during construction hours only. During a closure, access to residential housing would be available to residents. Individual driveways would be temporarily blocked while the pipeline is installed directly in front of them. At that point, the crew would coordinate with the homeowner directly to provide access as quickly as possible. During non-construction hours (nights and weekends), any areas of open trench would be plated and the street would be opened to two-way traffic. Equipment and materials would be staged in the parking lanes, which would allow traffic to flow through during non-construction hours. Vehicular and/or pedestrian detours may be established to direct traffic around the closures, as needed. The detours would be determined in coordination with LADOT.

- **Pipeline installation along commercial roadways.** For commercial areas, partial block closures would occur, with one lane kept open in each direction. Partial closures would occur in the following areas: Beverly Boulevard/Robinson Street intersection, Temple Street, and Coronado Street/Sunset Boulevard intersection.

The WATCH Manual would be implemented for construction within roadways, and traffic control plans would be designed and approved by LADOT to direct traffic during construction. The maximum length of open trench at any one time would be approximately 200 feet. Work areas would be barricaded with chain-linked fences during the day to prevent vehicles and pedestrians from entering work areas during construction hours. Construction fencing would be removed at night. Open trenches would be plated during non-construction hours. During the open-trench construction processes, approximately 30 cubic yards of excavated material are expected to be removed and hauled off per day. Each work area would be occupied for approximately 3 to 4 months.

Open-trench activities would occur for a total of 28 months and may require complete block closures along residential roadways for approximately 3 to 4 months per closure. Roadways along commercial areas would be partially closed. However, one lane of travel would be maintained in each direction. These lane closures would be temporary, and separate work areas would not generally be established adjacent to each other, thereby minimizing the size of each closure. Complete block closures of the residential streets in the study area (Robinson Street, Council Street, and Coronado Street) would result in a small volume of affected residential traffic diverting to higher capacity parallel streets such as Beverly Boulevard, Temple Street, Rampart Boulevard, and Benton Way. However, this impact would be temporary, generally occurring for approximately 3 to 4 months per location.

Trenchless Installation

Trenchless pipe installation may be used along a small segment of Coronado Street, at its underpass with US 101. Trenchless installation would take approximately 5 months. During this process, the roadway segment under US 101 would not be excavated because the proposed piping would be jacked or horizontally drilled underneath the road. However, block closures would be required along Coronado Street (on both sides of the US 101 overpass) to establish the entry and exit locations for the trenchless installation.

Closure of sections of Coronado Street on both sides of US 101 would result in a small volume of affected residential traffic diverting to the higher capacity parallel street of Benton Way, via London Street and Bellevue Avenue. However, as described above, this impact would be temporary and occur for approximately 5 months, and would not occur at multiple locations simultaneously, as it is the only location proposed for trenchless installation.

As detailed above, construction activity may block parking, portions of travel lanes or full blocks, restrict access to driveways, disrupt access for emergency providers, and result in potential safety issues and nuisances for vehicular traffic, pedestrians, bicyclists, and transit riders along Robinson Street, Council Street, and Coronado Street and some of the intersecting cross streets. Potential safety issues and nuisances, as well as appropriate mitigation, are discussed in Section 3.17(c) and 3.17(d). The Mobility Plan 2035 element of the City of Los Angeles General Plan details the existing transit, roadway, bicycle, and pedestrian facilities as well as plans and policies to implement enhanced facilities throughout the City. Although temporary inconveniences and conflicts may occur for vehicular traffic, pedestrians, bicyclists, and transit riders during the construction period, no changes would be made to the plans and policies detailed in the Mobility Plan 2035.

Additionally, no permanent workers would be required to operate or maintain the proposed project as operational activities would be limited to scheduled maintenance, repair, and inspection. These activities would be minimal and would be similar to those that occur throughout LADWP's service area under existing conditions. Activities associated with long-term operations and maintenance of the proposed project would be minimal. Therefore, the proposed project would not conflict with transportation plans and policies during operation. Impacts are therefore less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

CEQA Guidelines Section 15064.3, subdivision (b), focuses on specific criteria (VMT), for determining the significance of transportation impacts. It is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology. The proposed project is a potable water pipeline project that would generate temporary construction-related traffic and nominal operations and maintenance traffic. This project would be categorized under subdivision (b)(3), qualitative analysis. Subdivision (b)(3) recognizes that lead agencies may not be able to quantitatively estimate VMT for every project type. In those circumstances, this subdivision encourages lead agencies to evaluate factors such as the availability of transit, proximity to other destinations, and other factors that may affect the amount of driving required by the project.

Less Than Significant Impact. As described previously, construction of the proposed project would result in a temporary increase in local traffic as a result of construction-related workforce traffic and material deliveries, and construction activities occurring within the public right-of-way. The primary off-site impacts from the movement of construction trucks would include short-term and intermittent effects on traffic operations because of slower movements and larger turning radii of delivery and haul trucks compared to passenger vehicles. However, the majority of the proposed pipeline is located close to major arterials and freeways, including Sunset Boulevard and US 101, and travel on local streets would be minimized.

Potential increases in vehicle trip generation as a result of project construction would vary based on the construction activity, location, equipment needs, and other factors. However, once construction is completed,

construction-related traffic would cease and VMT levels would return to pre-project conditions. Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Impacts would be less than significant.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant with Mitigation Incorporated. During construction, lane closures, roadway closures, detours, driveway blockages, loss of parking, and disruptions to traffic, transit, bicycle, and pedestrian movement would occur in and around the project alignment. This may result in a potentially significant safety hazard to construction workers and/or the public; therefore, mitigation would be required. To minimize these potential safety hazards, mitigation measure MM-TRAF-1 would be implemented.

MM-TRAF-1: Construction Traffic Control Plan

Prior to the start of any construction-related work or encroachment, the Los Angeles Department of Water and Power (LADWP) shall develop and implement a Traffic Control Plan. The Traffic Control Plan shall include but will not be limited to the following measures:

1. All construction activities shall be conducted in accordance with the Standard Specifications for Public Works Construction (Greenbook), traffic control plans designed by the City of Los Angeles Department of Transportation (LADOT) and LADWP, and the Work Area Traffic Control Handbook Manual to allow the least impacts to levels of service, traffic safety, and emergency access to the site during construction.
2. LADWP shall install temporary equipment necessary for safe and efficient traffic control including changeable message signs, delineators, arrow boards, flagmen, etc.
3. LADWP shall provide advance notification of the proposed construction work area limits and lane closure times to transit services and all local emergency service providers (police, fire, ambulance, etc.).
4. Qualified flagmen shall be posted at each work site to direct construction traffic entering and exiting the site and/or to direct large construction-related vehicles to/from the work areas.
5. Two-way travel shall always be provided along the affected commercial corridors of Beverly Boulevard (at Robinson Street), Temple Street (at Coronado Street), and Sunset Boulevard (at Coronado Street) throughout construction. During construction periods with reduced lane capacity at impacted intersections, LADOT/LADWP shall implement traffic control measures including the provision of detour routes around the impacted intersections. The detour routes shall include the use of adjacent parallel collector streets such as Beverly Boulevard, Temple Street, Rampart Boulevard, and Benton Way.
6. The Traffic Control Plans shall also include detours and safe passage areas for bicyclists and pedestrians in the impacted work areas.

The construction of the proposed project would be conducted in accordance with the Standard Specifications for Public Works Construction (Greenbook), traffic control plans designed by LADOT/LADWP, and the WATCH Manual to allow acceptable LOS, traffic safety, and emergency access to the site during construction. With implementation of MM-TRAF-1, impacts related to hazards during construction would be reduced to less than significant levels. Once operational, the maintenance, repair, and inspections for the proposed project would be similar in nature to what is currently occurring for the existing pipelines in the project area. Therefore, no new impacts would occur. As such, impacts would be limited to the construction period and would be less than significant with mitigation incorporated.

d) Would the project result in inadequate emergency access?

Less Than Significant with Mitigation Incorporated. As previously discussed, construction vehicles would temporarily access the project site via Beverly Boulevard, Temple Street, and Sunset Boulevard, and other local roadways. The proposed project would have the potential to obstruct portions of these roadways during construction. However, incorporation of a Traffic Control Plan, as required by MM-TRAF-1, and associated traffic control plans and adherence to the Greenbook and WATCH Manual would ensure that any temporary impacts to emergency vehicle flow and/or ingress/egress to properties along the alignment are coordinated in advance with emergency service providers and law enforcement to ensure that provision of sufficient emergency service, access, and evacuation can occur during construction if necessary. Implementation of a Traffic Control Plan with applicable traffic control plans and adherence to the Greenbook and WATCH Manual would reduce impacts to emergency access to less than significant levels. Once operational, the proposed project would not include any impediments to emergency access. Additionally, vehicular trips for maintenance, repair, and inspection during operation of the pipeline would be minimal and would be similar in quantity and nature to those currently occurring in the area for other LADWP pipelines. Therefore, no new impacts to emergency access would occur during operation. As such, impacts would be limited to the construction period and would be less than significant with mitigation incorporated.

References

City of Los Angeles. 2015. Citywide General Plan Circulation System, Map A5 – Metro Subarea, and Map A5i – Downtown Los Angeles. December 2015. Accessed November 5, 2018. https://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/A5Mtro.gif.

Metro (Los Angeles County Metropolitan Transportation Authority). 2010. *2010 Congestion Management Program for Los Angeles County*. Accessed November 5, 2018. http://www.metro.net/projects/congestion_mgmt_pgm/.

3.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less Than Significant Impact. As described under Section 3.5 of this IS/MND, a CHRIS records search was conducted for the project area. No tribal cultural resources were identified as a result of the records search. In a Sacred Lands File results letter dated September 24, 2018, the NAHC stated that the Sacred Lands File search was completed with negative results. Additionally, no specific tribal cultural resources were identified by California Native American tribes as part of LADWP's AB 52 notification and consultation process (see Section 3.18(a)(ii) below for a description of this process). Therefore, the proposed project would not adversely affect tribal cultural resources that are listed or eligible for listing in the state or local register. Impacts would be less than significant.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

Less Than Significant with Mitigation Incorporated. There are no resources in the project area that have been determined by the lead agency to be significant pursuant to the criteria set forth in Public Resources Code Section 5024.1. Further, no specific tribal cultural resources were identified in the project area by the NAHC, by California Native American tribes, or by LADWP as part of the AB 52 notification and consultation process. On December 11, 2018, LADWP sent notification of the proposed project to all California Native American tribal representatives that have requested project notifications from LADWP pursuant to AB 52 and that are on file with the NAHC as being traditionally or culturally affiliated with the geographic area.

Andrew Salas of the Gabrieleño Band of Mission Indians – Kizh Nation sent a letter stating that the proposed project may cause substantial adverse changes to tribal cultural resources, as the project area is within the Gabrieleño Band of Mission Indians – Kizh Nation's ancestral tribal territory. However, the letter did not identify any specific tribal cultural resources at or near the project area. No other letters were received from California Native American tribes.

Due to the absence of previously recorded tribal cultural resources along the project alignment and because no specific tribal cultural resources have been identified by California Native American tribes through the AB 52 consultation process, LADWP has determined that no known tribal cultural resources are present in the project area. However, the correspondence from Mr. Salas suggests that there is some potential for unknown subsurface tribal cultural resources to be impacted by the project. In the event that unknown subsurface tribal cultural resources are uncovered during construction ground disturbance, and such resources are not identified and avoided or properly treated, a potentially significant impact could result. As such, mitigation measure MM-TCR-1 has been set forth to protect tribal cultural resources, in the event that any are discovered during project construction. Upon implementation of MM-TCR-1, impacts would be less than significant with mitigation incorporated.

MM-TCR-1: Inadvertent Discovery of Tribal Cultural Resources

While no tribal cultural resources (TCRs) have been identified that may be affected by the project, the following approach for the inadvertent discovery of TCRs has been prepared to ensure there are no impacts to unanticipated resources. Should a potential TCR be encountered, construction activities near the encounter shall be temporarily halted within 50 feet of the discovery and the Los Angeles Department of Water and Power (LADWP) shall

notify the California Native American tribes consulting under Assembly Bill (AB) 52. If the potential resource is archaeological in nature, appropriate management requirements shall be implemented as outlined in Mitigation Measure MM-CUL-1. If LADWP determines that the potential resource is a TCR (as defined by PRC, Section 21074), tribes consulting under AB 52 shall be provided a reasonable period of time, typically 5 days from the date that a new discovery is made, to conduct a site visit and make recommendations regarding future ground disturbance activities as well as the treatment and disposition of any discovered TCRs. Depending on the nature of the resource and tribal recommendations, review by a qualified archaeologist may be required. Implementation of proposed recommendations will be made based on the determination of LADWP that the approach is reasonable and feasible. All activities shall be conducted in accordance with regulatory requirements.

References

None.

3.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) 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?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact.

Existing Utilities

The proposed project would involve installation of a potable water trunk line underneath City streets. Other utilities, including street light conduit, other water pipelines, sewer lines, and gas lines are present underneath the roadways along the project alignment, and storm drains are present along the surface of the streets. As described in Section 2.3, construction would include utility clearance/mark out activities. Any subsurface utilities that fall within the proposed excavation areas would be supported and protected as excavation and shoring occurs. Gutters and storm drain inlets would be protected where necessary through compliance with stormwater BMPs, including measures outlined in the SWPPP. Where trenching activities are situated adjacent to existing utilities, manual excavation may be used to ensure that such utilities are not inadvertently damaged. During trenchless installation, the pipe would be advanced along a planned pathway (designed to avoid existing substructures), and its path would be controlled and monitored via remote sensing. As such, existing utilities would be protected and maintained. The construction activities associated with supporting utilities during excavation or manually excavating around utilities are included as part of the project and, therefore, have been analyzed for their potential environmental effects in this IS/MND. As substantiated throughout this document, no significant, adverse environmental effects would occur as a result of the proposed project.

New/Expanded Facilities

Wastewater Facilities

The project would not involve long-term sanitary sewer discharges, as the project would not include habitable structures or other sources of wastewater. Non-stormwater discharges would be generated during construction (hydrostatic testing, pipeline disinfection, pipeline flushing, and trench dewatering). These discharges could potentially be made to the local municipal sewer system. However, such discharges would be temporary and

periodic in nature and would comingle with wastewater in the municipal sewer collection system prior to being treated at a regional wastewater treatment plant. Prior to making such discharges, especially related to pipeline disinfection, LADWP would coordinate with Los Angeles Sanitation to ensure that the sewer conveyance system would not be unduly burdened with regard to either capacity or water quality (e.g., disinfection agents and/or by-products). LADWP would obtain a SCAR from Los Angeles Sanitation, which would specify an approved maximum allowable discharge rate. LADWP would not release construction-related discharges to the sewer system at a rate that exceeds the specifications in the SCAR. Adherence to those specifications would ensure that the sewer system and downstream wastewater treatment facilities are not unduly burdened and that existing capacities are not exceeded as a result of the project. As such, the proposed project would not require or result in the need for new wastewater facilities or expansion of existing facilities. No impact would occur.

Water Facilities

The proposed project would involve installation of a potable water pipeline. As such, the project itself consists of constructing a new water facility. The environmental effects of constructing and operating the new pipeline are analyzed for their potential environmental effects in this IS/MND. As substantiated throughout this document, no significant, adverse environmental effects would occur as a result of the proposed project.

Proposed project construction would result in temporary increases in water use in the project area, since water would be required for dust control, concrete mixing, hydrostatic testing, and pipeline disinfection. However, the project's water needs would be limited to the construction period. Temporary, minor increases in water use in the project area would not result in the need for new or expanded water and/or wastewater facilities. During operation, the new pipeline would operate below ground. The project would convey existing potable water sources and would not require new water treatment facilities. As such, operation of the project would not require or result in the need for new water facilities or expansion of existing facilities. No impact would occur.

Stormwater Drainage Facilities

Stormwater drainage facilities are provided throughout the project area. During construction, hydrostatic testing, pipeline disinfection, dewatering, and pipeline flushing could result in temporary increases in discharges to the stormwater drainage system. The hydrostatic test water, disinfectant water, extracted groundwater, and flushed water would either be discharged to the stormwater or sewer systems. If this water is discharged to the storm drain system, the project could cause a temporary increase in runoff water entering the drainage systems in the project area. However, because dewatering, disinfection, flushing, and hydrostatic testing activities would be temporary and spread out along the project alignment, they would not result in a need for new or expanded stormwater drainage facilities. Once operational, the proposed project would be

part of a closed water supply system and would not affect stormwater drainage facilities. For these reasons, the proposed project would not be anticipated to require, or indirectly result in, the construction of new stormwater drainage facilities or the expansion of existing facilities. No impact would occur.

Electric Power and Natural Gas Facilities

The proposed project would involve installation of a new water pipeline and would not involve habitable structures that would require new or expanded electric power and/or natural gas facilities. Additionally, operational activities associated with the proposed project would be minimal (no routine daily equipment operation or vehicle trips would be required). Once complete, the proposed project would not require electric power or natural gas. Therefore, no new or expanded electric power or natural gas facilities would be required, and no impacts would occur.

Telecommunications Facilities

The proposed project would involve installation of a new water pipeline and would not involve habitable structures that would require new or expanded telecommunications facilities. Furthermore, as explained in Section 3.14, the proposed project would not result in substantial population growth. As such, the project would not require new or expanded telecommunications facilities. Further, the proposed project is in a largely developed area. Therefore, no impacts related to the need for new or expanded telecommunication facilities would occur.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. LADWP provides potable water to the City, and the proposed project would be used to convey that water to portions of LADWP's service area. The LADWP 2015 Urban Water Management Plan provides normal year, single dry year, and multiple dry year supply-and-demand analysis for LADWP's domestic water service area. As shown in the 2015 Urban Water Management Plan, LADWP's supplies can meet demand for multiple dry years (LADWP 2015).

Water needs of the project during construction would be relatively minor and temporary. Water would be used for dust control, concrete mixing, hydrostatic testing, and pipeline disinfection. Water use during construction would be negligible relative to regional supplies and would be typical of similar water conveyance projects. Existing water resources are sufficient to meet those needs. Following construction, the

proposed project would merely convey existing potable water sources and would not involve increases in the consumptive use of water. Therefore, impacts related to water supply would be less than significant.

c) Would the project 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. During construction, hydrostatic testing, pipeline disinfection, pipeline flushing, and dewatering could result in temporary increases in wastewater in the project area. As explained in Section 3.10(a), the hydrostatic test water, disinfectant water, flushing water, and extracted groundwater would either be discharged to the storm drain or sewer system. If this water is discharged to the sewer system, the project could cause a temporary increase in wastewater entering the sewer systems in the project area. However, because these discharges would be temporary and would end once construction is complete, they would not adversely affect wastewater treatment capacity. During operation, the project would not generate wastewater. As such, the project would not result in a long-term demand for wastewater treatment services and no impacts to wastewater treatment capacity would occur.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The proposed project would be required to comply with all applicable local and state regulations related to solid waste. Construction associated with the proposed project would generate minor amounts of solid waste. Solid waste would primarily consist of soils and asphalt from the proposed construction activities. Once construction is complete, the project would not require solid waste disposal.

Per the California Green Building Standards Code, 65% of construction and demolition waste must be diverted from landfills. As such, at least 65% of all construction and demolition debris from the site would be diverted. Any hazardous wastes that are generated during construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws. At the local level, the City has a Citywide Construction and Demolition Waste Recycling Ordinance, which requires that all construction and demolition waste generated within City limits be taken to City-certified construction and demolition waste processors. All haulers and contractors responsible for handling construction and demolition waste must obtain a private waste hauler permit from Los Angeles Sanitation. LADWP and/or its construction contractor would be required to adhere to the requirements of the Citywide Construction and Demolition Waste Recycling Ordinance.

As described in Section 2.3 of this document, pavement that is removed from the project site would be recycled, reused as pavement base material, or transported to an appropriate facility for recycling or disposal. Soils would be hauled off site. During construction activities, approximately 30 cubic yards of excavated

material would be removed and hauled off per day. Total export for the entire construction process would be approximately 20,000 cubic yards. Haul trucks would deliver the export to the Sun Valley Landfill, which has a maximum permitted throughput of 1,458 cubic yards per day and an expected cease operation date of 2026 (CalRecycle 2018; County of Los Angeles 2017). As such, the landfill that is expected to serve the project area is anticipated to have sufficient permitted capacity to accommodate the construction debris that would be generated by the proposed project and would be operational throughout the construction period. (The project's anticipated daily construction waste generation is approximately 2% of the landfill's maximum permitted daily throughput. Alternatively, the soils may be used as cover at the landfill.) As such, the amount of debris generated during construction is anticipated to be minimal and is anticipated to be accommodated by landfills in the area.

For these reasons, the proposed project would not generate waste in excess of state or local standards or in excess of the capacity of local infrastructure and would not impair the attainment of solid waste reduction goals. Impacts would be less than significant.

Operation of the proposed project would not generate solid waste. For these reasons, impacts related to solid waste and landfill capacity would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. As described under Section 3.19(d), the proposed project would comply with the City's Citywide Construction and Demolition Waste Recycling Ordinance as well as state requirements for construction and demolition waste. In addition to the California Green Building Standards Code's requirements for recycling construction and demolition waste, the state has set a goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling. Waste generated by the proposed project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 341 or AB 1826, since the proposed project's waste generation would be limited to the temporary construction period and would represent a nominal percentage of the waste created within the City. Once construction is complete, the proposed project would not generate solid waste. Therefore, impacts related to compliance with solid waste regulations would be less than significant.

References

CalRecycle. 2018. "Facility Detail: Sun Valley Landfill (19-AR-1160)." Accessed November 4, 20178. https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AR-1160.

County of Los Angeles. 2017. *Countywide Integrated Waste Management Plan – 2016 Annual Report*. September 2017. Accessed November 4, 2018. https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF.

LADWP (Los Angeles Department of Water and Power). 2015. *Urban Water Management Plan*. Accessed March 25, 2019. https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-sos-uwmp;jsessionid=mnqTcZSfh23hpXGvjFtjSnxWcRTBxCGJwQngqjyzh6HlLs2ZLxwR!-1131025128?_afrLoop=297912534597770&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D297912534597770%26_afrWindowMode%3D0%26_adf.ctrl-state%3D141m96d0e6_4.

3.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation Incorporated. As described in Section 3.9(g), the proposed project is generally located in an urbanized environment with little potential for wildland fires. However, the northern terminus of the project alignment at Coronado Street and Sunset Boulevard is adjacent to the southern boundary of a designated Very High Fire Hazard Severity Zone (City of Los Angeles 2019). This Very High

Fire Hazard Severity Zone extends northeast from Sunset Boulevard. As such, portions of the project would be located near a Very High Fire Hazard Severity Zone. This Very High Fire Hazard Severity Zone is in a Local Responsibility Area, meaning that the local government is responsible for fire protection. In contrast, within designated State Responsibility Areas, the state is financially responsible for the prevention and suppression of wildfires.

As explained in Section 3.9(f), there are two designated disaster routes in the project area: the US 101, Sunset Boulevard, and Beverly Boulevard. US 101 crosses the project alignment via an overpass and is therefore not expected to be impacted by construction activities. Beverly Boulevard is located at the southern end of the proposed project alignment, and Sunset Boulevard is located at the northern end of the proposed project alignment. Lane closures may be required along small sections of Beverly Boulevard and Sunset Boulevard to allow for the proposed pipeline to be tied into the existing First Street and Sunset trunk lines. However, two-way access would be maintained along these roadways during construction. As such, these roadways could continue to function as disaster routes during project construction, if necessary. Once construction at the Robinson Street/Beverly Boulevard and Coronado Street/Sunset Boulevard intersections is complete, traffic interruptions at these locations associated with the proposed project would cease. During construction, full block closures would occur along residential streets, with access to residential housing provided to residents only (see Section 2.3 of this IS/MND for details). As further explained in Section 3.17, incorporation of a Traffic Control Plan, as required by MM-TRAF-1, would ensure that any temporary impacts to emergency vehicle flow and/or ingress/egress to properties along the alignment are coordinated in advance with emergency service providers and law enforcement to ensure that provision of sufficient emergency service, access, and evacuation can occur during construction if necessary. Implementation of MM-TRAF-1 would reduce impacts to local emergency service providers to less than significant levels. At the end of construction, the new trunk line would be located underground. Minor appurtenant structures may protrude above grade near the alignment; however, these structures would be small in size and would not obstruct emergency response or evacuation. The City's Local Hazard Mitigation Plan would proceed and be implemented with or without the proposed project. As such, with implementation of MM-TRAF-1, impacts to emergency response plans or emergency evacuation plans would be less than significant with mitigation incorporated.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. The project alignment is located underground in an urbanized area in the City of Los Angeles. The area is generally located on gently sloping terrain. However, the northern terminus of the alignment (at the intersection of Coronado Street and Sunset Boulevard) is adjacent to a Very High Fire Hazard Severity Zone. As such, portions of the project alignment could be within an area potentially susceptible to fire hazards. As described in Section 3.9(g), construction activities can increase the risk of fire

ignition, particularly in areas adjacent to or within wildland areas with brush and vegetation. While the project site is adjacent to a Very High Fire Hazard Severity Zone, it is located in a highly urbanized environment. Construction work would be limited to existing paved roadways that are surrounded by urban development. Vegetation along the project alignment is minimal and is limited to street trees and private landscaping in yards. As such, construction activities associated with the proposed project would be unlikely to exacerbate wildfire risks. Due to the location of the proposed project within an urbanized area, proposed project construction is unlikely to expose workers to increased risk of wildfire hazards.

Operation of the new trunk line would occur passively below ground with no potential to cause or exacerbate wildfires or their impacts to people or structures in the vicinity of the proposed project alignment. The proposed project would not have any occupants or permanent on-site workers. For these reasons, the proposed project is unlikely to exacerbate wildfire risks and would not result in exposure of project occupants to wildfire-related hazards. Impacts would be less than significant.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. The proposed project would involve installation of a new potable water pipeline. As described in Section 3.20(b), construction projects have the potential to exacerbate fire risk. However, as explained above, the proposed project is located in a highly urbanized environment. Construction work would be limited to existing paved roadways that are surrounded by urban development. Vegetation along the project alignment is minimal and is limited to street trees and private landscaping in yards. As such, construction activities associated with the proposed project would be unlikely to exacerbate wildfire risks. Due to the type of project (a potable water trunk line) and the project location (a highly urbanized area west of downtown Los Angeles), the proposed project would not require new roads, fuel breaks, emergency water sources, power lines, or other utilities for construction or operation. During operation, the proposed project would operate passively below ground. Operational activities would be limited to scheduled maintenance, repair, and inspection. These activities would be minimal and would be similar to those that occur throughout LADWP's service area under existing conditions. Maintenance would include exercising valves, replacing or repairing worn appurtenances to ensure proper performance over the life of the facilities, and periodic inspections. No permanent workers would be required to operate or maintain the proposed project. These activities would have minimal to negligible environmental impacts and are not expected to exacerbate fire risk in the area. For these reasons, impacts would be less than significant.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. The proposed project would involve installation and operation of a potable water trunk line. The proposed project would not involve construction or operation of occupiable structures, nor would it increase population such that the number of occupiable structures in the project area would increase. While additional workers would be temporarily present in the project area during construction, they would not be subject to undue risks associated with flooding or landslides, relative to other areas in the City or region. As explained in Section 3.7(a)(iv), the project is not located within a mapped landslide hazard zone and would not likely increase or exacerbate the potential for landslides to occur. The nearest landslide hazard areas as mapped by the state are located 550 feet and 800 feet from project alignment (CGS 2019). These landslide areas are associated with small hillsides covered with structures and/or vegetation and are not located within a Very High Fire Hazard Severity Zone (City of Los Angeles 2019). As such, the potential for post-fire slope instability resulting in landslides or flooding within the project area is low. As explained in Section 3.10, the proposed project would not result in permanent drainage changes or significant runoff with the potential to cause or exacerbate flooding or landslides. As explained in Section 3.20(b), the proposed project would not increase the risk of fire in the area. While the northern section of the project alignment is adjacent to a Very High Fire Hazard Severity Zone, the northern portion of the project alignment is still located in a highly urbanized area. This Very High Fire Hazard Severity Zone has some mapped landslide hazard areas; however, these areas are located more than 1,000 feet from the norther terminus of the project alignment and are separated from the project area by urban development and roadways (CGS 2019). For these reasons, proposed project impacts involving exposure of people or structures to significant risks from flooding or landslides resulting from runoff, post-fire slope instability, and/or drainage changes would be less than significant.

References

CGS (California Geological Survey). 2019. EQ Zapp: California Earthquake Hazards Zone Application. Web mapping application accessed March 15, 2019. https://www.conservation.ca.gov/cgs/geohazards/eq-zapp.

City of Los Angeles. 2019. Earth Layer – Fire Hazard Responsibility Areas. Los Angeles GeoHub. 2019. Accessed March 22, 2019. http://geohub.lacity.org/datasets/56935c2fb7d84455adba0c414f0ebe34_1?geometry=-121.736%2C33.736%2C-115.202%2C34.531.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially 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, substantially 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?	☐	☒	☐	☐
b) 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)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the project have the potential to substantially 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, substantially 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?

Less Than Significant with Mitigation Incorporated. The proposed project is located within a densely developed urban area and contains no sensitive habitat areas. The proposed project would not degrade the quality of the environment, as the proposed project would be placed below ground, under existing streets and public rights-of-way. Mitigation Measures MM-BIO-1 would ensure that any potential impacts to biological resources, including nesting birds, would be less than significant.

The project would involve excavation and grading activities, which could potentially unearth previously unknown buried cultural resources. Such actions could unearth, expose, or disturb subsurface archaeological, historical, or Native American resources that were not observable on the ground surface. However, with the

incorporation of Mitigation Measures MM-CUL-1, MM-CUL-2, and MM-TCR-1, potential impacts to cultural resources that represent major periods of California history or prehistory would be less than significant. As such, impacts would be less than significant with mitigation incorporated.

b) 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)?

Less Than Significant with Mitigation Incorporated. As discussed in the respective issue areas, the proposed project would not result in any significant, unmitigable effects to environmental resources. The implementation of the identified project-specific mitigation measures and compliance with applicable codes, ordinances, laws, and other required regulations would reduce the magnitude of any impacts associated with proposed project construction activities to a level of less than significant. For the reasons further set forth below, impacts would not be cumulatively considerable.

Related projects with the potential to contribute to cumulative impacts would be those projects occurring concurrent with and in proximity to the proposed project. Such projects, as may be determined at this level of planning, would be other linear utility projects being undertaken by LADWP in the proposed project area at the time of construction activities and would also include development projects in the area that would create similar construction effects. The impacts of these projects, as well as those of the proposed project (as discussed above), would be temporary in nature, and would generally be limited to the area in which construction activities are occurring. Given that related linear utility projects would be coordinated by LADWP, it can be anticipated that LADWP would initiate construction of these related projects in a manner such that construction activities associated with different projects would occur either at different times or at sufficient distance from one another, avoiding cumulative effects relative to air quality, noise, and traffic.

With regard to air quality, the SCAQMD has established incremental emissions thresholds to determine whether a project will contribute to significant impacts. Because the proposed project would contribute emissions at rates well below SCAQMD significance thresholds, and given the aforementioned assumption that related LADWP projects would be coordinated as to avoid cumulative impacts, it is anticipated that the air quality impacts of the proposed project and other related projects would not be cumulatively considerable. While the project could result in asbestos emissions, MM-AQ-1 would be incorporated to ensure that such emissions do not have an adverse effect on workers or the public. It is expected that other projects involving removal of facilities or demolition of structures would be required to comply with similar measures, per SCAQMD rules. Therefore, cumulative effects related to asbestos emissions would be less than significant with mitigation incorporated.

Noise impacts, similar to those related to air quality, would be dependent on the timing and location of related project construction in conjunction with the construction of the proposed project. As such, assuming that LADWP would phase such projects to avoid, to the extent feasible, concurrent construction of linear utilities in any one location, it can be concluded that noise impacts of the proposed project and related projects would not result in noise impacts that are cumulatively considerable. As explained in Section 3.13 of this IS/MND, noise from project construction would be greatest at the properties immediately adjacent to the project alignment. As such, cumulative projects with the potential to combine with the noise effects of the proposed project would generally be limited to those located along the project alignment. As shown in Figure 3.21-1, the majority of cumulative projects would occur outside of the project alignment. Only one of the cumulative projects is identified along the alignment itself. (This project is a 33-unit multi-family residential structure at 1032 North Coronado Street, just south of the project alignment's terminus at the intersection of Coronado Street and Sunset Boulevard.) The possibility of proposed project construction coinciding with construction of this project is unlikely. In the event that construction were to coincide, the overlap would be brief, since proposed project construction would not generally remain in a single location for more than a few days. The transitory nature of this project's construction process would limit the potential for cumulative noise effects to occur from stationary development projects (e.g., a development of a multi-family building). Furthermore, implementation of MM-NOI-1 would limit noise produced by the proposed project to the extent practicable, and implementation of MM-NOI-2 would ensure that local residents are informed of the construction schedule, duration, and progress. Additionally, other development projects in the project area have been or would be subject to environmental review pursuant to state law. If potentially significant noise impacts are identified, appropriate mitigation would be applied to the related projects. The combination of the transitory nature of this project, implementation of project-specific mitigation, and regulatory and/or project-specific requirements that would be applied to related projects would ensure that cumulatively significant noise impacts would be less than significant with mitigation incorporated.

With regard to traffic, construction activities would generate truck traffic and vehicular traffic associated with construction workers. Construction activities would also result in lane closures and/or block closures along affected streets. Project-level impacts resulting from the proposed project's construction traffic would be temporary and less than significant with the implementation of MM-TRAF-1. Traffic impacts of the proposed project, in conjunction with those of related projects, would be minimized by coordination with LADOT, which is required to maintain proper levels of service and the overall function of the City's transportation network. Given that all related projects are subject to review by LADOT (when traffic system components or function are affected), LADOT would require that LADWP coordinate the proposed project such that the traffic system and levels of service in any one area are maintained to the extent feasible. Coordination with LADOT in conjunction with implementation of MM-TRAF-1 would preclude the possibility of cumulative traffic impacts resulting from the proposed project and related project construction

activities. Based on the above, the cumulative traffic effects of the proposed project would be less than significant with mitigation incorporated.

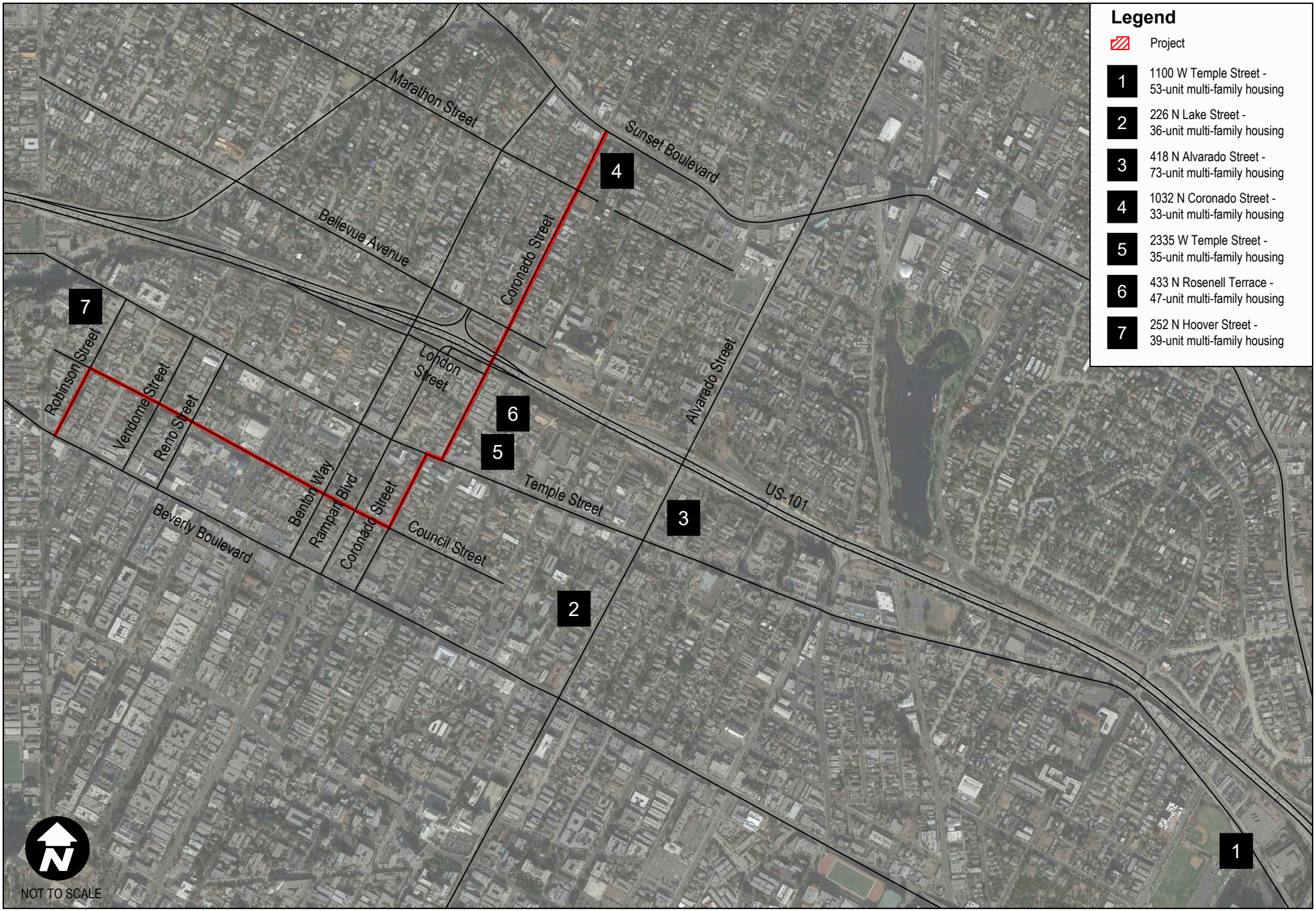
In summary, the proposed project's cumulative impacts would be less than significant with mitigation incorporated.

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

Less Than Significant with Mitigation Incorporated. Implementation of the proposed project would not result in any impacts that are significant and unavoidable or cumulatively considerable. The implementation of the mitigation measures set forth herein would reduce all potential impacts to less-than-significant levels. Once operational, the proposed project would provide a reliable and safe water supply for existing LADWP water service customers, allowing for customers in LADWP's Solano Reservoir service zone to continue receiving water service during planned or emergency outages, including while the Solano Reservoir and other facilities in the area are undergoing repair and/or replacement. Therefore, upon implementation of the mitigation measures identified in this IS/MND, the proposed project would not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts would be less than significant with mitigation incorporated.

References

None.



SOURCE: Google Earth 2017

Los Angeles Department of Water & Power

NOT TO SCALE

FIGURE 3.21-1

Locations of Cumulative Projects

Coronado Trunk Line Project

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