



## **CEQA Initial Study**

### **Garber Street Recycled Water Tank Project**

August 2018

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# Table of Contents

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Section Name	Page Number
<b>Section 1 Project and Agency Information.....</b>	<b>1-1</b>
1.1 Project Title and Lead Agency .....	1-1
1.2 Project Background and Objectives .....	1-1
1.2.1 Project Background.....	1-1
1.2.2 Project Objective.....	1-2
1.3 Project Location.....	1-3
1.3.1 Regional Setting and Surrounding Land Uses .....	1-3
1.4 Public Agency Review and/or Approval .....	1-6
1.5 Project Description .....	1-7
1.5.1 Construction Description .....	1-8
<b>Section 2 Environmental Analysis.....</b>	<b>2-1</b>
2.1 Environmental Factors Potentially Affected .....	2-1
2.2 Agency Determination.....	2-1
2.3 Environmental Checklist .....	2-2
2.3.1 Aesthetics.....	2-2
2.3.2 Agricultural and Forest Resources.....	2-5
2.3.3 Air Quality .....	2-6
2.3.4 Biological Resources .....	2-12
2.3.5 Cultural Resources .....	2-18
2.3.6 Geology and Soils.....	2-22
2.3.7 Greenhouse Gas Emissions.....	2-25
2.3.8 Hazards and Hazardous Materials .....	2-29
2.3.9 Hydrology and Water Quality.....	2-33
2.3.10 Land Use and Planning.....	2-37
2.3.11 Mineral Resources .....	2-39
2.3.12 Noise.....	2-40
2.3.13 Population and Housing.....	2-45
2.3.14 Public Services .....	2-46
2.3.15 Recreation.....	2-48
2.3.16 Transportation and Traffic.....	2-49
2.3.17 Tribal Cultural Resources.....	2-53
2.3.18 Utilities and Service Systems .....	2-55
2.3.19 Mandatory Findings of Significance .....	2-57
<b>Section 3 References .....</b>	<b>3-1</b>
3.1 References .....	3-1
3.2 Preparers of the Initial Study.....	3-5
3.3 Acronyms and Abbreviations .....	3-5

# Table of Contents

---

- Appendix A** Garber Street Recycled Water Tank Graphical Renderings  
**Appendix B** Garber Street Recycled Water Tank Biological Resources Technical Report

## List of Tables

<b>Table Name</b>	<b>Page Number</b>
Table 1 Agencies with Potential Review or Approval Authority	1-6
Table 2 Estimated Equipment and Vehicles for Project Construction	1-10
Table 3 SCAQMD Air Quality Significance Thresholds	2-7
Table 4 Estimated Peak Day Construction Air Pollutant Emissions	2-10
Table 5 Estimated Fugitive Dust Emissions	2-11
Table 6 Estimated Greenhouse Gas Emissions from Project Construction	2-27
Table 7 Summary of Estimated Annual GHG Emissions	2-28
Table 8 Summary of Potential Hazardous Materials Sites in Close Vicinity to the Project	2-31
Table 9 Summary of Anticipated Construction Stormwater BMPs	2-36
Table 10 Typical Outdoor Construction Noise Levels	2-41

## List of Figures

<b>Figure Name</b>	<b>Page Number</b>
Figure 1 Project Vicinity.....	1-3
Figure 2 Project Location Map .....	1-15
Figure 3 Project Site Map .....	1-9

# Section 1

## Project and Agency Information

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### 1.1 PROJECT TITLE AND LEAD AGENCY

<b>Project Title:</b>	Garber Street Recycled Water Tank Project
<b>Lead Agency Name:</b>	City of Los Angeles, Department of Water and Power
<b>Lead Agency Address:</b>	111 North Hope Street Los Angeles, CA 90012
<b>Contact Person:</b>	Mr. Brian Gonzalez
<b>Contact Phone Number:</b>	(213) 367- 2612
<b>Project Sponsor's Name:</b>	Same as Lead Agency
<b>Project Sponsor's Address:</b>	Same as Lead Agency

### 1.2 PROJECT BACKGROUND AND OBJECTIVES

The City of Los Angeles Department of Water and Power (LADWP) has prepared this Initial Study (IS) to address the impacts of construction and operation of the Garber Street Recycled Water Tank Project (proposed project). The IS serves to identify the site-specific impacts, evaluate their potential significance, and determine the appropriate document needed to comply with the California Environmental Quality Act (CEQA).

#### 1.2.1 Project Background

The LADWP has a long history of working to ensure safe and reliable water delivery to the City of Los Angeles. In the face of recent drought conditions and increased reliance on imported water supplies, the LADWP continues to expand and develop local, sustainable water resources including water recycling.

Water recycling is the beneficial reuse of treated wastewater for non-potable water uses such as irrigation, commercial, and industrial uses. The LADWP has made water recycling a key strategy of the 2015 Urban Water Management Plan (UWMP). The UWMP presents the basic policy principles that guide the decision making process to secure a sustainable, reliable water supply for the future of Los Angeles. Under the current plan, the City established the goal to offset potable demand and increase recycled water use to 59,000 acre-feet per year (AFY) by 2025.

Additionally, under Mayoral Executive Directive No. 5 (ED5) and the Sustainability pLAN, the LADWP continues to invest in system infrastructure improvements to reduce purchases of potable

## **Section 1 – Project and Agency Information**

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water by 50 percent, strengthen and develop local water supplies, and create an integrated water strategy to improve short and long term water security.

The Garber Street Recycled Water Tank is a key component of advancing the goals and objectives of the UWMP, ED5, and the Sustainability pLAn. This project is part of LADWP's larger recycled water distribution and storage network previously identified and approved in the East Valley Water Reclamation Project (EVWRP) Environmental Impact Report. This IS expands on the initial environmental analysis and further evaluates site specific effects associated with water tank construction, pipeline installation, and surrounding community needs.

The proposed tank on Garber Street would store recycled water from the Donald C. Tillman Water Reclamation Plant (Tillman Plant). Since 1985, the Tillman Plant has treated wastewater generated in the western San Fernando Valley. The Tillman Plant provides disinfected, tertiary treated, Title 22 recycled water. The process includes ammonia removal through biological nitrification and denitrification.

Recycled water from the Tillman Plant currently serves the Japanese Garden, Wildlife Lake, Hansen Dam Golf Course, Valley Generating Station, Van Nuys Golf Course, Van Nuys High School, and the parks and golf courses in the Sepulveda Dam Recreational Area. Under the proposed project, recycled water from the existing Hansen Tank will be pumped to the new Garber Street tank through a series of pumps located near the Hansen Tank at the LADWP Valley Generating Station (11801 Sheldon Street in Sun Valley).

### **1.2.2 Project Objective**

Components of the EVWRP were expedited in order to serve Hansen Dam Golf course during a time of drought due to drinking water being used for irrigation at the time. The expediting of components created a closed distribution network that can be detrimental to the operation of the system. The tank and pipelines will complete the project the way it was designed to function.

The objectives of the project are to improve the overall capacity and reliability of the City of Los Angeles recycled water system by eliminating the closed system operation of the Hansen Dam Golf Course pumping station.

The objectives of the project are to improve the overall capacity and reliability of the City of Los Angeles recycled water system by:

- Eliminating the closed system operation of the Hansen Dam Golf Course pumping station
- Increasing recycled water storage for commercial, industrial, and/or irrigation use in the San Fernando Valley

## Section 1 – Project and Agency Information

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- Completing a key infrastructure component of the larger East Valley Reclamation Project in support of the UWMP, ED5, and the Sustainability pLAN

### 1.3 PROJECT LOCATION

The recycled water tank and access road will be located at the end of the Garber Street cul-de-sac, in the Pacoima community of the San Fernando Valley region of the City of Los Angeles (**Figure 1**). The tank site is located within the Whiteman Airport right-of-way, on property owned by the County of Los Angeles (**Figure 2**). The access road from the tank to Garber Street will run through the County property and a lot (12655 Garber Street) owned by LADWP which is at the end of the cul-de-sac located in the City of Los Angeles. In addition, the project includes a recycled water distribution line that runs along Garber Street, other local streets, Osborne Street, and Glenoaks Boulevard into the Hansen Dam golf course.

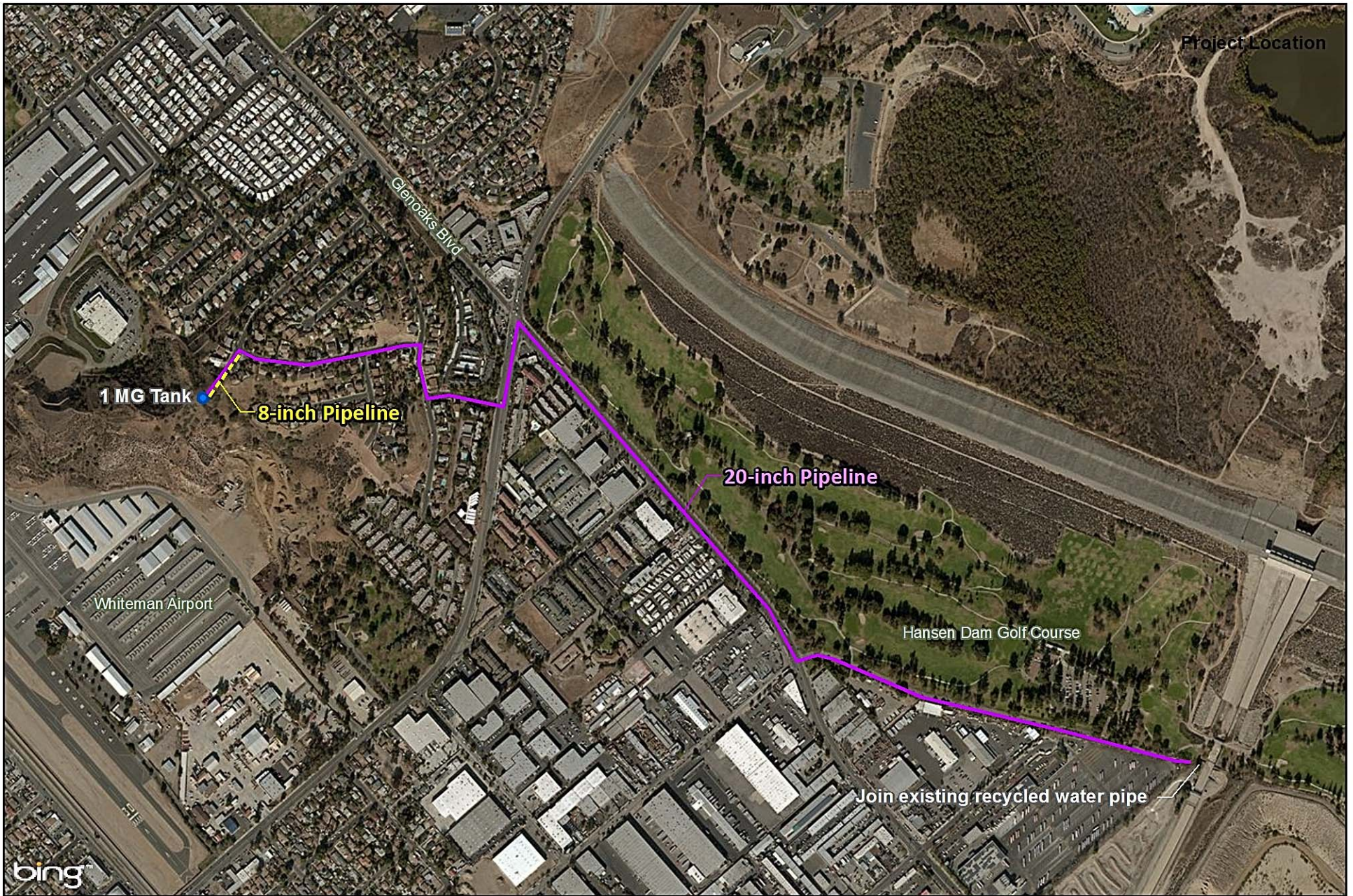
#### 1.3.1 Regional Setting and Surrounding Land Uses

The project site is located southwest of the San Gabriel Mountains in an urbanized area of the City of Los Angeles. The proposed recycled water tank will be located on an undeveloped hill on Los Angeles County Airport Property adjacent to a residential neighborhood of Pacoima. In addition to single family homes (to the north and east), the tank site is adjacent to Whiteman Airport facilities (to the west), including a sand and gravel operation (which is a lease of the Airport) to the south. Project pipelines will be in city streets and golf course roadways. The nearest schools to the project site are the Maclay Middle School (12540 Pierce Street; 0.4 miles from tank site) and the Pacoima Charter School (11120 Herrick Avenue; 0.5 miles from tank site). Access to the area is provided by Interstate 5 (I-5, Golden State Freeway), State Highway 170 (SR-170, Hollywood Freeway), State Route 118 (SR-118, Ronald Reagan Freeway) and Interstate 210 (I-210, Foothill Freeway). Major roadways to the project site include Osborne Street, Glenoaks Boulevard, San Fernando Road, and Van Nuys Boulevard.

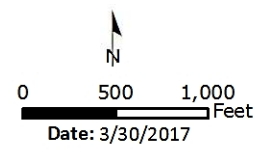








- Key to Features**
- Proposed 20-inch Recycled Water Pipeline
  - - - Proposed 8-inch Potable Water Backup Pipeline



**Garber Street Recycled Water Tank and Trunkline Project Location Map**



**Figure 2**



## Project and Agency Information

### 1.4 PUBLIC AGENCY REVIEW AND/OR APPROVAL

Regulatory agencies with potential review or permitting authority are summarized in **Table 1**.

**Table 1**  
**Agencies with Potential Review or Approval Authority**

<b>Agency</b>	<b>Potentially Required Review, Permit or Approval</b>
U.S. Department of Transportation Federal Aviation Administration (FAA)	Review for construction projects within an airport – LADWP to file a Notice of Proposed Construction or Alteration FAA Form 7460-1
U.S. Fish and Wildlife Service	CEQA document review for Federal Endangered Species Act compliance
California Department of Fish and Wildlife	CEQA document review for California Endangered Species Act compliance
California Department of Transportation, District 7	Permit for use of heavy equipment on state highways
South Coast Air Quality Management District	Compliance with Rule 403
California State Water Resources Control Board	General National Pollutant Discharge Elimination System (NPDES) Stormwater Permit for Construction Activity
California Regional Water Quality Control Board	Discharge permit for dewatering water during pipeline installation, as relevant
State of California Department of Public Health	Amendment to the City's existing Engineering Report for the Production, Distribution and Use of Recycled Water
State of California Division of Occupational Safety and Health Administration	Review of Trench Shoring System
Los Angeles County Department of Public Works (LACDPW), Aviation Division; and Building and Safety	Approval for construction within Whiteman Airport Right-of-Way / Property Easement Review of Grading Plan, Structural Plan
City of Los Angeles Department of Transportation	Review of Traffic Management Plan
City of Los Angeles Department of Public Works Bureau of Engineering	Permits for work within public rights-of-way in City of Los Angeles, where applicable
City of Los Angeles Department of Building and Safety	Permits for work within City of Los Angeles, where applicable

### 1.5 PROJECT DESCRIPTION

The proposed water tank will enable the existing recycled water system to operate a 1,310-foot service zone and end the closed system operation of an existing pumping station which supplies flow to Hansen Dam Golf Course. System capacity will be increased to a maximum of 5,600 gallons per minute (gpm). With the Garber Street tank, the recycled water system will be more efficient since the new tank will be able to sustain the system demand during low flow (50 to 200 gpm), thereby reducing pumping at the Hansen Dam Golf Course pumping station. Pump operation will be during the night time. The connection to the existing recycled water distribution system will be near the west meter located inside Hansen Dam Golf Course. Once installed, the tank will serve the following customers within the new service zone:

- Hansen Dam Golf Course, owned and operated by the City of Los Angeles Department of Recreation and Parks
- Two 2-inch fill stations for water trucks at Glenoaks Boulevard, to be used by LACDPW, City of Los Angeles and independent contractors
- A 3-inch connection across Tujunga Wash at Glenoaks Boulevard to be used by LACDPW

The Garber Street recycled water tank project includes the following elements (**Figure 3**):

- **1 million gallon capacity recycled water tank** – The new tank will be cylindrical, welded steel (approximately 50 feet high above finished ground and 66 feet diameter), with approximately 20 feet of the tank exposed above existing grade nearest the Garber Street cul-de-sac. The tank will be painted in accordance with the FAA Advisory Circular for Obstruction Marking and Lighting (2015). The tank color will be neutral on the side of the tank facing residences and orange and white checkerboard on the side facing the airport to comply with obstruction marking and lighting requirements in support of aviation safety. One red light will be installed on the top of the tank; the light will be illuminated from dusk to dawn. Three feet of freeboard will be maintained in the tank. Once installed, the tank will be inspected annually and cleaned approximately every 5 years.
- **Demolition of one residential house** – LADWP has purchased the house located adjacent (to the northeast) of the tank site at 12655 Garber Street. The house will be demolished to allow construction of the tank access road.
- **15-ft wide access road** – A paved access road will be constructed from the Garber Street entry point to and around the tank.
- **700 feet of 8-inch potable water backup line** – To provide potable water backup to the tank, a new pipeline will be installed from the existing intersection of two 6-inch potable water mains (intersection of Garber Street and Bernadette Street). An air gap separation of two times the pipe diameter will be maintained between the potable water inlet and the new

## Section 1 – Project and Agency Information

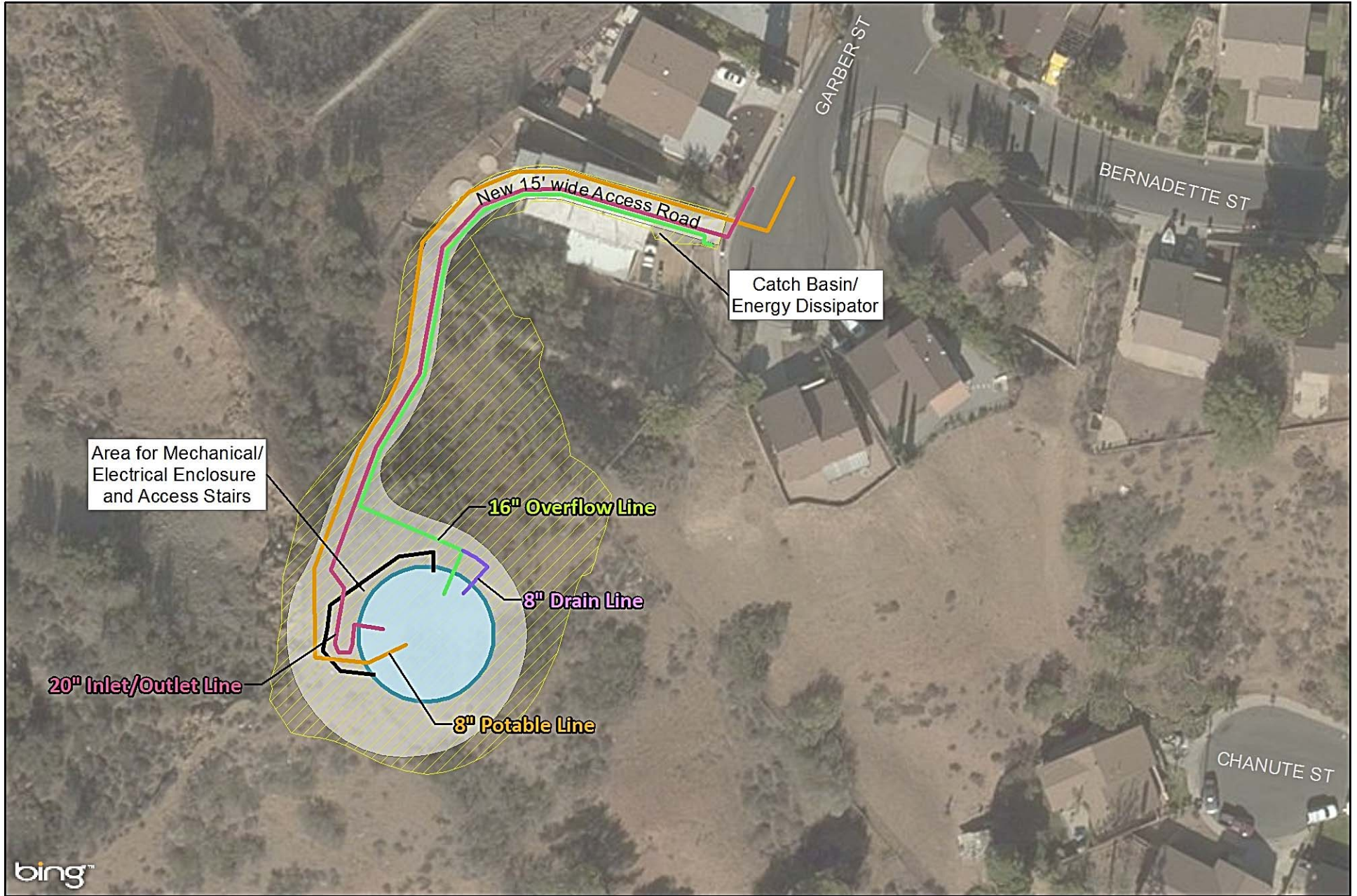
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tank when not affected by side walls. The new line will supply 1,000 gpm during peak demand periods, and 1,500 gpm during non-peak hours.


- **8,400 feet of 20-inch pipe** (recycled water distribution line) from the tank to the Hansen Dam Golf Course – The distribution line will supply 3,600 gpm during winter peak demand and 5,600 gpm during the summer peak hour. Pipeline installation will require a 3 to 4 ft-wide trench, approximately 4 to 5-ft deep.
- **Perimeter security fence** – The site will be secured with a perimeter 8-ft high chain link fence with a gate at the site entrance and a separate fence with barbed or razor wire surrounding the mechanical equipment enclosure.

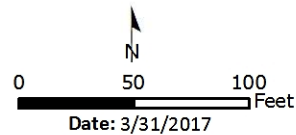
### 1.5.1 Construction Description

The sequence for construction activity will be: demolition, access road construction, grading for foundation, and installation (steel welding) of the tank. Approximately 17,000 cubic yards of soil will be removed from approximately 0.8 acres during tank construction. Excavation soils and debris will be temporarily staged on a large (previously disturbed) open area owned by Los Angeles County along Airpark Way. The total construction period for the project will be approximate 24 months, and at this time, it is assumed that the tank would be constructed from early 2019 to late 2020. Pipeline installation will proceed in late 2018. Installation of the 20-inch pipeline is estimated to proceed at 25 to 30 feet per day. Construction activities would occur Monday to Friday from 7:00 AM to 5:00 PM; work on Saturday, if needed, would be between 8:00 AM and 6:00 PM. Pending receipt of a noise variance, construction at the golf course may occur at night: 9:00 PM to 5:00 AM. Active grading areas and unpaved roads will be watered as necessary to reduce migration of dust from the project area. Construction equipment estimated to be required is summarized in **Table 2**.



**Key to Features**

-  Recycled Water Tank
-  Extent of Grading Area
-  Access Road



**Garber Street Recycled Water Tank and Trunkline Project Site Map**



**Figure 3**

# Project and Agency Information

**Table 2  
Estimated Equipment and Vehicles for Project Construction**

Construction Task	Anticipated Equipment	Qty.	Est. HP	Days	Hours / Day
<b>House Demolition</b>					
Demolition and Debris Removal	Loader	1	450	10	4
	Excavator	1	250	10	6
	Haul Truck	1		10	4
<b>Recycled Water Tank</b>					
Clear and Grub, Excavation	Dozer	1	464	60	6
	Loader	1	450	60	6
	Excavator	1	250	60	6
	Haul Truck	4		60	3
	Water truck	1		60	4
	Light Duty Truck	3		60	2
Pad Construction, LID Construction, Fence Construction, Tank Installation and Painting	Dozer	1	464	5	6
	Light Duty Truck	3		40	2
	Concrete Truck	1		20	1
	Delivery Truck	1		20	2
	Concrete Pump Truck	1		15	3
	Crane	1	120	80	5
	Excavator	1	250	14	6
	Loader	1	500	24	4
	Personnel Aerial Lifts	2	50	110	6
	Forklift, 10,000 lb., all terrain	2	160	80	4
	Air Compressor	2	250	30	6
Welder	4		60	6	
<b>Access Road</b>					
Access Road Installation, Underground Pipe Installation, and Landscaping	Motor Grader	1	120	5	6
	Skip Loader	1	50	20	4
	Roller Compactor	1	50	20	4
	Asphalt Paving Equipment	1	175	2	7
	Forklift, 10,000 lb., all terrain	1	160	25	5
	Water Truck	1		24	4
	Light Duty Truck	1		25	4
	Concrete Truck	1		10	1
	Excavator/Backhoe	1	250	46	6
	Heavy Duty Truck (hydroseeding)	1		2	4
Delivery Truck	1		15	3	
<b>Pipelines</b>					
Pipeline Installation	Excavator	1	500	60	8
	Loader	1	500	60	8
	Skip Loader	1	50	60	8
	Paver	1	25	60	8
	Roller Compactor	1	50	60	8
	Haul Truck (soil removal)	1		60	4
	Delivery Truck	1		60	4
	Water Truck	1		60	6
	Light Duty Truck	1		60	4
	Streetsweeper	1		60	2

### 1.5.2 Revegetation of the Project Site

Existing vegetation on the approximately 0.8-acre grading area would be removed; once the tank is installed, ground vegetation would be re-established. Potential shrubs to be included in the planting plan are:

- Deerweed (*Lotus scoparius*)
- Dwarf Coyote Bush (*Baccharis pilularis*)
- Baja Fairy Duster (*Calliandra californica*)
- Hoiry-Leaved Lilac (*Ceanothus crassifolius*)
- Yankee Point California Lilac (*Ceanothus griseus*)
- Coast Sunflower (*Encelia californica*)
- California Buckwheat (*Eriogonum fasciculatum*)
- Our Lord's Candle (*Hesperoyucca whipplei*)
- Toyon (*Heteromeles arbutifoli*)
- Bladder Pod (*Peritoma arborea*)
- Laurel Sumac (*Malosma laurina*)
- Deer Grass (*Muhlenbergia rigens*)
- Black or Honey Sage (*Salvia mellifera*)
- Blue Elderberry (*Sambucus mexicana*)
- Common Yarrow (*Achillea millefolium*)
- California Gray Rush (*Juncus patens*)





# Section 2

## Environmental Analysis

### 2.1 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 checklist on the following pages.

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics           | <input type="checkbox"/> Geology and Soils               | <input checked="" type="checkbox"/> Noise                      |
| <input type="checkbox"/> Agricultural Resources          | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Population and Housing                |
| <input checked="" type="checkbox"/> Air Quality          | <input type="checkbox"/> Hydrology and Water Quality     | <input type="checkbox"/> Public Services                       |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning           | <input type="checkbox"/> Recreation                            |
| <input checked="" type="checkbox"/> Cultural Resources   | <input type="checkbox"/> Mineral Resources               | <input checked="" type="checkbox"/> Transportation and Traffic |
|  | <input type="checkbox"/> Greenhouse Gas Emissions        | <input type="checkbox"/> Utilities and Service Systems         |

### 2.2 AGENCY DETERMINATION

On the basis of this initial evaluation:

- I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the 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 applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the 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 project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Nachie J Parker for  
Signature

8-10-18  
Date

Charles C. Holloway  
Printed Name

Manager of Environmental Planning and Assessment  
Title

## Section 2 – Environmental Analysis

### 2.3 ENVIRONMENTAL CHECKLIST

#### 2.3.1 Aesthetics

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:** Federal Regulation Title 14 Part 77 establishes standards and notification requirements for objects affecting navigable airspace. FAA Advisory Circular (AC) No. 70/7460-1L sets forth standards for marking and lighting obstructions that have been deemed to be a hazard to air navigation. Based on the height of the reservoir and its location on airport property, design of the proposed reservoir must meet the requirements of AC 70/7460-1L. Based on coordination with the FAA, the tank color will be neutral on 180° of the tank on the side facing residences and 180° orange and white checkerboard on the side facing the airport. Also in compliance with FAA requirements, one red light will be installed on the top of the tank; the light will be illuminated from dusk to dawn. Graphical renderings of the proposed recycled water tank from several vantage points are provided in Appendix A.

a) **Less than Significant Impact.** The proposed tank location is on County of Los Angeles Whiteman Airport property adjacent to an existing residential neighborhood. Existing views of the tank site are of an undeveloped area where vegetation is periodically managed for fire prevention. The parcel is fenced (chain-link), but no structures are present on-site. During construction, views of the tank site would include limited numbers of construction vehicles, equipment and workers. During construction of the project, grading, materials transport and other construction activities may degrade the visual character and quality of the project site, including local roadways along the pipeline alignment, temporarily for up to 24 months. It is estimated that pipelines would be installed over 8 months, and tank installation over 24 months. The impact on scenic resources from project construction would be temporary and less than significant. Once installed, the tank would be visible in the adjacent residential area to varying degrees depending on location (see conceptual graphical renderings of the proposed tank in Appendix A). The tank would also be visible from the airport side, and exterior painting of the tank on the airport side would be orange checkerboard for aviation safety. However, since the project site is located on an airport and there are no designated scenic vistas, impacts would be less than significant. Additionally, there would be no impacts on scenic vistas from project pipelines since they would be buried.

- b) **No Impact.** The closest eligible State scenic highway (eligible, but not designated) to the project site is the 210 Freeway, located over 1.2 miles north and east of the tank site. The closest officially designated State scenic highway is State Route 2, located over 12 miles southeast of the site (Caltrans, 2017). Based on these distances, the project would have no potential to obstruct views from a State scenic highway. Therefore, there would be no impact.
- c) **Less Than Significant Impact with Mitigation Incorporated.** Once installed, views of the project site would be of a water tank – neutral color on the neighborhood side and orange checkerboard on the airport side. As under existing conditions, the parcel would be surrounded with a chain-link fence. Existing vegetation on the approximately 0.8-acre grading area would be removed; once the tank is installed, ground vegetation would be re-established. Conceptual graphical renderings of the proposed tank were prepared to reflect future views of the site from a number of vantage points (Appendix A). Based on the height of the tank and location on the hillside, views would include:
- Viewpoint 1 (center of the Garber Street cul-de-sac) – very limited views of the top of the perimeter fencing.
  - Viewpoint 4 (center of Chanute Street cul-de-sac) – view of the majority of the neutrally-colored side of the tank.
  - Viewpoint 5 (Chanute Street at Empire Drive) – view of the majority of the neutrally-colored side of the tank.
  - Viewpoint 6 (center of the Terra Bella cul-de-sac) – view of the majority of the neutrally-colored side of the tank and a small portion of the orange checkerboard safety markings side of the tank.
  - Viewpoint 7 (Terra Bella Street at DeFoe Avenue) – limited view of the top portion only of the tank, including very small portion of the orange checkerboard safety markings side of the tank.
  - Viewpoint 8 (center of the Remington Street cul-de-sac) – view of the majority of the neutrally-colored side of the tank and a portion of the orange checkerboard safety markings side of the tank.
  - Viewpoint 9 (Remington Street just west of DeFoe Avenue) – view of the majority of the neutrally-colored side of the tank and a portion of the orange checkerboard safety markings side of the tank.

For some areas in the neighborhood adjacent to the project site, installation of the recycled water tank would create a view of a large infrastructure facility, changing the visual character of the area. The aesthetic impacts on the neighborhood would vary substantially by location, but would be potentially significant for some locations (e.g., Viewpoints 4, 5, 6, 8, and 9). Therefore, vegetative screening of the recycled water tank shall be provided on the neighborhood (neutrally-painted) side of the tank. Graphical renderings of the proposed tank with vegetative screening were prepared to reflect future views of the site from a number of vantage points (Appendix A). Installed trees would initially be 4 to 8 feet tall, growing at an estimated rate of 6 to 8 inches per year. It is anticipated that the planted trees would grow to 20 to 25 feet tall in 25 years, and that tree canopy density would double every 3 years. With implementation of mitigation measure AES-1, project-related impacts on visual character would be less than significant.

## Section 2 – Environmental Analysis

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- d) **Less Than Significant Impact.** Emergency motion-activated lighting would be installed at the tank site. The lighting features would be shielded away from neighboring residences and surrounding open space area. Additionally, in compliance with FAA requirements to mitigate for aviation hazards, one red light would be provided at the center of the top of the tank, and illuminated from dusk to dawn. The new ground lighting would not be used continually, and is not expected to result in significant impacts to nighttime views. The required tank lighting would be visible from many vantage points in the surrounding neighborhood. The impact is adverse for nighttime views, but less than significant in the context of the existing airport. The surrounding area includes other structures with both aviation safety markings and lighting. Construction activities are not anticipated to require additional lighting because activities would normally be scheduled to take place during daylight hours. Overall, project related impacts on light and glare would be less than significant.

### **Mitigation Measure**

Mitigation measure AES-1 would reduce potentially significant impacts on the visual character of the tank site to less than significant levels.

**AES-1 Vegetative Screening.** Vegetative screening shall be installed on the neutrally-painted side of the tank facing the neighborhood; screening may not obstruct views on the airport side of the tank (the side with the orange checkerboard navigation safety marking). Native trees (Coast Live Oak, California Ash, or similar) shall be planted as a vegetative screen for the tank. Trees planted on the slopes shall be approximately 4 to 8 feet tall. Trees on the flat areas shall be 24-inch box trees. Irrigation will be provided for the establishment period of the vegetative, approximately 2 years.

## Section 2 – Environmental Analysis

### 2.3.2 Agricultural and Forest Resources

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion:

a), b), c), d), e) **No Impact.** The proposed project site is located in an urbanized area. The project site is not occupied by existing Farmland, Timberland or forest land as defined by the California Resources Agency (Public Resources Code, Sections 10213, 12220(g) and 4526), and is not located in the vicinity of existing agricultural operations (California Department of Conservation, 2015). There is no agricultural zoning in the vicinity (City of Los Angeles, 2018). The project site does not contain any timberland zoned for Timberland Production as defined by Government Code section 51104(g). Project actions would be limited to the tank site and existing roadways, which have no agriculture, forest or timber resources. Therefore, the project would not result in conversion of Farmland, timberland or forest land to other uses. Therefore, no impacts would occur.

## Section 2 – Environmental Analysis

### 2.3.3 Air Quality

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

The Pacoima area of Los Angeles is within the East San Fernando Valley region of the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the south and west. The climate is warm and temperate. The mild climate is occasionally disrupted by periods of hot weather, winter storm and Santa Ana winds. The average annual temperature is 68° Fahrenheit and the average rainfall is 18 inches, occurring primarily in the winter months. The topography and climate make the Basin an area of high air pollution potential. A warm air mass frequently descends over the cool, moist marine layer, forming a cap which traps pollutants near the ground (SCAQMD, 2017).

The Los Angeles County portion of the SCAB is regulated by the South Coast Air Quality Management District (SCAQMD) and is state-designated as a non-attainment area for ozone (8-hour), particulate matter 10 microns or less in diameter (PM<sub>10</sub>), and particulate matter 2.5 microns or less in diameter (PM<sub>2.5</sub>) (California Air Resources Board (CARB), 2017). Based on the federal standards, the SCAB is a non-attainment area for ozone (8-hour) and in attainment for PM<sub>10</sub>. EPA has approved a re-classification to “serious” nonattainment for the 24-hour PM<sub>2.5</sub> standard. The SCAB is state and federal-designated as in attainment for nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>) and carbon monoxide (CO).

SCAQMD has established thresholds of significance for air quality impacts for construction and operation (**Table 3**). SCAQMD also publishes localized significance thresholds (LSTs) that are a function of a project’s location, size, and sensitive receptor distance. Based on the project location within the East San Fernando Valley (Source Receptor Area 7), a project size less than 2 acres and 25 meters to the nearest receptor, LSTs are listed in **Table 3**.



**Table 3  
SCAQMD Air Quality Significance Thresholds**

<b>Mass Daily Thresholds</b>			
<b>Pollutant</b>	<b>Construction</b>	<b>Operation</b>	<b>Construction LST</b>
NOx	100 lbs/day	55 lbs/day	114
VOC	75 lbs/day	55 lbs/day	--
PM <sub>10</sub>	150 lbs/day	150 lbs/day	7
PM <sub>2.5</sub>	55 lbs/day	55 lbs/day	4
SOx	150 lbs/day	150 lbs/day	--
CO	550 lbs/day	550 lbs/day	786

NOx = Nitrogen oxide, VOC = Volatile Organic Compounds, PM<sub>10</sub> = Particulate matter 10 microns or less in diameter, PM<sub>2.5</sub> = Particulate matter 2.5 microns or less in diameter, SOx = Sulfur oxides, CO = Carbon monoxide

LST = localized significance thresholds for Source Receptor Area 7 (East San Fernando Valley), project site of 2 acres and nearest receptor 25 meters (SCAQMD, 2008a)

Source: SCAQMD CEQA Handbook (SCAQMD, 1993; revised 2006)

- a) **No Impact.** The applicable air quality plan for the project area is the 2016 Air Quality Management Plan (AQMP), approved by the SCAQMD on March 3, 2017 (SCAQMD, 2017). The AQMP is designed to satisfy the planning requirements of both the federal and California Clean Air Acts. The AQMP outlines strategies and measures to achieve federal and state standards for healthful air quality for all areas under SCAQMD’s jurisdiction. The 2016 AQMP demonstrates attainment of the 1-hr and 8-hr ozone National Ambient Air Quality Standards (NAAQS) as well as the latest 24-hr and annual PM<sub>2.5</sub> standards.

A project is deemed inconsistent with the applicable air quality plan if it would result in population and/or employment growth that exceeds growth estimated in the applicable air quality plan. Since the project does not include construction of homes or businesses, it would not directly impact population growth. While the project will store recycled water for irrigation, the only potable water feature would be 700 feet of 8-inch potable water backup line. The new potable water line would not be connected to residences or commercial development and therefore, would not, either directly or indirectly, induce substantial population growth in the area. Therefore, the proposed project would not conflict with or obstruct the implementation of the AQMP. There would be no impact on the relevant air quality plan.

- b) and c) **Less than Significant.** Operation of the proposed recycled water tank would not cause a substantial increase in air pollutant emissions. With the Garber Street tank, the recycled water system will be more efficient since the new tank will be able to sustain the system demand during low flow (50 to 200 gpm), thereby reducing pumping at the Hansen Dam Golf Course pumping station. Air pollutant emissions from offsite electric generation would therefore be reduced, a beneficial impact on air quality. Other emissions related to project operation include vehicle emissions from maintenance staff visiting the site; these

## Section 2 – Environmental Analysis

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emissions would be infrequent. Overall, air pollutant emissions during project operation would be less than significant.

The proposed project would temporarily generate air pollutants from construction activities. Construction of the proposed project would include demolition of the existing residence; site preparation; grading; construction of the proposed tank; paving of the access road and pipeline installation. These construction activities would generate air pollutants from equipment exhaust, earth disturbance, and off-gassing from asphalt and paints. **Table 4** summarizes estimated emissions based on estimated maximum day emissions during construction. The emissions were estimated based on the worst-case day occurring during excavation. Additional particulate matter emissions would result from earthwork as summarized in **Table 5**. Peak-day pollutant emissions are predicted to be below SCAB construction thresholds and LST for the East San Fernando Valley. However, to further reduce less than significant air quality impacts, and consistent with SCAQMD Rule 403 requirements for construction projects, mitigation measures AQ-1 would be implemented. With site watering, particulate matter emitted during the earthwork phase of project construction from grading and excavation would be reduced an estimated 61 percent (SCAQMD, 2006). The impact of project construction would be less than significant on air quality.

**Federal Clean Air Act Conformity.** The federal Clean Air Act general conformity requirements are specified in the Code of Federal Regulation (CFR). Estimated emissions for the project are well below the de minimis levels specified by 40 CFR 93.153 and less than 10 percent of the SCAB's inventory for nonattainment criteria pollutants (ozone precursors and particulate matter). The de minimis levels are 10 tons/year for VOCs or NO<sub>x</sub> in an extreme ozone nonattainment area, 100 tons/year for PM<sub>10</sub> in a maintenance area, and 100 tons/year for PM<sub>2.5</sub> direct emissions. Temporary project-related construction emissions would be substantially less than these thresholds - less than 1 to 2 tons/year for VOCs, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. Therefore, the project is in conformity with the Federal Clean Air Act.

- d) **Less than Significant.** Certain residents, such as the very young, the elderly and those suffering from certain illnesses or disabilities, are particularly sensitive to air pollution and are considered sensitive receptors. In addition, active park users, such as participants in sporting events, are sensitive air pollutant receptors due to increased respiratory rates. Land uses where sensitive air pollutant receptors congregate include schools, day care centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities.

As described above, the proposed project would not exceed air quality thresholds for construction activity. However, to further reduce less than significant air quality impacts, mitigation measure AQ-1 would be implemented to reduce particulate matter emissions. Operation of the proposed tank and pipelines would not result in increased air pollutant emissions over existing conditions. Impacts on sensitive receptors would therefore be less than significant.

In addition to the priority pollutants discussed in b) and c) above, toxic air emissions are of potential concern to sensitive receptors. The proposed project would generate emissions from construction equipment during construction activities, including emissions from diesel trucks and heavy construction equipment. CARB classifies diesel particulate emissions as a toxic air contaminant (TAC). Significant impacts associated with exposure to diesel particulate

## Section 2 – Environmental Analysis

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emissions are not expected because construction would occur 5 days per week for approximately 24 months. Quantitative cancer risk analyses are based on exposure of 70 years for residential exposures and 46 years for occupational exposures; exposure to project-related emissions will be for a much shorter period of time (i.e., during the construction phase). The maximum particulate emission for diesel engines is estimated at approximately 1 pound per day during the peak construction phase. Based on the short exposure period and small amount of emissions, toxic air contaminant emissions would be less than significant during the construction phase. As discussed above, project operation would not result in substantial air pollutant emissions over existing conditions. Due to the limited duration of project construction, project related air quality impacts on sensitive receptors would be less than significant.

- e) **Less than Significant.** During construction, equipment exhaust and certain construction materials (e.g., asphalt) may be mildly odorous. However, such odors would be limited to the immediate vicinity of the project site, would dissipate rapidly, and would cease at the end of construction. Operation of the recycled water tank and pipelines would not generate any odors. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people, and project-related impacts related to odors would be less than significant.

### **Mitigation Measure**

Mitigation measure AQ-1 would further reduce less than significant air pollutant emissions during project construction.

- AQ-1 Site Watering.** Disturbed areas of the project site shall be watered as necessary during the demolition, excavation, grading and site preparation phases of project construction.

**Table 4  
Estimated Peak Day Construction Air Pollutant Emissions**

Emissions Source (on-road vehicles)	Vehicle Type	No.	Est Max miles per day	Emission Factor (lbs/mi) <sup>1</sup>						Est Peak Day Emissions (lbs/day)					
				VOC	CO	NOx	SOx	PM10	PM2.5	VOC	CO	NOx	SOx	PM10	PM2.5
Light Duty Truck	PV	3	20	0.0005	0.0047	0.0004	0.0000	0.0001	0.0001	0.03	0.28	0.03	0.00	0.01	0.00
Water Truck	HHDT	1	5	0.0012	0.0057	0.0139	0.0000	0.0007	0.0006	0.01	0.03	0.07	0.00	0.00	0.00
Dump Truck	HHDT	4	5	0.0012	0.0057	0.0139	0.0000	0.0007	0.0006	0.02	0.11	0.28	0.00	0.01	0.01
Workers Personal Vehicles	PV	8	50	0.0005	0.0047	0.0004	0.0000	0.0001	0.0001	0.22	1.89	0.17	0.00	0.04	0.03
Emissions Source (construction equipment)	No.	Est Max hrs of use per day	Emissions Factor (lbs/hr) <sup>2</sup>						Est Peak Day Emissions (lbs/day)						
			VOC	CO	NOx	SOx	PM10	PM2.5 <sup>3</sup>	VOC	CO	NOx	SOx	PM10	PM 2.5	
Dozer	1	6	0.2407	0.9773	1.8134	0.0026	0.0728	0.0648	1.44	5.86	10.88	0.02	0.44	0.39	
Excavator	1	6	0.0878	0.3298	0.5187	0.0018	0.0176	0.0157	0.53	1.98	3.11	0.01	0.11	0.09	
Loader	1	6	0.1369	0.5126	0.9018	0.0023	0.0326	0.0290	0.82	3.08	5.41	0.01	0.20	0.17	
Fugitive Dust from grading, material handling and truck travel for soil hauling (see Table 5)													2.90	2.39	
<b>Total</b>										<b>3.1</b>	<b>13.2</b>	<b>20.0</b>	<b>0.0</b>	<b>3.7</b>	<b>3.1</b>

PV: passenger vehicles, HHDT: heavy-heavy-duty trucks, DT: delivery trucks

<sup>1</sup> SCAQMD. 2007a. EMFAC2007 v. 2.3 Emission Factors for On-Road PV & DT. Scenario Year 2019

<sup>2</sup> SCAQMD. 2007b. SCAB Fleet Average Emission Factors (Diesel). Scenario year 2019

<sup>3</sup> SCAQMD. 2006. Final –Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance

## Section 2 – Environmental Analysis

**Table 5  
Estimated Fugitive Dust Emissions**

<b>Emissions Type</b>	<b>Emissions Factor</b>	<b>Units</b>	<b>Source of Emission Factor</b>	<b>Graded Area (acres per day)</b>	<b>PM10 Emissions (lbs per day)</b>	<b>PM2.5 Emissions (lbs per day)</b>
Grading	26.4	lbs/acre	SCAQMD, 1993	0.1	2.64	2.35
				<b>Material Handled (tons per day)</b>		
Material Handling	0.000449	lbs/ton	AP-42 13.2.4	550	0.247	
Material Handling	0.000068	lbs/ton	AP-42 13.2.4	550		0.037
				<b>Miles per day</b>		
Travel on paved roadways - soil haul truck	0.000627	lbs/VMT	AP-42 13.2.1	20	0.013	
Travel on paved roadways - soil haul truck	0.000154	lbs/VMT	AP-42 13.2.1	20		0.003
<b>Totals</b>					<b>2.90</b>	<b>2.39</b>

AP-42 Source: EPA, 1995

## Section 2 – Environmental Analysis

### 2.3.4 Biological Resources

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

A survey for biological resources and habitat assessment within the project site (and a 300-foot buffer where accessible) was conducted on June 13, 2018. Sources used to identify significant biological resources potentially present on the site were: special status plant and wildlife species lists published by the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB; CDFW, 2018), and the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants of California (CNPS, 2018). The entire proposed tank area was surveyed by walking "meandering transects" throughout all accessible portions, with particular attention given to areas of suitable habitat for special-status plant species. The primary goals of wildlife surveys were to identify and assess habitat capable of supporting special-status wildlife species and/or to document the presence/absence of special-status wildlife species.

## Section 2 – Environmental Analysis

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The proposed tank site is on top of an undeveloped hill, between a residential neighborhood and Whiteman Airport. On-site vegetation types consist of wild oats grasslands, laurel sumac scrub, California sagebrush-California buckwheat scrub, disturbed/developed, and golf course turf grass. Results of the biological resources survey (Stantec, 2018), including lists of plant and animal species observed on-site, are included in Appendix B.

- a) **Less Than Significant Impact with Mitigation Incorporated.** The tank site is at the top of an undeveloped hill adjacent to a residential area. The project site for the proposed pipelines includes existing residential and major streets and golf course roads. Although no special status plant species were observed during the biological resources surveys, 15 sensitive plant species (5 endangered) have the potential to occur in the project region (Table 3 of Appendix B). Based on on-site soils and habitat conditions, six of the plants listed are not likely to occur; the remaining nine are considered to have a low potential for occurrence at the project site. However, since there is still some limited potential for sensitive plant species to occur at the tank site, additional focused botanical surveys will be conducted prior to construction (mitigation measure **Bio-3**) to reduce potential impacts on sensitive plant species to less than significant levels. Additionally, mitigation measures **Bio-1** (best management practices) and **Bio-2** (worker environmental education program) will be implemented to avoid or minimize impacts on biological resources.

Based on the disturbed nature of the site and its relative isolation from natural open space, the number and variety of animal species are limited. Passerine (perching) birds are expected to use the site, as are common reptile and mammal species of suburban landscapes. Although no special status animal species were observed during the surveys, 31 sensitive animal species (7 threatened or endangered) have the potential to occur in the project region (Table 4 of Appendix B). Of these species, four have a moderate potential to occur on the site, including: coastal whiptail, two bird species (Cooper's Hawk and Coastal California Gnatcatcher), and San Diego black-tailed jackrabbit. Significant impacts to these species are not anticipated. However, since there is still some limited potential for sensitive animal species to occur at the tank site, additional wildlife surveys will be conducted prior to construction (mitigation measure **Bio-3**) to reduce potential impacts on sensitive animals to less than significant levels. Implementation of mitigation measure **Bio-4** would further reduce impacts on sensitive bird species to less than significant levels.

The Migratory Bird Treaty Act (MBTA) and Sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) protect the nests of essentially all bird species (native and non-native), including common species such as mourning dove, Anna's hummingbird, and house finch. Nesting birds have potential to occur in vegetation throughout the project area. With implementation of mitigation measure **Bio-4**, impacts on migratory birds would be less than significant.

- b) **Less Than Significant Impact.** One CDFW sensitive vegetation community, California sagebrush-California buckwheat scrub, occurs within the proposed tank site (Figure 2 of Appendix B). Vegetation communities with a state rank of S1-S3 are generally considered sensitive as part of CEQA review. California sagebrush-California buckwheat scrub has a rank of S4 (Apparently Secure). Disturbance to 0.007 acres of this vegetation community would occur during project grading (Figure 2 of Appendix B). Due to the small size of the



## Section 2 – Environmental Analysis

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impact area and the isolated nature of the onsite habitat, and since the project site will be revegetated (see species list in Section 1.5.2) project-related impacts on sensitive vegetation communities would be less than significant.

- c) **No Impact.** The project site does not contain any streams, rivers or wetlands, therefore, implementation of the project would have no impact on potentially jurisdictional resources.
- d) **Less Than Significant Impact with Mitigation Incorporated.** A review of available literature, including the South Coast Missing Linkage Project (Penrod et al., 2001), has not identified any critical habitat linkages or established wildlife corridors in the project area. The proposed tank site is fenced to the northwest, north and east which likely limits wildlife movement in the area. No rivers or streams are present on the project site, therefore, the project would not impact migration patterns of any fish species. Effects on bird migration patterns, if any, will be temporary and only during the construction phase of the project. Implementation of mitigation measure **Bio-4** for the protection of nesting migratory birds would reduce impacts to less than significant levels.
- e) **No Impact.** The project will not conflict with the City's Native Tree Protection Ordinance (City of Los Angeles, 2006). The Los Angeles Municipal Code (Section 1. Subdivision 12 of Subsection A of Section 12.21; Ordinance 177404) provides for protection of native trees of four types: (1) oaks other than Scrub Oak (*Quercus dumosa*), (2) Southern California Black Walnut (*Juglans californica* var. *californica*), (3) Western Sycamore (*Platanus racemosa*), and (4) California Bay (*Umbellularia californica*). Based on the results of the biological survey conducted for the project, no species protected under the City's Native Tree Protection Ordinance occur on the project site. Therefore, since the project would not conflict with any local policies or ordinances protecting biological resources, no impact would occur.
- f) **Less than Significant Impact.** The proposed tank site does not fall within the boundaries of any Habitat Conservation Plan, Significant Ecological Area (SEA) or Natural Community Conservation Plan (CDFW, 2017). The proposed pipeline alignment will be along the boundary of SEA 25 (Tujunga Valley / Hansen Dam), adjacent to the golf course (County of Los Angeles, 2015). Since pipelines would be installed within existing roadways on the developed golf course side of the SEA, the impact on biological resources within the Tujunga Valley / Hansen Dam SEA would be less than significant.

### Mitigation Measures

Implementation of the following mitigation measures would reduce impacts on biological resources to less than significant levels:

**Bio-1 Best Management Practices (BMPs).** BMPs shall be implemented as standard operating procedures during all ground disturbance and construction-related activities to avoid or minimize project impacts on biological resources. BMPs shall include:

- Restrict non-essential equipment to the existing roadways and/or ruderal areas to avoid disturbance to native vegetation.

## Section 2 – Environmental Analysis

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- All excavation, steep-walled holes or trenches in excess of 6 inches in depth shall be covered at the close of each working day by plywood or similar materials or provided with one or more escape ramps constructed of earthen fill or wooden planks with a 2:1 slope ratio. Trenches will also be inspected for entrapped wildlife each morning prior to onset of construction activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they will be thoroughly inspected for entrapped wildlife. Any wildlife discovered will be allowed to escape before construction activities are allowed to resume or removed from the trench or hole by a qualified biologist holding the appropriate permits (if required).
- Minimize mechanical disturbance of soils to reduce impact of habitat manipulation on small mammals, reptiles, and amphibians.
- Removal/disturbance of vegetation shall be minimized to the greatest extent feasible.
- Install and maintain appropriate erosion/sediment control measures as needed throughout the duration of work activities.
- No vehicles or equipment shall be refueled within 100 feet of an ephemeral drainage or wetland unless a bermed and lined refueling area is constructed. Spill kits shall be maintained on the project site in sufficient quantity to accommodate at least three complete vehicle tank failures of 50 gallons each. Any vehicles driven and/or operated within or adjacent to drainages or wetlands shall be checked and maintained daily to prevent leaks of materials.

**Bio-2 Implement a Worker Environmental Education Program.** Prior to the start of any construction related activities within the tank site (i.e., surveying, mobilization, fencing, grading, or construction), a Worker Environmental Education Program (WEEP) shall be implemented. Briefings shall include: a discussion of the Federal and State Endangered Species Acts, Bald and Golden Eagle Protection Act, and the Migratory Bird Treaty Act; the consequences of non-compliance with these acts; identification and values of plant and wildlife species and significant natural plant community habitats; hazardous substance spill prevention and containment measures; a contact person and phone number in the event wildlife needs to be relocated or dead or injured wildlife is discovered; and a review of mitigation requirements.

**Bio-3 Pre-Construction Surveys (Plants and Wildlife) and Biological Monitoring.**

Wildlife Surveys: Prior to ground disturbance or vegetation clearing within the tank site, a qualified biologist shall conduct surveys for wildlife (no more than 14 days prior to project site disturbing activities) where suitable habitat is present and may be directly impacted by construction activities. Wildlife found within the project site or in areas potentially affected by the project will be relocated to the nearest suitable habitat that will not be affected by the project prior to the start of construction. Special-status species found within a project impact area shall be relocated by an authorized biologist to suitable habitat outside the impact area.

## **Section 2 – Environmental Analysis**

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Plant Surveys: Prior to initial ground disturbance at the tank site, a qualified biologist shall conduct pre-construction surveys for special-status plant species in all areas subject to ground-disturbing activity. If construction starts in the fall and will extend into the spring, additional surveys shall be conducted in all areas where new ground disturbing activities would occur during the spring (after 1 March). All listed plant species found shall be marked and avoided. Any populations of special-status plants found during surveys will be fully described, mapped, and a CNPS Field Survey Form or written equivalent shall be prepared.

Prior to site grading, any populations of special-status plant species identified during the surveys shall be protected by a buffer zone. The buffer zone shall be established around these areas and shall be of sufficient size to eliminate potential disturbance to the plants from human activity and any other potential sources of disturbance including human trampling, erosion, and dust. The size of the buffer depends upon the proposed use of the immediately adjacent lands and includes consideration of the plant's ecological requirements (e.g., sunlight, moisture, shade tolerance, physical and chemical characteristics of soils) that are identified by the qualified plant ecologist or botanist. The buffer for herbaceous and shrub species shall be, at minimum, 50 feet from the perimeter of the population or the individual. A smaller buffer may be established, provided there are adequate measures in place to avoid the take of the species. Highly visible flagging shall be placed along the buffer area and remain in good working order during the duration of any construction activities in the area.

Where impacts to listed plants cannot be avoided, the USFWS and/or CDFW shall be consulted for authorization, as appropriate.

Biological Monitoring: A qualified biologist shall be present during initial ground disturbance at the tank site and periodically during the bird nesting season. If required, during pre-construction surveys and/or monitoring efforts, the qualified biologist will relocate common and special-status species that enter the project site. Some special-status species may require specific permits prior to handling and/or have established protocols for relocation. Records of all detections, captures and releases shall be reported to CDFW.

**Bio-4 Nesting Bird Surveys and Avoidance Measures.** Where possible, vegetation removal activities should occur after 15 September but prior to 15 February to avoid impacts to nesting birds. Prior to initial site disturbance/issuance of grading permits, seasonally timed presence/absence surveys for nesting birds shall be conducted by a qualified biologist. If construction occurs outside of the avian nesting season, only a single presence/absence survey for special status species will be conducted. If construction is scheduled to begin during the avian nesting season (February 15 through September 15), a minimum of three survey events, three days apart, shall be conducted, with the last survey no more than three days prior to the start of site disturbance. Surveys shall be conducted within 500 feet of all proposed project activities.

If Coastal California Gnatcatcher, or other special-status species are observed, consultation with USFWS and/or CDFW will be conducted. If breeding birds with active nests are found prior to or during construction, a qualified biologist shall establish a 300-

## **Section 2 – Environmental Analysis**

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foot buffer around the nest and no activities will be allowed within the buffer(s) until the young have fledged from the nest or the nest fails. The prescribed buffers may be adjusted by the qualified biologist based on existing conditions around the nest, planned construction activities, tolerance of the species, and other pertinent factors. The qualified biologist shall conduct regular monitoring of the nest to determine success/failure and to ensure that project activities are not conducted within the buffer(s) until the nesting cycle is complete or the nest fails.

## Section 2 – Environmental Analysis

### 2.3.5 Cultural Resources

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

The cultural resources investigation for the proposed project included:

- A California Historical Resources Information System (CHRIS) cultural resources literature review was conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on July 22, 2013.
- A paleontological resources records search was completed by Dr. Sam McLeod of the Natural History Museum of Los Angeles County (LACM) on September 20, 2013.
- An Historic Resources Assessment Report was prepared in August 2013.
- An examination was made of the Historic Property Data File (HPDF) maintained by the Office of Historic Preservation (OHP). The HPDF is a listing of buildings and structures within a specified city that have been evaluated for listing on the National Register of Historic Places (NRHP) and or the CRHR (California Register of Historic Resources).
- A cultural resources field visit and survey of the project site was conducted on July 25, 2013.
- Native American consultation was initiated on July 30, 2013, with submittal of a letter to the Native American Heritage Commission (NAHC). Project letters were then sent to Native American tribes and individuals identified by the NAHC on August 6, 2013.

The results of the cultural resources literature review, field survey, outreach and impact assessment were reported by BonTerra Psomas in 2014. This confidential report is on file with LADWP.

## Section 2 – Environmental Analysis

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- a) **No Impact.** To accommodate the access road for the proposed tank, the project includes demolition of one single-family residence (built in 1964) on Garber Street. The property at 12655 Garber Street does not appear eligible for listing on the NRHP or the CRHR under any of the four significance criteria. Nor does it appear eligible for listing as a City of Los Angeles Historic-Cultural Monument. Since there are no historic resources within or adjacent to the project area, there would be no impact.
- b) **Less than Significant Impact with Mitigation Incorporated.** Twenty-three cultural resources studies have been completed within a 1 mile radius of the project site. At least five of these studies included at least a portion of the current project site but none were intensive studies of the property. The records search revealed that eight cultural resources sites have been previously recorded within ½ mile of the project site, although none of these are within the project site. The NAHC’s Sacred Lands File search failed to indicate the presence of Native American cultural resources in the immediate project area. No archaeological resources were noted on the project site as a result of the 2013 field survey.

The proposed project would not impact any known archaeological resources, and much of the surface (to an unknown depth) of the project area along existing city streets and within Hansen Dam Golf Course has been graded and/or developed. However, given the possibility that grading, trenching, and excavation for the project could impact unknown archaeological resources related to the prehistoric and historic use of the project site, a qualified Archaeologist shall be retained in the event that resources are discovered during excavation (mitigation measure **CR-1**). Native American Monitors need only be included if human remains are discovered. With mitigation, the impact on archaeological resources would be less than significant.

- c) **Less than Significant Impact with Mitigation Incorporated.** A paleontological resources records search indicated that no known fossil localities have been previously recorded within the study area boundaries. Fossil localities have, however, been found nearby from sedimentary deposits that are the same or similar to those that occur in the study area. In the elevated terrain in the western end of the project area, including the area along Garber Street and DeHaven Avenue, exposures of volcanic igneous rocks will not contain fossils. The paleontological resources records search indicated that, along Bernadette Street, there are exposures of the paleontologically sensitive marine middle Miocene Upper Topanga Formation, and in the eastern portion of the project site, in the vicinity of Glenoaks Boulevard, there is older and younger Quaternary Alluvium present.

The project would not impact any known paleontological resources. However, grading into the Upper Topanga Formation and into the deeper buried older Quaternary Alluvium to the east could impact sensitive fossil resources. Mitigation measure **CR-2** shall be implemented to reduce impacts on paleontological resources to less than significant levels.

- d) **Less than Significant Impact with Mitigation Incorporated.** The project site does not include any known cemeteries. There is no indication that human remains are present within the project site. Native American tribes were given an opportunity to reveal the

## Section 2 – Environmental Analysis

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existence of any remains during consultation (none were noted); background research failed to find any potential for remains; and none were found when the project site was physically inspected. However, construction of the proposed project would involve excavation and therefore may have an impact on human remains if any exist in previously unimpacted deposits. With implementation of mitigation measure **CR-3**, the impact would be less than significant.

### Mitigation Measures

Implementation of the following mitigation measures would reduce impacts on cultural resources to less than significant levels:

**CR-1 Cultural Resources Monitor.** If archaeological resources are found during ground-disturbing activities for the project, all grading activities shall cease in the immediate area of the discovery and further disturbance to it shall be prevented by LADWP in consultation with a qualified project Archaeologist. A project Archaeologist shall be retained to first determine whether an archaeological resource uncovered during construction is a “unique archaeological resource” pursuant to Section 21083.2(g) of the *California Public Resources Code* (PRC) or a “historical resource” pursuant to Section 15064.5(a) of the State CEQA Guidelines (*California Code of Regulations* [CCR], Title 14). If the archaeological resource is determined to be a “unique archaeological resource” or a “historical resource”, the Archaeologist shall recommend disposition of the site and formulate a mitigation plan in consultation with the LADWP that satisfies the requirements of Section 21083.2 of the PRC and Section 15064.5 of the State CEQA Guidelines.

If the Archaeologist determines that the archaeological resource is not a “unique archaeological resource” or “historical resource”, s/he shall record the site and submit the recordation form to the California Historical Resource Information System (CHRIS) at the South Central Coastal Information Center (SCCIC). The Archaeologist shall prepare a report of the results of any study prepared as part of a testing or mitigation plan, following accepted professional practice. The report shall follow guidelines of the California Office of Historic Preservation. Copies of the report shall be submitted to the LADWP and to the CHRIS at the SCCIC.

**CR-2 Paleontological Monitoring Plan.** Prior to the commencement of ground disturbing activities, a qualified Paleontologist shall be retained and shall attend the pre-grading meeting. A Paleontological Monitoring Plan (PMP), which outlines procedures for and locations of paleontological monitoring, shall be prepared and submitted to LADWP for review and approval. Excavations that may impact the paleontologically sensitive middle Miocene Upper Topanga Formation and older Alluvium rock formations shall be monitored. Paleontological monitoring shall be conducted as determined necessary in the PMP during grading and other excavation work based on the impact of the above-mentioned paleontologically sensitive rock formations. This will be limited to any trenching in the Upper Topanga along Bernadette Street and any excavations into older Alluvium (a depth of approximately 5 feet) along Glenoaks Boulevard. The Paleontologist shall demonstrate, to the satisfaction of LADWP, the appropriate level of monitoring necessary based on project grading plans, when available.



## Section 2 – Environmental Analysis

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Any paleontological work at the site shall be conducted under the direction of a qualified Paleontologist. If a fossil discovery occurs during grading operations when a Paleontological Monitor is not present, grading shall be diverted around the area until the Monitor can survey the area. Any fossils recovered during the development, along with their contextual stratigraphic data, shall be donated to the City of Los Angeles, or other appropriate institution with an educational and research interest in the materials. The Paleontologist shall prepare a report of the results of any findings as part of a monitoring, testing, or mitigation plan following accepted professional practice.

**CR-3 Protection 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 notified within 24 hours of the discovery. No further excavation or disturbance of the 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 believed to be Native American, s/he shall notify the Native American Heritage Commission (NAHC) in Sacramento within 48 hours. In accordance with Section 5097.98 of the California Public Resources Code, the NAHC must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

## Section 2 – Environmental Analysis

### 2.3.6 Geology and Soils

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Section 1803.5.3 of the 2016 California Building Code creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems, where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion:

A geotechnical evaluation for the project was conducted in January 2011 by Leighton Consulting, Inc. and a supplemental evaluation was performed in May 2017 by Kleinfelder West Inc. Recommendations from these evaluations will be incorporated into project design. The reports summarizing the results of the geotechnical evaluations are on file with LADWP.

The study area for the proposed project is located in the Pacoima Hills in the northern margins of the San Fernando Valley, which is an east-trending structural trough within the Transverse Ranges Geomorphic Province. The northern margin of the San Fernando Valley has received sediments from drainages that originated in the San Gabriel Mountains located to the north. These sediments surround the Pacoima Hills, which are part of an elevated block that exposes older Tertiary-age marine and non-marine sedimentary rocks and volcanic rocks, as well as Cretaceous-age quartz diorite.

The project site is predominantly steep sided to near-vertical terrain in the northwest portion of the site to large hills with steep slopes descending southerly and easterly with near-vertical cliffs above an area of previous quarrying operations. The topographic relief across the site varies between approximately 1,000 to 1,300 feet above mean sea level (msl) and is related to past quarrying operations, ridgeline erosion, resistant basaltic flows and tectonic uplift. Surface drainage has eroded gullies and rills into the underlying bedrock material.

a)-i) **Less Than Significant Impact.** No known active faults have been mapped across the site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone (Hart and Bryant, 2007; CDMG, 1979). The closest known active fault to the project site is the Verdugo Fault, located about 2,000 feet southwest of the proposed project site (Dibblee, 1991). This fault is a high-angle reverse fault that generally dips to the north. The Verdugo Fault is not zoned by the California Geological Survey (CGS) as being within an Alquist-Priolo Earthquake Fault Zone (CGS, 2007). Several other minor faults are mapped throughout the site that are localized inactive faults with variable orientations. Based on the current geologic framework, the potential for surface fault rupture onsite is expected to be low. The project does not involve construction of habitable structures or other large aboveground structures and therefore would not result in a substantial increase in the risk of damage from fault rupture. The impact from fault rupture would be less than significant.

a)-ii) **Less Than Significant Impact.** Based on site reconnaissance by project geologists, the project site is underlain predominantly by bedrock. Strong ground shaking can be expected at the site during moderate to severe earthquakes in this general region. This is common to virtually all of southern California. Intensity of ground shaking at a given location depends primarily upon earthquake magnitude, site distance from the source, and site response (soil type) characteristics. The most recent local (within 25 kilometers of the site) earthquake was the moment magnitude (Mw) 2.0 earthquake on April 9, 2010, approximately 2.88 miles to the west of the project site.

An alignment-specific design-level geotechnical exploration was performed to support design and permitting of the project. As a hillside project, a slope stability evaluation using site-verified strength parameters and bedding information was performed to determine required setbacks and remedial grading if necessary. The construction and installation activities for the project would conform, as applicable, to the latest versions of the California Building Code, the Uniform Building Code, the City of Los Angeles Building Code and other applicable federal, state and local codes. Adherence to these regulations is required for the project and would reduce potential seismic impacts. Therefore, the impact would be less than significant.

a)-iii) **Less Than Significant Impact.** Liquefaction refers to loose, saturated sand or gravel deposits that lose their load supporting capability when subjected to intense shaking. As shown on the State of California Seismic Hazard Zones Map for the San Fernando Quadrangle (CDMG, 1999), this site is not located within an area that has been identified by the State of California as being potentially susceptible to liquefaction. Additionally, liquefaction is not expected to occur at the site due to the relatively high topographical relief, the exposed or shallow bedrock throughout the majority of the proposed project site, and the

## Section 2 – Environmental Analysis

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lack of shallow groundwater. The project does not include habitable structures. The impact from liquefaction would be less than significant.

- a)-iv) **Less than Significant Impact.** The State of California Seismic Hazard Zones Map for the San Fernando Quadrangle (CDMG, 1999) indicates that a portion of the site is located within an area that has been identified by the State of California as susceptible to seismically induced landslides. A possible landslide was observed in the northern portion of the project site on the descending slope northwest of the proposed tank site. This landslide was reported in LACDPW (1995). However, results of slope stability analysis indicate that slope instability will not impact the proposed development. Therefore, the impact from landslides would be less than significant.
- b) **Less Than Significant Impact.** Erosion includes transportation of soil materials by wind or water. The majority of the project area is located on a site with gentle to steep slopes and is covered with loose sands or silty sands derived mostly from hard basalt and weakly cemented Topanga Formation. These sediments are susceptible to erosion. During construction of the project, on-site soils would be temporarily prone to erosion during the excavation and grading phase, especially during heavy rains. After the construction of the project is completed, project site surfaces would not be subject to substantial erosion or loss of topsoil because unpaved areas would be compacted to ensure stability for project uses. Therefore, project-related effects on soil erosion would be limited to temporary construction impacts. Standard erosion control measures will be defined in the Construction Stormwater Pollution Prevention Plan (SWPPP) prepared for the project in compliance with the General NPDES Stormwater Permit for Construction Activity. Therefore, the impact on erosion would be less than significant.
- c) **Less Than Significant Impact.** The surficial units observed at the project site include recent and Quaternary age sediments that form a mantle over the bedrock. These surficial units include artificial fill associated with past quarrying operations, debris flows, and alluvial sediments or slopewash. Bedrock belonging to the Tertiary-age Topanga Formation, volcanic rocks correlative to the Topanga Formation, and Cretaceous-age quartz diorite are generally exposed throughout the majority of the project study area. As discussed above in items a)-iii) and a)-iv), although the proposed project site is located in a seismically active area, the site is not known for unstable soils related to liquefaction and/or landslides. Therefore, the impact would be less than significant.
- d) **Less than Significant Impact.** Geologic considerations are tied to structural characteristics of bedrock and overlying soil mantle. The hillside is predominately underlain by a sequence of folded and faulted sedimentary and volcanic rock. The overlying site soils consist of sands, silty sands, and sandy silts, which are typically non-expansive. The proposed project does not involve construction of habitable structures and the site soils would be removed from beneath all structures prior to construction. Expansive soils are not expected to result in creating a substantial increase in risk to life or property. Therefore, the impact from these soils, if present, would be less than significant.
- e) **No Impact.** No septic tanks or alternative wastewater disposal systems would be required for the project. Therefore, no impacts would occur.

## Section 2 – Environmental Analysis

### 2.3.7 Greenhouse Gas Emissions

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

a) and b) **Less than Significant.** Greenhouse gases (GHGs) (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming”. These greenhouse gases contribute to an increase in the temperature of the earth’s atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation. The principal GHGs include carbon dioxide (CO<sub>2</sub>), methane, and nitrous oxide. Collectively GHGs are measured as carbon dioxide equivalents (CO<sub>2</sub>e).

Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders (EO) regarding greenhouse gases. GHG statues and EOs include Assembly Bill (AB) 32, Senate Bill (SB) 1368, EO S-03-05, EO S-20-06 and EO S-01-07. AB 32, the California Global Warming Solutions Act of 2006, mandates that by 2020, California’s GHG emissions be reduced to 1990 levels.

In the City of Los Angeles, the Sustainable City pLAN (pLAN) sets time-bound outcomes on climate action, most notably to reduce Los Angeles’ greenhouse gas emissions by 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050, all against a 1990 baseline. The pLAN identifies high-impact measures to reduce greenhouse gas emissions over the long-term, including reducing reliance on imported water via conservation, stormwater capture, recycled water, and aquifer clean up to lower the energy intensity of the water system (City of Los Angeles, 2015). As a recycled water storage and transmission project, the proposed project is consistent with the city’s climate change policies.

The SCQAMD has adopted an interim CEQA GHG significance threshold for projects where the SCAQMD is the lead agency. While the SCAQMD is not the lead agency for the proposed project, the SCAQMD’s threshold is identified in this CEQA document as a reference for comparative purposes. The SCAQMD’s draft GHG significance threshold establishes a 5-tier threshold flowchart, with Tier 3 identifying screening thresholds of

## Section 2 – Environmental Analysis

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10,000 metric tons per year (MT/yr) of CO<sub>2</sub>e for stationary source industrial projects and 3,000 MT/yr of CO<sub>2</sub>e for commercial and residential projects.

The only GHG emissions attributable to the project would be those resulting from construction equipment, maintenance equipment/vehicles, and the electricity used for pumping. Maintenance activities would be infrequent, and power demand would be reduced over existing conditions with implementation of the proposed project. With the Garber Street tank, the recycled water system will be more efficient since the new tank will be able to sustain the system demand during low flow (50 to 200 gpm), thereby reducing pumping at the Hansen Dam Golf Course pumping station.

**Tables 6 and 7** summarize anticipated GHG emissions from construction of the project based on worst-case assumptions for vehicles, equipment and personnel. Per SCQAMD guidance, predicted greenhouse gas emissions from construction can be amortized over 30 years, and added to the operations emissions to compare to the SCAQMD threshold of 10,000 MT CO<sub>2</sub>e per year (SCAQMD, 2008b). Since the proposed project would be consistent with City of Los Angeles climate change policy, and since emissions from project construction and operation would be substantially below the SCAQMD threshold, the impact on emissions of GHGs, and thus climate change, would be less than significant.

## Section 2 – Environmental Analysis

**Table 6  
Estimated Greenhouse Gas Emissions from Project Construction**

Emissions Source (on-road vehicles and ATVs)	Vehicle Type	No.	Est Avg miles per yr	Emission Factor (lbs/mi) <sup>1</sup>									Estimated Project Emissions (lbs/yr)								
				VOC	CO	NOx	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	VOC	CO	NOx	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Pickup Truck	PV	1	1780	0.000547	0.004718	0.000437	0.000011	0.000095	0.000063	1.104961	0.000047	0.000042	0.97	8.40	0.78	0.02	0.17	0.11	1966.83	0.08	0.07
Heavy Duty Truck	HHDT	1	10	0.001202	0.005654	0.013891	0.000040	0.000702	0.000561	4.206378	0.000055	0.001320	0.01	0.06	0.14	0.00	0.01	0.01	42.06	0.00	0.01
Haul Truck	HHDT	1	22000	0.001202	0.005654	0.013891	0.000040	0.000702	0.000561	4.206378	0.000055	0.001320	26.45	124.40	305.60	0.89	15.44	12.34	92540.32	1.21	29.03
Delivery Truck	DT	1	1700	0.001306	0.008572	0.009002	0.001306	0.000374	0.000293	2.850602	0.000056	0.000855	2.22	14.57	15.30	2.22	0.64	0.50	4846.02	0.10	1.45
Water Truck	DT	1	640	0.001306	0.008572	0.009002	0.001306	0.000374	0.000293	2.850602	0.000056	0.000855	0.84	5.49	5.76	0.84	0.24	0.19	1824.39	0.04	0.55
Workers Personal Vehicles	PV	8	13000	0.000547	0.004718	0.000437	0.000011	0.000095	0.000063	1.104961	0.000047	0.000042	56.8	490.7	45.5	1.1	9.9	6.5	114915.9	4.93	4.32
<b>Total</b>																					
Emissions Source (construction equipment)	No.	No. Days in use per yr	Est Avg hrs of use per day	Emissions Factor (lbs/hr) <sup>2</sup>									Estimated Project Emissions (lbs/yr)								
				VOC	CO	NOx	SOx	PM <sub>10</sub>	PM <sub>2.5</sub> <sup>3</sup>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	VOC	CO	NOx	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Dozer	1	65	6	0.2407	0.9773	1.8134	0.0026	0.0728	0.0648	265	0.0217	0.172275	93.9	381.2	707.2	1.0	28.4	25.3	103300.3	8.5	67.2
Excavator	1	190	6	0.0878	0.3298	0.5187	0.0018	0.0176	0.0157	158.6827	0.0079	0.049273	100.1	375.9	591.3	2.0	20.1	17.9	180898.3	9.0	56.2
Loader	1	154	6	0.2407	0.9773	1.8134	0.0026	0.0728	0.0648	264.8725	0.0217	0.172275	222.4	903.0	1675.6	2.4	67.3	59.9	244742.2	20.1	159.2
Skip Loader	1	80	8	0.0245	0.2019	0.1717	0.0003	0.0053	0.0047	25.5192	0.0022	0.016312	15.7	129.2	109.9	0.2	3.4	3.0	16332.3	1.4	10.4
Concrete Truck	1	45	2	0.0227	0.0747	0.1381	0.0002	0.0061	0.0054	17.5562	0.0021	0.013116	2.0	6.7	12.4	0.0	0.5	0.5	1580.1	0.2	1.2
Roller Compactor	1	80	8	0.0600	0.2489	0.2103	0.0003	0.0143	0.0127	25.9831	0.0054	0.019978	38.4	159.3	134.6	0.2	9.1	8.1	16629.2	3.5	12.8
Crane	1	80	5	0.0589	0.3465	0.3579	0.0006	0.0272	0.0243	50.1479	0.0053	0.033997	23.6	138.6	143.1	0.2	10.9	9.7	20059.2	2.1	13.6
Aerial Lift	2	110	6	0.0293	0.1466	0.1471	0.0003	0.0081	0.0072	19.6128	0.0026	0.013978	38.7	193.6	194.2	0.3	10.7	9.5	25888.8	3.5	18.5
Air Compressor	2	30	6	0.0796	0.5112	0.4929	0.0009	0.0353	0.0314	74.9649	0.0072	0.046821	28.7	184.0	177.4	0.3	12.7	11.3	26987.4	2.6	16.9
Motor Grader	1	5	6	0.0796	0.5112	0.4929	0.0009	0.0353	0.0314	74.9649	0.0072	0.046821	2.4	15.3	14.8	0.0	1.1	0.9	2248.9	0.2	1.4
Forklift	2	93	4	0.0364	0.3319	0.2037	0.0006	0.0105	0.0094	56.0544	0.0033	0.019349	27.1	246.9	151.5	0.5	7.8	7.0	41704.4	2.4	14.4
Street Sweeper	1	60	2	0.0632	0.4933	0.3919	0.0009	0.0217	0.0193	78.5	0.0057	0.037229	7.6	59.2	47.0	0.1	2.6	2.3	9425.2	0.7	4.5
Asphalt Paving Equipment	1	62	8	0.1002	0.5958	0.6969	0.0011	0.0391	0.0348	101	0.0090	0.066210	49.7	295.5	345.7	0.6	19.4	17.3	50107.5	4.5	32.8
<b>Total</b>													<b>738</b>	<b>3732</b>	<b>4678</b>	<b>13</b>	<b>221</b>	<b>192</b>	<b>956039</b>	<b>65</b>	<b>444</b>

Notes: PV: passenger vehicles, HHDT: heavy-heavy-duty trucks, DT: delivery truck

<sup>1</sup> SCAQMD, 2007a

<sup>2</sup> SCAQMD, 2007b

## Section 2 – Environmental Analysis

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**Table 7**  
**Summary of Estimated Annual GHG Emissions**

	<b>Units</b>	<b>CO<sub>2</sub></b>	<b>CH<sub>4</sub></b>	<b>N<sub>2</sub>O</b>
Clearing, grading, excavation, tank installation, piping, site paving and pipeline installation	lbs per year	956,039	65	444
Global Warming Potential		1	25	298
CO <sub>2</sub> -Equivalent Construction-related Emissions	lbs per year	956,039	1,625	132,312
<b>Total GHG Emissions</b>	metric tons per year	494		
<b>Amortized GHG Emissions</b>	metric tons per year	16		



## Section 2 – Environmental Analysis

### 2.3.8 Hazards and Hazardous Materials

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

- a), b), and c) **Less Than Significant Impact.** The proposed project would not cause or contribute to a change in hazardous material transport or use in the project area. Because no additional hazardous chemicals are to be generated by the project, there would be no impact.

#### Construction

Construction activities would require the use of hazardous substances such as fuels, oils and lubricants. Improper use or storage of these materials could result in leaks or spills, and could contaminate runoff. However, best management practices (BMPs) would be implemented during construction as defined in the SWPPP prepared for the project in compliance with the

## Section 2 – Environmental Analysis

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General NPDES Stormwater Permit for Construction Activity. LADWP would be required to implement temporary BMPs to prevent the migration of hazardous materials from the site in contaminated runoff during construction and to clean up any spills. As such, impacts relative to construction-related hazardous materials would be less than significant.

### Operations

The proposed tank and pipelines would provide storage and transmission for recycled water. Prior to storage at the Garber Street tank, treatment of the water would be conducted at the Tillman Plant, as under existing conditions. No chemical storage is proposed for the project site. Therefore, operation of the tank and associated pipelines would not pose a risk of accidental explosion, release of hazardous substances, or other potential health hazards. Operation of the proposed project would have no impact related to hazardous materials.

### Demolition

Demolition of a residential house owned by LADWP is proposed to facilitate construction of the tank and installation of the access road around the tank. Hazardous materials such as asbestos installation, lead-based paint or mold are not known for the residence. However, materials testing would be conducted prior to demolition. If applicable, hazardous materials would be properly disposed by a licensed abatement contractor in accordance with Federal, State, and local regulations and ordinances. The impact of hazardous materials release during demolition would be less than significant.

- d) **Less Than Significant Impact.** Section 65962.5 of the California Government Code requires the California Department of Toxic Substances Control to compile and update a list of hazardous materials sites also known as the Cortese List. The sites on the Cortese List are designated by the State Water Resources Control Board, the Integrated Waste Management Board, and the Department of Toxic Substances Control. A records search of relevant federal, state, and local environmental regulatory databases, including the Cortese List, was conducted for the Project site by Environmental Data Resources, Inc. (EDR, 2010). The records search meets the requirements of the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments. Within a 1-mile radius of the proposed tank site, 10 sites were identified (**Table 8**).

Just west of the proposed tank site, Arc Machines, Inc. was identified as small quantity generator of hazardous waste (100 kg to 1,000 kg of hazardous waste per month) - no violations found. Located approximately 0.2 miles from the tank site, this business would not be impacted by construction of the tank or pipelines.

The San Fernando Area 1 National Priority List (NPL) site is an area of contaminated groundwater mapped approximately 0.75 miles northwest of the proposed tank site which contains trichloroethylene (TCE) and perchloroethylene (PCE), and to a lesser extent, carbon tetrachloride and chloroform. Wells have been taken out of service or blended with water from clean sources. Remediation of the site is on-going. Since the proposed project does not include additions or withdrawals of groundwater, the project would have no impact on this Superfund site.

## Section 2 – Environmental Analysis

One historical site is located along the pipeline alignment - Ledger Landfill on Glenoaks Boulevard. The site record for Ledger Landfill indicates that as of January 2001, the site was inactive and more evaluation is needed. No known releases of any hazardous materials have occurred onsite. However, during pipeline installation, LADWP would halt work if disturbed soils indicated the presence of hazardous materials. Further investigation would be done prior to continuing work.

Cortese list sites are known for the project area, however, disturbance of hazardous soils or groundwater related to these sites during project installation or operation is not anticipated. Therefore, the impact of the proposed project related to hazardous material sites compiled pursuant to Government Code Section 65962.5 would be less than significant.

**Table 8  
Summary of Potential Hazardous Materials Sites  
in Close Vicinity to the Project**

Site Name / Address	Database	Distance to Tank Site (miles)	Status
San Fernando Valley (Area 1) North Hollywood Wellfield	Federal NPL site list, ROD list EnviroStor	0.794	Active
Arc Machines Inc., 10500 Orbital Way	Federal RCRA-SQG	0.202	SQG
Maclay ES Addition, Site 1 564 11071 Borden Ave	EnviroStor	0.620	No Further Action
Muffler & Radiator Shop – Paco 10741 TOI 10767 San Fernando	EnviroStor	0.720	No Further Action
Jesse's Plating 12229 Montague St	EnviroStor	0.722	Active
Ultramet 12173 Montague St	EnviroStor	0.742	Inactive - Action Required
HR Textron 12137 Montague St	EnviroStor	0.765	Inactive - Needs Evaluation
Ledger Landfill 10403 Glenoaks Blvd	EnviroStor	0.787	Inactive - Needs Evaluation
Pacific Plating 12113 Branford St	EnviroStor	0.987	Active
PB Fiberglass 12177 Branford St	EnviroStor	0.989	Inactive - Action Required

Source: EDR, 2010 (contained in Leighton Consulting, Inc., 2010)

NPL – National Priority List (Superfund)

ROD – Record of Decision

RCRA-SQG - Resource Conservation and Recovery Act Small Quantity Generators

EnviroStor – The Department of Toxic Substance Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) database

## Section 2 – Environmental Analysis

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- e) **Less Than Significant Impact.** The tank site is located on the Whiteman Airport property. However, the project does not involve construction of housing or creation of long-term employment and therefore would not result in a permanent placement of people near the airport. The project includes construction of a recycled water storage tank at a site approximately 0.4 miles from the Whiteman Airport runway; a location zoned for Open Space with Public Water Supply Reservoirs as an allowable use. Since the project would comply with FAA regulations (marking and lighting) relating to objects affecting navigable airspace contained in Title 14 of the Code of Federal Regulations, the impact on airport safety would be less than significant.
- f) **No Impact.** The project site is not located within 2 miles of a private airstrip. Therefore, no impacts would occur.
- g) **Less than Significant Impact.** During construction, temporary lane or road closures would be necessary for installation of project pipelines. Restricted access to properties along the pipeline alignment would be temporary, and would be addressed by advanced notification of local emergency service providers such as the City of Los Angeles Fire Department, City of Los Angeles Police Department and local ambulance services. With notifications, the project would have a temporary and less than significant impact on emergency evacuation routes.
- h) **Less than Significant Impact.** The project site is located within a suburban area, and not within a mapped wildland fire hazard area (City of Los Angeles, 1996b). However, the immediate area of the proposed tank is undeveloped and vegetation on the site is managed to limit fire hazards. Implementation of the proposed project would increase vegetation maintenance activities. The impact of the proposed project would be less than significant relative to wildland fires.

## Section 2 – Environmental Analysis

### 2.3.9 Hydrology and Water Quality

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

The topographic relief across the tank site varies from approximately 1,000 to 1,300 feet above msl and is related to past quarrying operations, ridgeline erosion, resistant basaltic flows and tectonic uplift. Internal drainage has eroded gullies and rills into the underlying bedrock

## Section 2 – Environmental Analysis

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material. Stormwater in the tank area is conveyed on street surfaces, and eventually drains to the Los Angeles River.

The project is located within the San Fernando Valley Groundwater Basin (Basin). The Basin, which provides a portion of Los Angeles' drinking water, is an unconfined alluvial aquifer. As a result, groundwater quality has been impacted by various industrial activities. Since the mid-1980s, the Basin has four discrete Superfund sites for cleanup of VOCs, including TCE and PCE, and nitrate (NO<sub>3</sub>). EPA is responsible for ongoing cleanup and monitoring activities.

- a) **Less Than Significant Impact.** Operation of the proposed project would not include discharges of waste. The project involves storage and transmission of recycled water. Use of the recycled water for irrigation at Hansen Dam Golf Course would be the same as under existing conditions.

Under Section 402 of the Clean Water Act, known as the NPDES, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. Los Angeles County and 85 incorporated Cities therein, including the City of Los Angeles, obtained a Municipal Separate Storm Sewer Systems (MS4 Permit Order R4-2012-0175) from the Los Angeles Regional Water Quality Control Board (RWQCB). Under the MS4, each permitted municipality is required to implement the Stormwater Quality Management Program (SQMP).

Los Angeles' Low Impact Development (LID) ordinance became effective in May 2012 to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater at its source, while utilizing natural resources. The ordinance applies to development and redevelopment projects that create, add, or replace 500 square feet or more of impervious area. Stormwater flows will be considered during project design, and discharge of stormwater from the tank site would continue to flow to Garber Street, as under existing conditions. The impact of project operation on stormwater flows and water quality would be less than significant.

During construction of the project, soil erosion and fuel use would have the potential to impact stormwater quality in the project area. During construction, stormwater would be managed in compliance with the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, amended by 2010-0014-DWQ & 2012-0006-DWQ, NPDES No. CAS000002). A SWPPP would be prepared by the LADWP's Qualified Stormwater Developer (QSD) and implemented by LADWP's Qualified Stormwater Practitioner. Appropriate BMPs would be implemented to control erosion and discharge of polluted runoff. The BMPs could include, but would not be limited to, those outlined in **Table 9**. The impact on water quality standards or waste discharge requirements would be less than significant.

- b) **No Impact.** The project involves the storage and transmission of recycled water. Long term operation of the recycled water system for Hansen Dam Golf Course would enhance groundwater supplies by decreasing irrigation with potable water. Therefore, the project would have no impact related to groundwater depletion.

- c), d), e) **Less Than Significant Impact.** The project involves installation of a recycled water tank on a hillside and additional transmission pipelines in existing streets. After installation of the proposed pipelines, the drainage pattern of local streets along the alignment would be the same as existing conditions. The immediate drainage pattern of the tank site would be modified by tank installation, with a new terrace drain included in project design. Erosion at the tank site would be controlled by revegetation of disturbed areas. The project would not alter any stream or river. Overall, the impact on site drainage would be less than significant.
- f) **Less Than Significant Impact.** The project would increase the capacity and reliability of the recycled water system for Hansen Dam Golf Course. As under existing conditions, the recycled water would meet all requirements for irrigation use. The project would provide storage and transmission of recycled water; there would be no substantial degradation of water quality. The impact would be less than significant.
- g) **No Impact.** The tank site is not located within the 100-year floodplain (City of Los Angeles, 1996b). Additionally, the project would not place housing or other habitable structures in a 100-year flood area. Therefore, no impacts would occur.
- h) **Less Than Significant Impact.** The tank site is not located within the 100-year floodplain (City of Los Angeles, 1996b). With an area of 3,421 square feet, and located at 1,266 feet above mean sea level, the proposed tank would not substantially impede or redirect flood flows. The impacts on flood flows would be less than significant.
- i) and j) **Less Than Significant Impact.** Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Based on the lack of such large enclosed water bodies nearby, the seiche risk at the site is considered negligible.

Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. The project area is predominantly at elevations higher than 1,000 feet above mean sea level, therefore the tsunami risk at the site is considered nil.

Earthquake-induced flooding can be caused by failure of dams or other water-retaining structures as a result of earthquake. According to the County of Los Angeles Seismic Safety Element (1990) and the City of Los Angeles Safety Element (1996b), the site is located within a potential inundation area for an earthquake induced dam failure from Hansen Dam, although it is noted that the tank elevation is higher than the dam. The dam is continually monitored by the Army Corp of Engineers (ACOE) to guard against the threat of dam failure. The possibility of dam failures during an earthquake has been addressed by the California Division of Mines and Geology in an earthquake planning scenario for a magnitude 8.3 earthquake on the San Andreas fault (Davis et al., 1982) and a magnitude 7.0 earthquake on the Newport Inglewood Fault Zone (Toppozada et al., 1988). Both reports state catastrophic failure of a dam as a result of an earthquake is highly unlikely. Current design practices, dam review, modification or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum earthquake for the site. Therefore, the potential for the site to be inundated as a result of dam failure is considered low. In addition, the proposed project does not involve construction of housing or employment centers and

## Section 2 – Environmental Analysis

therefore would not result in exposure of people or structures to a significant risk from failure of Hansen Dam. The impact would be less than significant.

**Table 9**  
**Summary of Anticipated Construction Stormwater BMPs**

<b>Best Management Practices for the Protection of Stormwater Quality During Construction</b>
<p><u>Housekeeping Measures</u></p> <ul style="list-style-type: none"> <li>• Conduct an inventory of products used or expected to be used</li> <li>• Cover and/or berm loose stockpiled construction materials</li> <li>• Store chemicals in watertight containers</li> </ul>
<p><u>Employee Training</u></p> <ul style="list-style-type: none"> <li>• Brief staff on the importance of preventing stormwater pollution</li> <li>• Have staff review SWPPP</li> <li>• Conduct refresher training during the wet season</li> <li>• Document training</li> </ul>
<p><u>Erosion and Sediment Controls</u></p> <ul style="list-style-type: none"> <li>• Provide effective cover for inactive areas – cover, berm, or direct runoff to suitable basins</li> <li>• Establish and maintain effective perimeter control</li> <li>• Stabilize construction entrances and exits to control sediment – inspect ingress and egress points daily, and maintain as necessary</li> <li>• Control dust during earthwork</li> <li>• Place sandbags or other barriers to direct stormwater flow to suitable basins</li> </ul>
<p><u>Spill Prevention and Control</u></p> <ul style="list-style-type: none"> <li>• Inspect construction equipment for leaking</li> <li>• Use drip pans until equipment can be repaired</li> <li>• Cleanup spills immediately – remove adsorbent promptly</li> <li>• Notify the proper entities in the event of a spill</li> </ul>
<p><u>Concrete Truck Washing Waste</u></p> <ul style="list-style-type: none"> <li>• Provide containment for capture of wash water</li> <li>• Maintain containment area</li> </ul>
<p><u>Hazardous Wastes Management and Disposal</u></p> <ul style="list-style-type: none"> <li>• Store hazardous wastes in covered, labeled containers with secondary containment for liquid hazardous wastes</li> <li>• Store wastes separately to promote recycling and to prevent undesirable chemical reactions</li> </ul>
<p><u>Materials Handling and Storage</u></p> <ul style="list-style-type: none"> <li>• Establish a designated area for hazardous materials</li> <li>• Berm, cover, and/or contain the storage area as necessary to prevent materials from leaking or spilling</li> <li>• Store the minimum volume of hazardous materials necessary for the work</li> </ul>
<p><u>Vehicle and Equipment Maintenance, Repair, and Storage</u></p> <ul style="list-style-type: none"> <li>• Inspect vehicles and equipment regularly</li> <li>• Conduct maintenance as necessary</li> <li>• Designate areas for storage – where fluids can be captured and disposed of properly</li> </ul>
<p><u>Scheduling</u></p> <ul style="list-style-type: none"> <li>• Avoid work during storm events</li> <li>• Stabilize work areas prior to predicted storm events</li> </ul>



## Section 2 – Environmental Analysis

### 2.3.10 Land Use and Planning

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

The tank site is zoned for Open Space (OS-1VL-CUGU) with a General Plan Land Use Designation (Arleta-Pacoma Community Plan) of Open Space (City of Los Angeles, 2009). The Open Space designation includes: Parks and Recreation Facilities, Nature Reserves, Closed Sanitary Landfill Sites, Public Water Supply Reservoirs, and Water Conservation Areas. The CUGU designation is for the Clean Up Green Up initiative, the intent of which is to lessen cumulative health impacts from incompatible land uses in communities affected by a concentration of environmental hazards. The Whiteman Airport Master Plan also designates the tank site as Open Space (Los Angeles County, 2011). The house to be demolished adjacent to the tank site is zoned suburban residential (RS-1-CUGU) with a General Plan Land Use Designation of Low Density Single Family Residential.

- a) **Less Than Significant Impact.** The project would install a new recycled water tank at the edge of an established community in an existing open space area, remove one residential house and install pipelines in existing roadways. The project does not involve new easements which could disrupt the physical arrangement of an established community or isolate an existing land use. Aside from the one house to be demolished, there would be no direct impacts to an established community. The impact would be less than significant.
- b) **Less Than Significant Impact.** The project would not conflict with any applicable land use plan, policy, or regulation, including the General Plan and the Planning and Zoning Code of the City of Los Angeles because the area is designated Open Space, a designation which includes Public Water Supply Reservoirs. The Whiteman Airport Master Plan Update describes several alternative site plans for additional facilities on the airport property (County of Los Angeles, 2011). All the alternatives indicate the tank site as part of a 33-acre non-aviation use area. Per Government Code Section 53091, “Zoning ordinances of a county or city shall not apply to the location or construction of facilities for the production, generation, storage, or transmission of water...” Therefore, the impact of the proposed project on land use plans or policies would be less than significant.

## Section 2 – Environmental Analysis

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- g) **Less than Significant Impact.** The tank site is located in open space within an airport plan area adjacent to a suburban residential area. No habitat conservation plans or natural community conservation plans have been implemented or are planned for the project area. The proposed pipeline alignment will be along the boundary of Los Angeles County SEA 25 (Tujunga Valley / Hansen Dam), adjacent to the golf course (County of Los Angeles, 2015). Since pipelines would be installed within existing roadways on the developed golf course side of the SEA, the impact on biological resources within the Tujunga Valley / Hansen Dam SEA would be less than significant.

## Section 2 – Environmental Analysis

### 2.3.11 Mineral Resources

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

a) and b) **No Impact.** The project site is located east of a designated oil drilling district and State Designated oil fields (City of Los Angeles, 2001). However, there is no oil extraction infrastructure on the project site, and the site is not located within a surface mining district or designated Mineral Resource Zone (City of Los Angeles, 2001). Since construction of a recycled water tank and associated pipelines would not result in the loss of any mineral resources of local or regional importance, the project would have no impact on mineral resources.

## Section 2 – Environmental Analysis

### 2.3.12 Noise

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion:

**Construction Noise** – Per LAMC Section 41.40, no construction, repair, or excavation work shall be performed (without a Police Commission permit) between the hours of 9:00 PM and 7:00 AM of the following day on any weekday, or within 500 feet of residential areas before 8:00 AM or after 6:00 PM on any Saturday or national holiday, or at any time on any Sunday. Per LAMC Section 112.05, between the hours of 7:00 AM and 10:00 PM, in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

- (a) 75dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment. Noise limitations shall not apply where compliance therewith is technically infeasible. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

## Section 2 – Environmental Analysis

### Operations Noise - Per LAMC Section 112.02:

- (a) It shall be unlawful for any person, within any zone of the city to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit to exceed the ambient noise level by more than five (5) decibels.

**Transportation-Related Operations Noise** – Noise levels increase approximately 3 dBA for each doubling of roadway traffic volume, assuming that the speed and fleet mix remain constant. Therefore, mobile noise impacts can be considered potentially significant for projects that double existing traffic. This threshold is generally defined for project operation.

a, c) and d) **Less than Significant Impact with Mitigated Incorporated.** Implementation of the proposed project would result in the following noise impacts.

**Construction.** Construction of the project would result in noise generated by equipment and by vehicles entering and leaving the project site to deliver construction materials, carry off excess soil and for on-site earthwork. Excavation for the recycled water tank would generate approximately 17,000 cubic yards of soil and debris that would be temporarily staged on a large (previously disturbed) open area owned by Los Angeles County along Airpark Way. To the extent feasible, soils will be retained on-site for reuse by the Soil and Sod Depot. From the staging area, excess soils and debris would be removed by truck for reuse or disposal at a local landfill.

Installation of the tank and associated pipelines would require the use of heavy equipment including dozers, loaders, excavators, motor graders, and soil hauling trucks. Estimates of the size, type and number for various pieces of equipment are summarized in **Table 1**, above. In general, construction activity during ground clearing, grading and excavation can generate noise levels of 84 to 89 dBA Leq at 50 feet (**Table 10**).

**Table 10**  
**Typical Outdoor Construction Noise Levels**

Construction Phase	Noise Level (dBA Leq)	
	at 50 feet	at 50 feet with mufflers
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: EPA, 1971.

dBA Leq – A-weighted decibels, equivalent continuous noise level

## Section 2 – Environmental Analysis

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Construction activity will occur at the tank site and along the pipeline alignment. Actual construction noise levels at and near the site would fluctuate depending on the specific type, number, and duration of use of various pieces of equipment. The maximum noise level would not be continuous, nor would it be typical of noise levels throughout the construction period since equipment will not operate continuously at full power and will move throughout the work area. However, construction would occur immediately adjacent to residences; areas with relatively low ambient noise levels, although there are intermittent higher noise levels from aircraft at the Whiteman Airport. The house to be demolished is within 20 feet of the closest adjacent residence. The construction site for the tank is within approximately 50 feet of the closest residence. Although the impact would be temporary, excavation and grading could result in noise levels of 84 to 89 dBA Leq at adjacent residences on Garber Street, a substantial increase over ambient noise levels and over the 75 dBA (at 50 feet) noise limit for powered equipment. Therefore, the impact of noise generated during project construction would be potentially significant. To reduce noise impacts on adjacent residences to less than significant levels, mitigation measures N-1, N-2 and N-3 shall be implemented.

To the extent feasible, soils will be retained on-site for reuse by the Soil and Sod Depot. However, excess soils would require disposal via haul trucks from the staging area to an adjacent landfill. The general vicinity of the project site is mixed residential and industrial. Since the haul distance for the trucks would be limited to a few miles to an adjacent landfill, the impact on noise from soil hauling would be temporary and less than significant. Since this represents substantially less than a doubling of traffic, the impact of noise generated from additional traffic during construction will be less than significant.

**Operations.** The project includes a booster pump at the tank pad, and an irrigation pump at the house pad. Since the booster pump is 1 hp, noise generated from this unit would be insignificant. The irrigation pump would be approximately 10 hp and enclosed within an environmental enclosure. Therefore, once the tank and pipelines are installed, the proposed project would have a less than significant impact on noise levels.

- b) **Less than Significant Impact.** Groundborne vibration and noise would be created during project construction by on-site earthwork and by the movement of soil hauling trucks. Vibration impacts would be limited since LADWP would be prohibited from using pile driving. Soil hauling trucks would not create groundborne vibration greater than that created by existing equipment and vehicles on project area streets. Therefore, the impact on groundborne vibration from project construction would be less than significant. Operation of the tank and pipelines would have no impact on groundborne vibrations.
- e) **Less than Significant Impact.** The proposed project is located on the Whiteman Airport property which was originally established in 1946 by Marvin E. Whiteman Sr. as a private general aviation airport. Now owned and operated by the County of Los Angeles, Whiteman is publicly available to general aviation aircraft 24-hours a day 7 days a week and is home to over 600 based aircraft, a restaurant, and numerous aviation-related businesses. Noise has not been a major issue at Whiteman since aircraft operations occur during the daytime and only propeller (not jet) aircraft use the site. Since the project does not include new habitable structures, it would not expose people living or permanently working in the area to excessive noise levels. Construction workers onsite during tank and pipeline installation would be temporarily exposed to airport noise. The impact would be temporary and less than significant.

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## Section 2 – Environmental Analysis

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- f) **No Impact.** The proposed project site is on a public airport property. The project would have no impacts on private airstrips.

### Mitigation Measures

Implementation of the following mitigation measures would reduce project-related impacts on noise to less than significant levels.

**N-1 Construction Hours** - Construction at the tank site and in city streets shall be limited to:

- Weekdays: 7:00 AM to 5:00 PM
- Saturdays: 8:00 AM to 6:00 PM
- No construction shall occur on Sundays or national holidays.

Note, pending receipt of a noise variance, construction at the golf course may occur at night: 9:00 PM to 5:00 AM.

**N-2 Mufflers** - Construction equipment, fixed and mobile, shall be equipped with properly operating and maintained noise mufflers and intake silencers, consistent with manufacturers' standards. Each piece of equipment will be individually inspected to ensure proper operation of the muffler and silencer equipment.

**N-3 Noise Control Plan** - A Noise Control Plan shall be prepared prior to the start of construction, and implemented during the entire construction period. The Plan shall:

- Predict noise levels during construction activity based on the specific construction equipment to be used at the site. If equipment noise levels are not available, these shall be measured in the field.
- Identify areas of the construction site where noise control is required to meet noise ordinance standards. For these areas, identify the additional measures, which may include: specialized mufflers or silencers, directional exhaust pipes, damping and sound absorptive material, and/or acoustical barriers. Where relevant, the size, number and location of portable acoustical barriers and/or noise control curtains to be used during construction will be detailed. The height and length of the barriers shall be determined based on the location of the construction activity, specific construction equipment to be used (type and number) and distance to the receptors.
- Predict noise levels during construction activity with use of specialized mufflers or silencers, directional exhaust pipes, damping and sound absorptive material, and/or acoustical barriers, as relevant.
- Document the reduction in construction noise via monitoring. Noise monitoring shall be conducted a minimum of 1 day per week when construction is within 400 feet of a residence.

## **Section 2 – Environmental Analysis**

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### **Impact Significance After Mitigation**

In addition to equipment mufflers and silencers, the primary means of noise reduction from construction activity will be through the site specific installation of noise control barriers and/or curtains. Due to the nature of the work, it may be technically infeasible to place barriers such that they reduce equipment noise levels to less than 75 dBA at a distance of 50 feet (per LACM Section 112.05). However, barriers will be placed as to best protect adjacent residential receptors, therefore, project activities would not be in violation of the municipal code. LAMC Section 112.05 states that, “Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.” With implementation of noise reduction devices, noise levels may be reduced up to approximately 29 dBA (approximately 3 to 6 dBA reduction for specialized mufflers, approximately 3 to 6 dbA reduction for directional exhaust pipes, approximately 5 dbA for damping and sound absorptive material, and approximately 12 dBA reduction for sound barriers). With implementation of noise reduction measures, noise levels during project construction will be consistent with the City noise code. Therefore, noise impacts would be less than significant with implementation of mitigation.



**2.3.13 Population and Housing**

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- a) **No Impact.** The proposed project does not involve construction of new homes or businesses and does not include construction of new, potentially growth-inducing, infrastructure such as roads or potable water or wastewater systems. While the project will store recycled water for irrigation, the only potable water feature would be 700 feet of 8-inch potable water backup line. The new potable water line would not be connected to residences or commercial development and therefore, would not, either directly or indirectly, induce substantial population growth in the area. Therefore, no impacts would occur.
- b) **Less than Significant Impact.** A single residence on Garber Street would be demolished to accommodate the access roadway to the proposed tank. The home is currently owned by LADWP. Since the project would not have any impacts on other housing, the impact on existing housing would be less than significant.
- c) **No Impact.** LADWP currently maintains the house on Garber Street proposed for demolition. Therefore, no residents would be displaced by demolition of the one residence, construction of replacement housing would not be required. The project would have no impact on population.

## Section 2 – Environmental Analysis

### 2.3.14 Public Services

Issues and Supporting Information Sources	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:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion:

- a)-i) **No Impact.** Fire protection and emergency medical services for the project area are provided by the Los Angeles Fire Department (LAFD). The project area is served by LAFD Fire Station (FS) 81 (14355 Arminty Street, Panorama City). The project does not involve construction of housing or other structures that would result in a substantial increase in the demand for fire protection or emergency medical services. The access roadway surrounding the tank would accommodate emergency vehicles. The project would not substantially increase fire hazards in the area. Therefore, the project is expected to be adequately served by existing resources of LAFD, and would not require new or physically altered facilities for fire protection or emergency medical services. Therefore, no impacts would occur.
- a)-ii) **No Impact.** Police protection for the project area is provided by the Los Angeles Police Department (LAPD) Foothill Community Police Station (12760 Osborne Street, Pacoima). The project would not result in an increase in residential, commercial, or industrial area and is not expected to result in an increase in demand for security or calls for police services. Current and future site security measures include gated and controlled access. Therefore, the project is expected to be adequately served by existing resources of LAPD, and would not require new or physically altered facilities for police protection. Therefore, no impacts would occur.
- a)-iii) **No Impact.** The project area is located in the Northeast District of the Los Angeles Unified School District (LAUSD). The closest schools to the project site are Maclay Middle School and Sara Coughlin Elementary; both located approximately 0.5 miles north of the tank site. Pacoima Elementary School is located just over 0.5 miles northwest of the site. There are no schools located immediately along the proposed pipeline

## Section 2 – Environmental Analysis

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alignment. The proposed project would not include new residences, and would not increase demand on existing schools or require new or physically altered facilities for the school system. Therefore, no impacts would occur.

- a)-iv) **Less than Significant Impact.** The project would improve the overall capacity and reliability of the City of Los Angeles recycled water system by eliminating the closed system operation of the Hansen Dam Golf Course pumping station. The project does not include construction of new recreational facilities. During construction of the proposed pipeline, minor access restrictions would temporarily be in place as necessary for public safety. The impact on recreational facilities would be less than significant.
  
- a)-v) **No Impact.** The project does not involve or result in construction of housing or employment centers and would not induce population growth. No public facilities or services would be affected by the construction or operation of the project. Therefore, no impacts would occur.

## Section 2 – Environmental Analysis

### 2.3.15 Recreation

Issues and Supporting Information Sources	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

- a) and b) **Less than Significant Impact.** The project does not include construction of new housing or recreational facilities, nor would it induce residential growth. Therefore, the project would not impact the demand for recreational facilities. During construction of the proposed pipeline, minor access restrictions would temporarily be in place at Hansen Dam Golf Course, as necessary for public safety. The impact on recreational facilities would be temporary and less than significant. The project would improve the overall capacity and reliability of the recycled water system for Hansen Dam Golf Course, a beneficial effect.

## Section 2 – Environmental Analysis

### 2.3.16 Transportation and Traffic

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion:

As designated by the Mobility Plan 2015 (City of Los Angeles, 2016), local roads in the project vicinity include Glenoaks Boulevard (Boulevard II), Osborne Street (Avenue I) and San Fernando Road (Avenue I). Boulevard II and Avenue I are both major highway classifications. The construction site for the tank is at the end of the Garber Street cul-du-sac.

#### a) and b) **Less than Significant Impact with Mitigation Incorporated**

**Operations.** The proposed project consists of installation of a recycled water tank and associated pipelines in existing streets. During operation, maintenance personnel would infrequently visit the site. Approximately once every 5 years, the tank would be drained and cleaned. Based on the low frequency of these maintenance activities and limited number of vehicles required, the impact on transportation and traffic from project operation would be less than significant.

## Section 2 – Environmental Analysis

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**Emergency Access during Construction.** During construction of the project, lane closures may be necessary for installation of the proposed pipelines. The impact would be temporary at any one location, but could restrict access to residences and business along the pipeline alignment. Impacts on emergency access would be less than significant with implementation of mitigation measure **TR-1**.

**Increased Vehicle Trips During Construction.** During construction, the project would generate an increase in vehicle trips from construction workers accessing the site, haul trucks exporting debris and excavated soils, and material deliveries (including concrete deliveries). Pursuant to the 2010 Los Angeles County Congestion Management Plan “Guidelines for CMP Transportation Impact Analysis”, projects that generate fewer than 50 peak hour trips are not required to conduct a detailed traffic impact analysis. The number of construction trips forecast to be generated by this project is as follows: up to 10 trips/day for construction vehicles/delivery trucks and up to 8 trips/day for construction workers commuting to the site. Specifically, a maximum of 18 trips/day are expected on a weekday. Since these trips would be distributed throughout the day, peak hour trips would be significantly less and would not exceed the minimum guideline for conducting a detailed traffic impact analysis of 50 trips in a peak hour.

Additionally, implementation of the recommended peak hour restrictions included in the construction management plan, as outlined in Mitigation Measure **TR-1**, would ensure that a significant number of peak hour trips would not be generated.

**Roadway Deterioration from Construction.** Excavation soils and debris will be temporarily stockpiled on a large open area owned by Los Angeles County along Airpark Way. LADWP will be responsible for any asphalt repaving work resulting from truck hauling roadwork damage along Airpark Way. Pipeline trenching will be restored in accordance with Los Angeles City Standard Plan S-477-1. LADWP will also restore any obliterated pavement markings. With this repaving included as part of the project, there would be no permanent change in any existing roadways or any permanent increase in traffic.

- c) **Less than Significant Impact.** The tank site is on Los Angeles County land at the Whiteman Airport; active airport operations occur just south of the proposed tank site. According to Title 14 of the Code of Federal Regulations, Part 77, Subpart C, an object would be an obstruction to air navigation if it is more than 200 feet above an established airport elevation (in this case, the end of runway). Since the proposed tank would exceed this height, marking and lighting in conformance with FAA requirements is incorporated into project design. With the checkboard tank painting on the airport side, and the red lighting included on top of the tank, the impact on air traffic hazards would be less than significant.
- d) **Less than Significant Impact with Mitigation Incorporated.** The project includes construction of an access roadway to and around the Garber Street Tank. This new roadway would not be a public facility and would not change the design, location, or sizes of existing roadways. However, during construction of the project, lane closures may temporarily be necessary for the installation of project pipelines. Impacts on roadway hazards would be less than significant with implementation of mitigation measure **TR-1**.

- e) **Less than Significant Impact with Mitigation Incorporated.** During construction of the project, lane closures may temporarily be necessary for installation of the proposed pipelines. The impact would be temporary at any one location, but could restrict access to residences and business along the pipeline alignment. Impacts on emergency access would be less than significant with implementation of mitigation measure **TR-1**.
- f) **No Impact.** Project-related impacts on transportation would be limited to project construction. The project would not result in any long-term increase in traffic or in a permanent change in existing transportation systems. Therefore, the project would not conflict with adopted policies, plans, or programs supporting public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, no impacts would occur.

### Mitigation Measures

Implementation of mitigation measure TR-1 would reduce impacts on transportation and traffic to less than significant levels.

**TR-1 Traffic Control Plan.** A Worksite Traffic Control Plan shall be developed prior to the start of project construction.

- For locations where construction activities would encroach into the right-of-way of a public roadway, the Plan shall designate site access locations, driveway turning restrictions, temporary traffic controls (warning signs, lights, barricades, cones) and/or flaggers, and staging locations for workers and equipment. Flaggers shall be available during normal working hours (9:00 AM to 3:30 PM) to control pedestrian and traffic movement through the remaining travel lane. Flaggers shall be equipped with radio communication.
- To limit traffic impacts during peak hours, lane closures in city streets for pipeline installation shall be limited to off peak periods: 9:00 AM to 3:30 PM Monday to Friday, and 8:00 AM to 6:00 PM on Saturdays. Pending receipt of a noise variance, night construction may occur at the golf course: 9:00 PM to 5:00 AM Monday to Friday.
- LADWP shall notify affected property owners prior to the start of work. LADWP shall maintain driveway access for the project duration. During non-working hours, LADWP shall backfill or install steel plates over open trenches for driveway access.
- LADWP shall provide safe and adequate pedestrian and vehicular access to properties adjacent or within the work zone, except when necessary construction precludes such access for reasonable periods of time. LADWP shall cooperate with the various parties involved in the delivery of mail and the collection and removal of trash to maintain existing schedules for these services.
- When required by construction, LADWP shall make arrangements with the Metropolitan Transportation Authority (MTA) for the temporary relocation of affected bus stops. MTA shall be notified five days prior to the start of construction to coordinate bus stop relocation. LADWP shall coordinate with LADOT for installation of “Temporary Tow Away No Stopping – Bus Zone” signs.



## **Section 2 – Environmental Analysis**

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- LADWP shall notify the relevant emergency service providers (Fire and Police Departments) prior to construction to provide information regarding lane closures and construction schedules.
- As necessary, LADWP shall obtain a transportation permit from Caltrans for transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways.

## Section 2 – Environmental Analysis

### 2.3.17 Tribal Cultural Resources

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:** Consultation with the NAHC was initiated on July 30, 2013 to request information about sacred or traditional cultural properties that may be located within the project site. A search of the Sacred Lands file housed at the NAHC did not result in the identification of traditional cultural places within or surrounding the project area. The NAHC also provided a list of local groups and individuals to contact for further information regarding their knowledge of cultural resources within and near the project site. On August 6, 2013 letters were mailed to these groups and individuals, to request information regarding local knowledge about cultural resources, traditional gathering areas, or sacred lands in or near the project site. No responses were received. Letters were sent to:

- LA City/County Native American Commission
- Kitanemuk & Yowlumne Tejon Indians
- Mr. Randy Guzman-Folkes
- Fernandeno Tataviam Band of Mission Indians
- Ms. Beverly Salazar Folkes
- San Fernando Band of Mission Indians

- i) and ii) **Less Than Significant Impact with Mitigation Incorporated.** The NAHC's Sacred Lands File search failed to indicate the presence of Native American cultural resources in the immediate project area. No archaeological resources were noted on the project site as a result of the 2013 field survey. However, given the possibility that grading, trenching, and excavation for the project could impact unknown archaeological resources related to the prehistoric and historic use of the project site, a qualified Archaeologist shall

## **Section 2 – Environmental Analysis**

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be retained in the event that resources are discovered during excavation (mitigation measure **CR-1**). Therefore, since traditional cultural places are not identified for the project area, and since mitigation is included in the event unknown resources are identified, the project would have a less than significant impact on CRHR-listed or eligible resources, or on resources significant to a California Native American tribe.

## Section 2 – Environmental Analysis

### 2.3.18 Utilities and Service Systems

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion:

- a) **No Impact.** The project would not require any new connections to the existing sewer system and would have no impact on existing wastewater treatment systems. Therefore, no impacts would occur.
- b) **No Impact.** No new wastewater facilities are required for the project. The proposed project is a recycled water tank and associated pipelines, but no water treatment is proposed. Therefore, the project would increase the capacity and reliability of the recycled water system but would have no impact on water or wastewater treatment facilities.
- c) **Less than Significant Impact.** Design of the tank will consider stormwater flows and include measure to prevent soil erosion at the tank site. A High Efficiency Biofiltration System will be installed to filter stormwater flows (up to the 85th percentile storm flow) prior to its release into the City's drainage/stormdrain system. Therefore, the impact of the project on stormwater flows would be less than significant.
- d) **Less than Significant Impact.** LADWP is the water service provider for the project area. The proposed project is a recycled water tank and associated pipelines. The project includes

## Section 2 – Environmental Analysis

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700 feet of 8-inch pipeline to provide potable water backup to the tank. Since no new or expanded water supply sources or entitlements would be required, the impact on the potable water system would be less than significant.

- e) **No Impact.** The project would not require any new connections to the existing sewer system and would have no impact on the capacity of existing wastewater treatment systems. Therefore, no impacts would occur.
- f) **Less Than Significant Impact.** Excavation, demolition, and other construction activities related to the project would generate approximately 17,000 cubic yards of soil and debris. Excavation soils and debris will be temporarily staged on a large (previously disturbed) open area owned by Los Angeles County along Airpark Way. Soils may be later reused, or transported to a landfill. Located approximately 2 miles southeast of the project site, soil and debris may be transported to Vulcan Landfill in Sun Valley (9436 Glenoaks Boulevard). Another active landfill near the project area is the Sunshine Canyon Landfill, located at 14747 San Fernando Road in Sylmar. Sunshine Canyon Landfill is permitted to accept up to 12,100 tons per day, Monday through Saturday (Solid Waste Facilities Permit, 2008). The facility accepts non-hazardous Class 3 and inert wastes. Another active landfill in the area accepting municipal wastes is Chiquita Canyon Landfill in Valencia. Since solid waste disposal would be accommodated by local landfills in the project area, project-related impacts related to landfill capacity would be less than significant.
- g) **No Impact.** The California Integrated Waste Management Board (CIWMB) is responsible for managing California's solid waste stream. The City of Los Angeles Environmental Affairs Department is the Solid Waste Local Enforcement Agency (LEA) for the City of Los Angeles, which is mandated by the CIWMB to enforce state and local minimum standards for solid waste collection, transfer, processing, and disposal (City of Los Angeles, 2002). The project would comply with all federal, state, and local statutes and regulations related to solid waste, including requirements for integrated waste management (e.g. recycling). Therefore, no impacts would occur.

## Section 2 – Environmental Analysis

### 2.3.19 Mandatory Findings of Significance

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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, effects of other current projects, and the effects of probable future projects.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

- a) **Less than Significant Impact with Mitigation Incorporated.** The project site is located in a suburban area on Los Angeles County airport property. The proposed project is not expected to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. Based on initial survey of the project site, significant impacts to plant and wildlife species are not anticipated. However, to confirm the absence of sensitive biological resources, preconstruction surveys shall be conducted prior to the start of project construction. As mitigated, the impact on biological resources would be less than significant.

Similarly, significant cultural resources are not known for the project site or expected to be impacted by project construction. However, since subsurface cultural resources could be present, mitigation has been incorporated into the project to reduce potentially significant impacts on cultural resources to less than significant levels.

- b) **Less than Significant Impact.** The proposed project would improve the existing City of Los Angeles recycled water system. Together with other water conservation measures, the impact of the project would be beneficial for water supply.

The potential adverse impacts of the project are primarily temporary impacts related to construction activity – noise, air pollutant emissions, and minor increases in traffic in the immediate project vicinity. If other construction projects were on-going concurrently with construction for the tank and pipelines, cumulative construction-related impacts would

## Section 2 – Environmental Analysis

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occur. Since other construction projects are not known at this time, cumulative impacts would be less than significant.

- c) **Less than Significant Impact with Mitigation Incorporated.** The proposed project would improve the existing City of Los Angeles recycled water system. The impact of the project would be beneficial for water supply, a beneficial impact on human beings.

Mitigation measures have been identified for the project to reduce potential adverse impacts of the project on human beings, including measures to reduce construction-related noise and traffic impacts to less than significant levels. Once installed, the Garber Street tank would alter existing views of the project site. However, vegetative screening to reduce aesthetic impacts of the tank has been identified as a mitigation measure. With implementation of the proposed mitigation measures, the impacts on residents in the project vicinity would be less than significant.

# Section 3

## References

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### 3.1 REFERENCES

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### 3.3 ACRONYMS AND ABBREVIATIONS

<b>AB</b>	Assembly Bill
<b>AC</b>	Advisory Circular
<b>ACOE</b>	(United States) Army Corps of Engineers
<b>AQMP</b>	Air Quality Management Plan
<b>AFY</b>	acre-feet per year
<b>ASTM</b>	American Society for Testing and Materials
<b>BMPs</b>	Best Management Practices
<b>CARB</b>	California Air Resources Board
<b>CCR</b>	California Code of Regulations
<b>CDFG</b>	California Department of Fish and Game
<b>CDFW</b>	California Department of Fish and Wildlife
<b>CDMG</b>	California Division of Mines and Geology
<b>CEQA</b>	California Environmental Quality Act
<b>CFR</b>	Code of Federal Regulations

## Section 3 – References

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<b>CGS</b>	California Geological Survey
<b>CH4</b>	methane
<b>CHRIS</b>	California Historical Resources Information System
<b>CIWMB</b>	California Integrated Waste Management Board
<b>CNDDDB</b>	California Natural Diversity Database
<b>CNPS</b>	California Native Plant Society
<b>CO</b>	Carbon Monoxide
<b>CO2e</b>	Carbon Dioxide Equivalents
<b>CRHR</b>	California Register of Historic Resources
<b>dBa</b>	Decibel, A-weighted scale
<b>DTSC</b>	(California) Department of Toxic Substance Control
<b>EDR</b>	Environmental Data Resources, Inc.
<b>EIR</b>	Environmental Impact Report
<b>ED</b>	Executive Directive
<b>EO</b>	Executive Order
<b>EPA</b>	Environmental Protection Agency
<b>EVWRP</b>	East Valley Water Reclamation Plant
<b>FS</b>	Fire Station
<b>GHG</b>	Greenhouse Gas
<b>gpm</b>	gallons per minute
<b>FAA</b>	Federal Aviation Administration
<b>Farmland</b>	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
<b>FGC</b>	(California) Fish and Game Code
<b>GHG</b>	Greenhouse Gases
<b>HP</b>	Horse Power
<b>HPDF</b>	Historic Property Data File
<b>IS</b>	Initial Study
<b>LACDPW</b>	Los Angeles County Department of Public Works
<b>LACM</b>	Los Angeles County Museum
<b>LADWP</b>	(City of) Los Angeles Department of Water and Power
<b>LAFD</b>	(City of) Los Angeles Fire Department
<b>LAMC</b>	Los Angeles Municipal Code

<b>LAPD</b>	(City of) Los Angeles Police Department
<b>LAUSD</b>	(City of) Los Angeles Unified School District
<b>LEA</b>	(Waste) Local Enforcement Agency
<b>Leq</b>	Equivalent noise level
<b>LID</b>	Low Impact Development
<b>LST</b>	Localized Significance Threshold
<b>MBTA</b>	Migratory Bird Treaty Act
<b>MS4</b>	Municipal Separate Storm Sewer Systems
<b>msl</b>	mean sea level
<b>MT</b>	metric ton
<b>MTA</b>	Metropolitan Transportation Authority
<b>Mw</b>	Moment Magnitude
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NAHC</b>	Native American Heritage Commission
<b>NO<sub>x</sub></b>	Nitrous Oxide
<b>NPDES</b>	National Pollutant Discharge Elimination System
<b>NPL</b>	National Priority List
<b>NRHP</b>	National Register of Historic Places
<b>OHP</b>	Office of Historic Preservation
<b>PCE</b>	perchloroethylene
<b>PM<sub>10</sub></b>	particulate matter 10 microns or less in diameter
<b>PM<sub>2.5</sub></b>	particulate matter 2.5 microns or less in diameter
<b>PMP</b>	Paleontological Monitoring Plan
<b>PRC</b>	Public Resources Code
<b>QSD</b>	Qualified Stormwater Developer
<b>RCRA-SQG</b>	Resource Conservation and Recovery Act Small Quantity Generators
<b>ROD</b>	Record of Decision
<b>RWQCB</b>	Regional Water Quality Control Board
<b>SCAB</b>	South Coast Air Basin
<b>SCAQMD</b>	South Coast Air Quality Management District
<b>SCCIC</b>	South Central Coastal Information Center
<b>SEA</b>	Significant Ecological Area

## Section 3 – References

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<b>SMBRP</b>	Site Mitigation and Brownfields Reuse Program
<b>SO<sub>x</sub></b>	sulfur oxides
<b>SO<sub>2</sub></b>	sulfur dioxide
<b>SQMP</b>	Stormwater Quality Management Program
<b>SR</b>	State Route
<b>SWPPP</b>	Storm Water Pollution Prevention Plan
<b>TAC</b>	Toxic Air Contaminant
<b>TCE</b>	Trichloroethylene
<b>USFWS</b>	United States Fish and Wildlife Service
<b>UWMP</b>	Urban Water Management Plan
<b>VOC</b>	volatile organic compound
<b>WEPP</b>	worker environmental education program