Initial Study
for

Foothill Trunk Line Unit 3 Project

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

January 2013

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK ROOM 395
CITY HALL LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY AND CHECKLIST
(ARTICLE IV – CITY CEQA GUIDELINES)

<table>
<tr><td>LEAD CITY AGENCY:
Los Angeles Department of Water and Power
111 N. Hope Street, Room 1050
Los Angeles, CA 90012</td><td>COUNCIL DISTRICT(S):
7</td><td>DATE: January 16, 2013</td></tr>
<tr><td colspan="2">PROJECT TITLE/NUMBER:
Foothill Trunk Line Unit 3</td><td>CASE NUMBER: N/A</td></tr>
<tr><td colspan="3">PROJECT DESCRIPTION: The Los Angeles Department of Water and Power (LADWP) proposes to replace an existing water trunk line located within in the public right-of-way of Foothill Boulevard beginning at approximately 600 feet northwest of the intersection of Hubbard Street and Foothill Boulevard, and continuing southeast, within Foothill Boulevard, ending at Terra Bella Street. Through implementation of the proposed project, the Foothill Trunk The proposed project would allow for efficient water transfer within the service area by decreasing flow restriction and stabilizing flow patterns and ensure adequate water supply to the Sylmar, Pacoima, Sunland and Tujunga Service Area.</td></tr>
<tr><td colspan="3">PROJECT LOCATION: City of Los Angeles, North Valley Area in the communities of Sylmar and Pacoima within Foothill Boulevard.
Lat: 34.1823, Long: -118.2545 Township 1N, Range 13W, Section 9 San Bernardino Meridian in Los Angeles</td></tr>
<tr><td>PLANNING DISTRICT:
Sylmar and Arleta-Pacoima</td><td colspan="2">STATUS:
☐ Preliminary
☒ Proposed_____
☐ Adopted (Date) _____</td></tr>
<tr><td>EXISTING ZONING:
N/A</td><td>MAX DENSITY ZONING: N/A</td><td>☐ DOES CONFORM TO PLAN</td></tr>
<tr><td>PLANNED LAND USE AND ZONE:
Major Roadway General Plan designation</td><td>MAX DENSITY PLANNING:
N/A</td><td>☐ DOES NOT CONFORM TO PLAN</td></tr>
<tr><td>SURROUNDING LAND USES:
Land uses near the proposed Foothill Trunk Line include: Multi-Family land uses with a Medium Density designation (MF M); Multi-Family Low-Medium II (MF LMII); Community Commercial (CC); General Commercial (GC) and Light Industrial (LI); and Open Space (OS).</td><td>PROJECT DENSITY:
N/A</td><td>☐ NO DISTRICT PLAN</td></tr>
</table>

CEQA Initial Study

Foothill Trunk Line Unit 3

Prepared by:

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

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Ronald O. Nichols

Manager of Environmental Planning and Assessment
Charles C. Holloway

Environmental Project Manager
Nancy Chung

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SECTION 1
Project and Agency Information

1.1 Project Title and Lead Agency

Project Title: Foothill Trunk Line Unit 3
Lead Agency Name: Los Angeles Department of Water and Power
Lead Agency Address: 111 North Hope Street, Room 1044, Los Angeles, CA 90012
Contact Person: Nancy Chung
Contact Phone Number: (213) 367-0404
Project Sponsor's Name: Same as Lead Agency

1.2 Project Background and Objectives

1.2.1 Project Background

The Foothill Trunk Line (FTL) is the major transmission pipeline that transports water from the Van Norman Pump Station No. 2 (VNPS No.2) within the Los Angeles Reservoir Sylmar, to the 1449-foot system. The 1449-foot system is the network of reservoirs, pipelines, and pump stations that supplies water to the Sylmar, Pacoima, Sunland, and Tujunga Service Areas in the East Valley. The system is named for its location 1,449 feet above mean sea level (msl). The FTL, which consists of welded steel pipe and riveted steel pipe, was installed in the 1930s. After many decades in service, the FTL suffered some deterioration, due to the corrosivity of the soil, and leaked. Portions of the FTL from the VNPS No. 2 to northwest of Hubbard Street were replaced with a 60-inch prestressed concrete, cylinder pipe (PCCP) between 1982 and 1986 under the Foothill Trunk Line Unit 1 and Unit 2 projects. The pipeline section that extends from approximately 600 feet northwest of the intersection of Hubbard Street and Foothill Boulevard to Terra Bella Street has not been replaced. The proposed project, the FTL U3, would update that section of the line.

The remaining segment of FTL, between Hubbard Street and Terra Bella Street, consists of 24-inch, 26-inch, 36-inch diameter welded steel pipe and 30-inch diameter riveted steel pipe. These inconsistencies in size among other portions of the Foothill Trunk Line affect the performance and regular water flow through the 1449-foot system.

The 1449-foot system is supplied by the VNPS No.2 via the FTL and Olden Trunk Line, to the Maclay Tanks, Maclay Reservoir, and Green Verdugo Reservoir. Sheldon Pump Station, located in the Sunland Valley area of Los Angeles County, was constructed in 1956 and supplements the 1449-foot system. In 2004 the Sheldon Pump Station was identified for replacement. Proposed upgrades have since been deferred because the Sheldon Pump Station cannot provide enough supply to the 1449-foot system in the event of FTL failure. The proposed project would increase functionality and improve flow of the main pipeline connection between the VNPS No.2 and the 1449-foot system, which would reduce dependence on the Sheldon Pump Station.

The Maclay Reservoir Outlet Line was installed in 1917 to transport water from the Maclay Reservoir to the 1449-foot system. The pipeline currently runs through private property and has a history of leaks. Due to the lack of access and instability, the outlet line would be decommissioned as part of the FTL U3.

1.2.2 Project Objectives

The FTL U3 would upsize the existing FTL pipeline to achieve size consistency among pipelines throughout the 1449-foot system. The FTL U3 would allow for more efficient water transfer within the entire 1449-foot system by decreasing flow restriction and stabilizing flow patterns. If implemented, the FTL U3 would increase LADWP's ability to reliably transport water throughout the Sylmar, Pacoima, Sunland and Tujunga Service Areas. FTL from Hubbard Street to Terra Bella Street, which consists of 24-inch, 26- inch and 36-inch welded steel pipe and 30-inch riveted steel pipe, was installed in the early 1930's. The FTL U3 would create uniformity in pipeline size to allow for more stabilized flow throughout the service area. Flow capacity would not increase due to the 54-inch pipeline diameter upgrade, but would allow water to move consistently throughout the FTL while providing emergency relief in the event of a disaster. In addition, if the FTL goes out of service, the Sheldon Pump Station alone cannot provide water in full capacity to the 1449-foot system. The FTL U3 would decrease reliability of Sheldon Pump Station in the event of such disruption, increasing the reliability of the entire FTL to provide water throughout the Sylmar, Pacoima, Sunland and Tujunga Service Areas.

The FTL U3 would also allow for the Maclay Reservoir Outlet Line to be decommissioned. The Maclay Reservoir Outlet Line has approximately 4,330 feet of 36-inch riveted steel pipe that was installed in 1917; 4,080 feet of 24-inch riveted steel pipe that was installed in 1917; 2,230 feet of 24-inch welded steel pipe that was installed between 1962 and 1968; 1,970 feet of 22-inch riveted steel pipe installed that was in 1917; and 1,130 feet of 36-inch welded steel pipe that was installed in 1969. The pipeline has a history of leaks and a portion of the pipeline lays underneath private properties.

1.3 Project Location

The proposed project is located in the City of Los Angeles within the County of Los Angeles, specifically, within the communities of Sylmar and Pacoima (see **Figure 1**). Sylmar is bounded by City of Los Angeles boundary lines to the north and east, the City of San Fernando to the south and southeast, and Interstate 405 (I-405) and I-5 to the west. Pacoima is bounded, approximately, to the southwest by the I-5, to the north by the City of San Fernando, Sylmar, and the State Route 118 (SR-118), to the east by Interstate I-210 (I-210) and Foothill Boulevard, and the communities of Sunland, Tujunga, Shadow Hills, and Lake View Terrace community to the east, and south. The project area is mostly urbanized.

The alignment of the proposed project would be located within the public right-of-way (ROW) of Foothill Boulevard, beginning at approximately 600 feet northwest of the intersection of Hubbard Street and Foothill Boulevard, continuing southeast along Foothill Boulevard, ending at Terra Bella Street. (see **Figure 2**).

Surrounding land uses along the proposed project alignment include single and multi-family residential, industrial, and commercial uses.

1.4 Project Description

The FTL U3 would replace approximately 16,600 linear feet of existing 24-inch, 26-inch, 36-inch diameter welded steel pipe and 30-inch diameter riveted steel pipe with a 54-inch diameter welded steel pipe within Foothill Boulevard. The FTL U3 alignment would traverse two 72-inch Los Angeles County Flood Control District (LACFCD) storm drains, a 48-inch LACFCD storm drain, a12-inch LACFCD storm drain, and a LACFCD flood channel. The FTL U3 would also cross under SR-118.

The FTL U3 would include six connections, ten valves, and four tunnel pits. Most of the FTL U3 would be located underground and would not be visible, the only segment that would perhaps be visible is where the FTL U3 crosses over the Pacoima Wash. Minor appurtenant facilities, such as combination air valves and a rectifier station cabinet, would also be constructed aboveground as part of the project.

A hydraulic model was utilized to determine the operating needs of the FTL U3. The Ultimate Maximum Day (UMD) demand scenario and the Historic Maximum Day (HMD) demand scenario were both included in the model runs. Specifically, the model was run using the following scenarios:

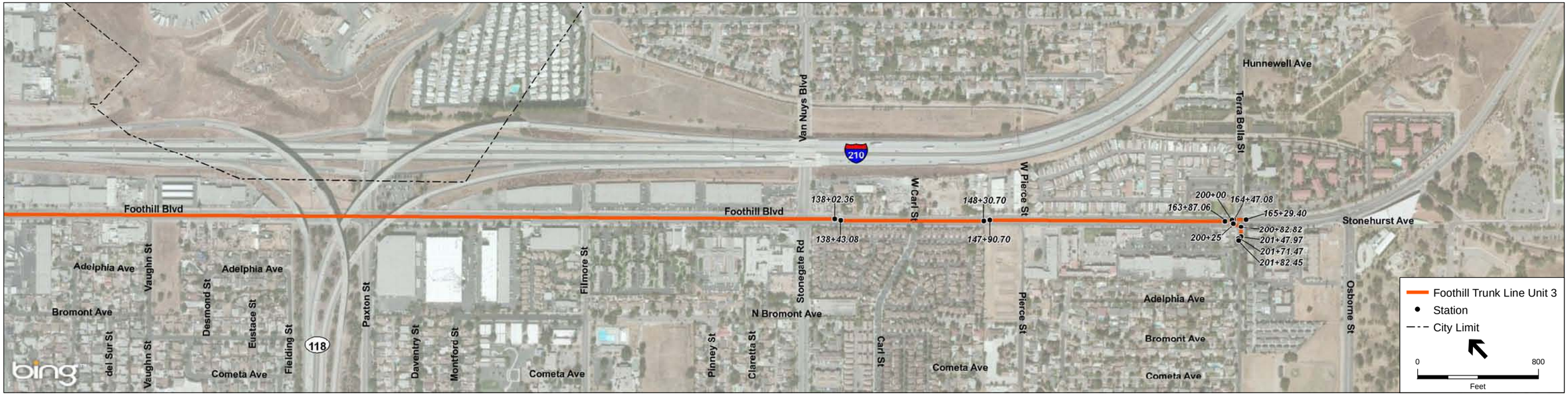
- UMD – Existing pipe, 48, 54, and 60-inch diameter pipe
- UMD – 48, 54, and 60-inch diameter pipe with Sheldon Pump Station Off
- HMD – 48, 54, and 60-inch diameter pipe with Sheldon Pump Station and Green Verdugo Reservoir Off

SOURCE: ESRI; ESA, 2012.

LADWP - Foothill Trunk Line Unit 3 IS . 211490.15

Figure 1

Regional Location



SOURCE: ESRI; ESA, 2012.

LADWP - Foothill Trunk Line Unit 3 IS . 211490.15

Figure 2

Project Location

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The hydraulic analysis found the 48-inch diameter trunk line, under the HMD demand scenario with Sheldon Pump Station and Green Verdugo Reservoir off, did not have adequate grades to allow for line suction for Green Verdugo Pump Station during peak hour demands. The 60-inch diameter trunk line did not provide any significant hydraulic advantages over the selected 54-inch diameter trunk line for the three model scenarios that were run. Therefore, the 54-inch diameter was determined to be the appropriate diameter of the FTL U3.

In addition, in order to determine the required diameter of the FTL U3, the Water Master Planning Group of LADWP performed a hydraulic analysis of future demands and emergency scenarios. The UMD peak hour demand and abandonment of certain components (Maclay reservoir outlet) of the 1449-foot system was 170 cubic feet per second (cfs). Of the 170 cfs, 102 cfs of the demand are southeast of the Maclay Reservoir Outlet Line. The FTL U3 was sized to maximize the flow along FTL, while minimizing the use of Sheldon Pump Station. Based on the hydraulic analysis, the 54-inch pipeline would have a peak hour flow of 78 cfs in an UMD demand scenario and up to 89 cfs for emergency scenarios.

The FTL U3 would connect to the 60-inch prestressed concrete cylinder pipe section of Foothill Trunk Line along Foothill Boulevard northwest of Hubbard Street, to a 30-inch riveted steel pipe along Terra Bella Street southwest of Foothill Boulevard, and to a 36-inch modified prestressed concrete cylinder pipe along Foothill Boulevard southeast of Terra Bella Street.

It was also determined that it would be necessary to connect the 54-inch FTL U3 to the distribution system at six locations. These locations are along Foothill Boulevard at Hubbard Street, Harding Street, Vaughn Street, Filmore Street, Van Nuys Boulevard, and Terra Bella Street.

1.4.1 Construction Activities

Construction of the FTL U3 would occur within the ROW of Foothill Boulevard, which ranges from approximately 60 feet to 100 feet. The FTL U3 would traverse two 72-inch, one 12-inch, and one 48-inch Los Angeles County Flood Control District (LACFCD) storm drains, and the FTL U3 would also cross over the LACFCD flood channel (Pacoima Wash). Although the final design is not yet completed, in all likelihood the FTL U3 will be suspended by concrete piers on either side as it crosses the Pacoima Wash.

A majority of the installation, approximately 12,750 feet, would occur by open trench. The trenching technique would include saw cutting of the pavement, where applicable, trench excavation, pipe installation, backfill operations, and resurfacing to the original condition. The trench would be approximately 10 feet deep and 7.5 feet wide and would disturb approximately 2.2 acres. Trenches would be temporarily covered with steel plates at the end of each work day, and the work areas would be secured by installing barricades.

The construction equipment needed for installation of the FTL U3 includes backhoe, excavator, shoring, welding equipment, boom lift truck, steam roller, plate compactor. Approximately 15 workers per day would be required for pipeline installation. Sand, gravel bedding material and

slurry would be imported to the project site to be used as bedding or backfill. When feasible native soils would be retained to use as bedding and backfill, however, soils unsuitable for backfilling soil would require off-site disposal to a nearby landfill.

Construction of the FTL U3 would potentially impact intersections located along Foothill Boulevard ending at Terra Bella Street. To minimize traffic disruptions at busy intersections during construction, LADWP intends to install the 54-inch welded steel pipe via pipe jacking at four intersections along the proposed alignment. Pipe jacking would be used to avoid ground disturbance to critical intersections and other locations where ground surface cannot be disturbed. Pipe Jacking would install approximately 3,100 feet along various locations along Foothill Boulevard. This method employs a horizontal boring machine or an auger that is advanced in a tunnel bore to remove material ahead of the pipe. Temporary jacking pits and receiving pits are excavated on either side of the segment. Powerful hydraulic jacks are used to push a steel casing pipe from a jacking pit to a receiving pit. As the tunneling machine is driven forward, a jacking pipe is added into the pipe string. A jacking pit typically measures 14 feet by 40 feet and the receiving pit typically measures 10 feet by 20 feet. The jacking and receiving pits typically would be excavated to a depth of approximately 20 feet. The pipe jacking method would be implemented at four locations along the following intersections:

- Foothill Boulevard and Hubbard Street
- Foothill Boulevard and Maclay Street
- Foothill Boulevard under the 118-210 Freeway Connector
- Foothill Boulevard and Van Nuys Boulevard

Traffic control would be necessary during construction of the FTL U3 within streets as temporary complete closures are anticipated. The Traffic Control Plan for the FTL U3 would conform to traffic control standards established by the City of Los Angeles Department of Transportation (LADOT). Up to two or three workers would be required for traffic control during installation of the FTL U3. Equipment necessary for traffic control includes changeable message signs, delineators, arrow boards, and K-Rails. The Traffic Control Plan for the FTL U3 would be approved by the LADOT.

1.5 Discretionary Approvals Required for the Project

Table 1 presents a preliminary list of the agencies and entities with discretionary approval over the FTL U3.

TABLE 1
DISCRETIONARY PERMITS POTENTIALLY REQUIRED

Agency	Permits and Authorizations Required	Activities Subject to Regulations
California Department of Industrial Relations, Division of Occupational Safety and Health, Mining and Tunneling Unit	Permit for construction operations involving human entry	pipe jacking operations 66 inches in diameter; Shafts: Excavations twice the depth of cross section or exceeding 20 feet; Tunnels: Culverts greater than 30 inches in diameter; underground chambers
California Department of Transportation	Encroachment Permit	Construction activities within 118 Freeway right-of-way
California State Division of Occupational Safety and Health	Permit for trench construction	Any excavation activity five feet or deeper
City of Los Angeles Department of Transportation	Traffic Control Plan and Traffic Signal Plan	Traffic lane closures and transportation related issues
City of Los Angeles Department of Public Works, Bureau of Engineering	• Excavation Permit • Encroachment Permit • Construction Permit • Discharge Permit	• Excavation Permit for construction within roadway ; Excavation near Pacoima Wash • Encroachment Permit within road right-of-way • Construction Permit for disturbance to curbs, gutters, sidewalks, drains, or driveways •
City of Los Angeles Department of Public Works, Bureau of Sanitation	Industrial Waste Permit	Pump or chlorine discharge water
County of Los Angeles Flood Control District & US Army Corp of Engineers County of Los Angeles Department of Public Works	Permit to develop a utility line over the Pacoima Wash Encroachment Permit	Construction over the Pacoima Wash Encroachment Permit within their Easement
Regional Water Quality Control Board	NPDES/WDR for construction dewatering	Construction dewatering Hydrostatic Test Water Discharge
State Water Resources Control Board	NPDES Construction Activity Permit	Construction on a site of more than one acre

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☒ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology, Soils and Seismicity
☒ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☒ Hydrology and Water Quality
☒ Land Use and Land Use Planning	☐ Mineral Resources	☒ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☒ Transportation and Traffic	☒ Utilities and Service Systems	☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR 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 proposed project, no further environmental documentation is required.

Charles C. Holloway
Signature

January 16, 2013
Date

Charles C. Holloway
Printed Name

Manager of Environmental Planning and Assessment, LADWP
For

Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
1.	**AESTHETICS—Would the project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☒	☐	☐	☐

Discussion

a) **No Impact.** Construction of the proposed trunk line would result in short-term impacts to aesthetics due to the presence of construction equipment and materials in the visual landscape. However, these project components are not located within a scenic vista. Therefore, no impacts would occur to scenic vistas due to construction of these project components. Once constructed, the trunk line would be belowground and would have no impacts to scenic vistas.

b) **No Impact.** The proposed project is located approximately 400 feet southwest of I-210 (the Foothill Freeway) which is listed as an Eligible State Scenic Highway by the Caltrans Scenic Highway Mapping System (Caltrans, 2012). However, the project site consists of a installing an approximately three-mile long trunk line within an existing roadway in an urban built-up environment. The project site (Foothill Boulevard) is not a scenic resource and the project would not result in damage to any scenic resources. Therefore, the proposed project would not impact scenic resources within a state scenic highway corridor.

c) **Less Than Significant Impact.** The proposed project is not expected to substantially degrade the existing visual character or quality of the project site and its surroundings. The trunk line would be constructed underground and would not be visible once completed. Minor appurtenant facilities such as air release valves/air vacuums and vaults would be visible above ground, however, these structures would be low profile and would not substantially contrast with the surrounding urban built-up environment. Additionally, during the construction phase, the visual character of the area would be affected. The EIR will analyze the potential impacts to the existing visual character of the project site and its surroundings.

d) **Less Than Significant Impact.** The trunk line would not generate new sources of light or glare. The trunk line, once constructed would be entirely underground with the exception of minor appurtenant facilities such as such as air release valves/air vacuums and vaults, none of which would include light fixtures. Nonetheless, potential visual impacts associated with nighttime security lighting will be analyzed in the EIR.

Agricultural Resources

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

Discussion

a) **No Impact.** According to the 2010 maps prepared for the Farmland Mapping and Monitoring Program of the Department of Conservation, the proposed project would not be located on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (CDC, 2010). The proposed project is located in areas designated as urban and other lands. Therefore, no impacts to Prime, Unique, or Important Farmland would occur and no further analysis is warranted.

b) **No Impact.** No part of the proposed project is located on land contracted under the Williamson Act. The proposed project would be located within an existing paved roadway right-of-way. Additionally, the project site is not zoned for agricultural use. Therefore, no impacts would occur to Williamson Act contracted lands and no further analysis is warranted.

c) **No Impact.** The project site is not zoned as forest land, timberland, or timberland production. Therefore, there would be no conflicts with existing zoning. No impacts would occur, and no further analysis is required.

d,e) **No Impact.** The project site is located within an urban built-up environment. The proposed project would result in replacement of existing utility facilities. The project site does not contain forest land, timberland, or farmland. Thus no forest land, timberland, or farmland would be lost or converted to non-forest or non-agricultural use. No impacts would occur, and no further analysis is required.

Air Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
3. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
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)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion

a) **Potentially Significant Impact.** The proposed project would be located entirely within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), in the South Coast Air Basin. The SCAQMD is designated nonattainment for both the state and federal ozone standards and the state particulate matter (PM_{10}) standard. Project construction would generate emissions of oxides of nitrogen (NO_x) and PM_{10} that could

result in significant impacts to air quality in the project area. Equipment usage and activities during construction of the proposed project would result in emissions of PM_{10} and ozone precursors, including NO_x and volatile organic compounds (VOCs), which could result in significant impacts to air quality in the area. The sources of emissions would include trucks, and on-road motor vehicles for equipment and material deliveries and workers commuting to and from the site. This impact is potentially significant. Further analysis of air quality impacts is warranted to determine whether the project would conflict with or obstruct implementation of the applicable plans for attainment and, if so, to determine the reasonable and feasible mitigation measures that could be imposed. These issues will be further evaluated in the EIR.

b) **Potentially Significant Impact.** As discussed above, short-term construction emissions could significantly contribute to an existing or projected air quality violation of PM_{10} or ozone standards, requiring the consideration of mitigation measures. This impact is potentially significant and will be further evaluated in the EIR.

c) **Potentially Significant Impact.** SCAQMD is a nonattainment area for the state and federal ozone standards and the state PM_{10} standard. SCAQMD rules and regulations apply to all project activities. The EIR will include a quantitative discussion of emissions created by this project. This will include activities such as truck trips to deliver project materials and employees to the site. This impact is anticipated to be less than significant. However, cumulative contributions to this basin could be potentially significant. Construction and operational emissions of the project will be further evaluated in the EIR.

d) **Potentially Significant Impact.** There are residents located near the project site. Construction-related activities would generate diesel exhaust emissions and dust that could adversely affect air quality for nearby sensitive receptors. Mitigation measures for diesel equipment and dust control that are recommended by SCAQMD will be evaluated as part of the EIR to avoid or reduce the impacts to construction workers and nearby residents.

e) **Less Than Significant Impact.** Types of land uses that typically pose potential odor problems include agriculture, wastewater treatment plants, food processing and rendering facilities, chemical plants, composting facilities, landfills, waste transfer stations, and dairies. In addition, the occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they can still be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. No part of the project would create odors at nearby sensitive receptors. Impacts would be less than significant.

Biological Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
4. BIOLOGICAL RESOURCES— 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?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

a) **Potentially Significant Impact.** The trunk line would be within Foothill Boulevard which located in a developed and urban area of Los Angeles. The EIR will contain a discussion of potentially sensitive species in the project area and the pertinent regional and local plans.

b,c) **No Impact**. The proposed trunk line is located within previously developed residential, commercial, and light industrial areas and does not contain riparian habitats, wetlands or other sensitive, protected habitats. The proposed trunk line would be located within an existing roadway and would not encounter sensitive habitats. The portion of the trunk line that would cross the Pacoima Wash would either be attached to the side of the existing bridge across the channel or installed adjacent to the bridge in a utility encasement on footings that would be located outside of the wash so as not to disturb the channel. There would be no impact to riparian habitats, wetlands, or other sensitive protected habitats.

d) **No Impact.** Wildlife corridors are pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or human-induced factors, such as urbanization. The proposed project site is not part of any corridors for wildlife movement because the sites occur in areas characterized by residential, commercial and light industrial development and is adjacent to busy roads. Construction of any of the trunk line within a ROW would not interfere with local or regional wildlife movement. The trunk line alignment within the Foothill Boulevard ROW would not impact any wildlife movement corridors. There would be no impact.

e) **Potentially Significant Impact.** The EIR will analyze whether the project conflicts with local biological policies, ordinances, and plans will be included in the EIR.

f) **No Impact.** The proposed project is located in an existing roadway in an urban built-up environment and is not located with a designated HCP or NCCP area. There would be no impacts associated with conflicts to provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
5. CULTURAL RESOURCES— Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

Discussion

a–c) **Potentially Significant Impact.** A Cultural Resources report will be prepared and will include a discussion and analysis of project impacts on historical resources, unique archaeological resources, unique paleontological resources, and unique geologic features. The results of this report will be summarized and included in the EIR.

d) **Potentially Significant Impact.** The EIR will discuss the potential for discovering unidentified buried human remains during project construction.

Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
6. GEOLOGY, SOILS, AND SEISMICITY— 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.)	☒	☐	☐	☐
ii) Strong seismic ground shaking?	☒	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv) Landslides?	☒	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☒	☐	☐	☐
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?	☐	☐	☐	☒

Discussion

a.i-iv) **Potentially Significant Impact.** The trunk line project is located in a seismically active region of California. Portions of Foothill Boulevard are located in an area designated as a fault study zone. Generally, the project area is located near regional faults that may result in rupture, which could impact the proposed project. Potential fault rupture, groundshaking, liquefaction, and landslide impacts will be analyzed in the EIR. (City of Los Angeles GIS, 2012)

b) **Potentially Significant Impact.** Construction activities would occur within the right-of-way of Foothill Boulevard as well as adjacent to and potentially within the Pacoima

Wash. Activities within the Pacoima Wash could potentially cause erosion and soil loss due to the vegetation grubbing and earthmoving activities that would be required to implement the project in that area. The EIR will include a discussion of this potential impact.

c) **Potentially Significant Impact.** As stated above in the response to *6a.i-iv*, the EIR will discuss potential landslide, liquefaction, lateral spreading, and or subsidence impacts.

d) **Potentially Significant Impact.** The EIR will discuss soil types and potential impacts associated with expansion and contraction of soils.

e) **No Impact.** Construction of the trunk line would not include a septic system. This impact area will not be further evaluated in the EIR.

Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** Greenhouse gas (GHG) emissions from human activity are implicated in global climate change or global warming. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), NO_X, ozone, water vapor, and fluorinated gases (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride). The EIR will identify the GHG emissions associated with construction of the proposed project and potential impacts to the environment.

b) **Potentially Significant Impact.** In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires California Air Resource Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions). The EIR will identify the applicable plans, policies and regulations adopted for the

reduction of GHG emissions and determine whether or not the project will conflict with AB32 and other regulations adopted for the purpose of reducing GHG emissions.

Hazards and Hazardous Materials

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
8.	**HAZARDS AND HAZARDOUS MATERIALS Would the project:**				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion

a) **Potentially Significant Impact.** Construction of the proposed project would require the use of fuels, oils, and lubricants that can be hazardous to the environment. During construction activities, such hazardous materials could accidentally be spilled or otherwise released into the environment exposing construction workers, the public and/or the environment to potentially hazardous conditions. Construction crews would be required to implement best management practices (BMPs) for handling hazardous materials during the project. The use of the construction BMPs shall minimize negative

effects on groundwater and soils. Additionally, safety measures would be required to be implemented, in accordance with General Industry Safety Orders for Spill and Overflow Control. Nonetheless, potential impacts associated with hazardous materials will be analyzed in the EIR.

b) **Potentially Significant Impact.** Operation of the proposed project would not include the use or storage of hazardous materials that would potentially cause a threat to the environment or public. However, construction of the project would require the use of fuels, oils, and lubricants that could be hazardous if accidentally released into the environment. Construction crews would be required to implement BMPs for handling hazardous materials during the project. The use of the construction BMPs shall minimize negative effects on groundwater and soils. Additionally, safety measures would be required to be implemented, in accordance with General Industry Safety Orders for Spill and Overflow Control. Nonetheless, potential impacts associated with any foreseeable upset and accident conditions involving the release of hazardous materials will be analyzed in the EIR.

c) **Potentially Significant Impact.** There are several schools located within 0.25 mile of the project site, including, Gridley Elementary, Valley Region, and Hillary T. Broadous. Although the proposed project will not emit or release hazardous materials within 0.25 miles of a school, the EIR will evaluate the potential for accidental release of hazardous materials into the environment within 0.25 mile of a school.

d) **Potentially Significant Impact.** Based on a review of hazardous waste site databases, the project site is not expected to be located on an existing hazardous materials site as defined by Government Code Section 65962.5. However, the EIR will evaluate known contamination sites to determine of the project would create a significant hazard.

e) **No Impact.** The project site is located approximately 1.3 miles southeast from the Whiteman Airport. The project is not located within any airport safety zones and the project does not include any features that would affect air traffic. Therefore, no impacts would occur associated with public airports and no further analysis is warranted.

f) **No Impact.** The nearest private airstrip is the Olive View Medical Center Heliport, located 1.39 miles northeast of the proposed project. The project is not located within any airport safety zones and the project does not include any features that would affect air traffic. Therefore, no impacts associated with conflicts to private airstrips would occur and project implementation and no further analysis is warranted.

g) **Potentially Significant Impact.** Construction of the proposed project could interfere with adopted emergency response plans and emergency evacuation plans. Potential impacts of the proposed project on emergency response and evacuation plans will be evaluated in the EIR.

h) **No Impact** The proposed project would not include structures that could be threatened by wildfires. Additionally, the proposed project is located in an urban environment where there is no wildland interface that could potentially ignite. No impact would occur and this issue will not be addressed in the EIR.

Hydrology and Water Quality

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
9.	**HYDROLOGY AND WATER QUALITY— Would the project:**				
a)	Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
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)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river or, by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
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 authoritative flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☒	☐	☐	☐
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?	☒	☐	☐	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion

a) **Potentially Significant Impact.** The construction and operation of the proposed project would not generate significant amounts of wastewater or significantly increase urban runoff entering existing storm drains. The primary objective of the is to upsize the existing FTL pipeline to achieve size consistency among pipelines throughout the Pacoima, Sylmar, Sunland and Tujunga Service Areas. Construction of the proposed project may require a Waste Discharge Requirement (WDR). Operation of proposed project would not require WDR. Construction of the proposed project would require the implementation of a Storm Water Pollution Prevent Plan (SWPPP) as required by the State Water Resources Control Board. Implementation of the SWPPP would ensure runoff from the project site during construction would not violate water quality standards. A discussion of water quality and discharge requirements will be included in the EIR.

b) **Less Than Significant Impact.** The proposed project is a trunk line replacement project and is not anticipated to develop additional paved areas, thus the project will not interfere with groundwater recharge or deplete groundwater supply. Nevertheless, the project will implement the appropriate BMPs and compliance with applicable regulations would reduce potential water quality impacts to a less than significant level. Therefore, impacts would be less than significant and no further analysis is warranted

c) **Less Than Significant Impact.** The proposed project is not expected to substantially alter existing drainage patterns within the project area as a majority of the proposed project is located within an existing roadway. The proposed project would not alter the drainage pattern of any stream or river. The project would be required to adhere to the NPDES permits of the Los Angeles region which specify requirements to protect the beneficial uses of all receiving waters. Furthermore, they require the permittees to develop and implement BMPs to control/reduce the discharge of pollutants to waters of the United States to the maximum extent practicable (MEP). With adherence to these requirements, the proposed improvements would include design measures to minimize potential impacts to receiving waters to less than significant levels.

d) **Less Than Significant Impact.** Because the proposed project would be built within the ROW of Foothill Boulevard, no substantial changes in runoff or drainage patterns would occur as the site is presently in a developed condition. The proposed project would utilize the existing storm water drainage and control system located within Foothill Boulevard. Therefore, the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site impacts to receiving waters.

e) **Less Than Significant Impact.** The proposed project will not generate new sources of runoff that could cause storm drains to exceed capacity as the project is not located in areas where improved storm drains exist. Construction activities would comply with applicable requirements of the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Board (RWQCB), including compliance with NPDES

permit regulations. Best management practices would be employed during project construction to control any potential erosion or siltation impacts related to construction activities. Compliance with NPDES requirements would ensure a less than significant impact, and no further study of this issue related to construction is required.

f) **Less Than Significant Impact.** The project would be required to adhere to the NPDES permits of the Los Angeles region which specify requirements to protect the beneficial uses of all receiving waters. Furthermore, they require the permittees to develop and implement BMPs to control/reduce the discharge of pollutants to waters of the United States to the MEP. With adherence to these requirements, the proposed improvements would include design measures to minimize potential impacts to receiving waters to less than significant levels.

g) **No Impact.** The proposed project consists of installing an underground water trunk line within an existing road right-of-way and would not include construction of housing. Therefore, no impacts related to placing housing in a flood plain would occur and no further analysis is warranted in the EIR.

h) **Potentially Significant Impact.** A portion of the proposed trunk line would be constructed adjacent to the Pacoima Wash which is a 100-year flood hazard area. Impacts associated with construction near the Pacoima Wash will be evaluated in the EIR.

i) **Potentially Significant Impact.** The proposed project includes the construction and operation of a new trunk line 2.6 miles southwest of the Lopez Dam. According to the City of Los Angeles General Plan, Safety Element Exhibit G, Inundation & Tsunami Hazard Areas, the proposed project is located in a potential dam inundation area. Although a majority of the proposed project would be located below ground and would not expose people or structures to a significant risk of loss, injury or death involving flooding. However, the design of the crossing over the Pacoima Wash has not been finalized, therefore, impacts associated the Pacoima Wash crossing will be analyzed in the EIR.

j) **No Impact.** Installation of a trunk line within Foothill Boulevard would not increase the risk associated with seiche, tsunami, or mudflow at the project site. The project is 2.8 miles southeast from the nearest large standing body of water is the Department of Water And Power Granada Hills Reservoir which is not located near enough the project site to create a seiche hazard. The proposed project is located 25 miles east from the nearest ocean and would therefore not be affected by a tsunami. No impact would occur, and no further study of this issue is required.

Land Use and Land Use Planning

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
10.	**LAND USE AND LAND USE PLANNING—Would the project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
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?	☒	☐	☐	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

Discussion

a) **No Impact.** The proposed project includes the implementation of a trunk line project in Foothill Boulevard right-of-way. Implementation of the proposed project would not physically divide an established community. There would be no impact and no further analysis is warranted.

b) **Potentially Significant Impact.** The proposed project is subject to the goals and policies of the general plans and other planning documents developed by the City of Los Angeles. The EIR will summarize and analyze the project's consistency with regional plans and policies.

c) **Less Than Significant Impact.** The proposed project is located in an existing roadway in an urban built-up environment and is not located with a designated Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) area. There would be no impacts associated with conflicts to provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Mineral Resources

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
11.	**MINERAL RESOURCES—Would the project:**				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Discussion

a) **No Impact.** The proposed project would mostly be located within an existing paved roadway and consists of land that is developed and is not used for mineral extraction. The proposed project site is not identified as a locally important mineral resource site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts on regional minerals or minerals of state importance are anticipated and no further analysis is warranted.

b) **No Impact.** The proposed project would mostly be located in a roadway and consists of land that is developed and is not used for mineral extraction. The proposed project site is not identified as a locally important mineral resource site delineated on a local general plan, specific plan, or other land use plan. Therefore, no adverse impacts to the availability of locally-important mineral resources would occur and no further analysis is warranted.

Noise

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
12. NOISE—Would the project:				
a) Result in 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?	☒	☐	☐	☐
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☒	☐	☐	☐

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

a) **Potentially Significant Impact.** Noise generated during project construction activities would occur with varying intensities and durations during trunk line installation. The closest sensitive receptors to the proposed project construction are nearby residences. The EIR will identify relevant noise standards and evaluate noise levels associated with project construction. Operation of the proposed project is not expected exceed noise standards, as project design would be in accordance with all applicable standards and regulations.

b) **Potentially Significant Impact.** Groundborne vibration and groundborne noise could result from construction activities. The closest sensitive receptors to the proposed project construction would be the nearby residences. Additionally, other sensitive receptors can also be impacted by construction activities. The EIR will identify relevant vibration standards and evaluate vibration levels associated with project construction. Operation of the proposed project is not expected exceed vibration standards, as project design would be in accordance with all applicable regulations.

c) **No Impact.** The proposed trunk line would be located beneath the surface of an existing paved roadway. Noise from water flowing in the trunk line would not be expected to be audible at the ground surface. Therefore, the project would not result in a permanent increase in ambient noise levels in the project vicinity. No permanent impacts would occur, and no further analysis is required.

d) **Potentially Significant Impact.** Heavy equipment use during construction would cause a temporary or periodic increase in ambient noise levels. The EIR will identify the potential noise levels associated with construction activity depending construction phases and projected inventory of equipment to be used. If necessary, the EIR will include mitigation measures to ensure temporary noise caused by construction activities would be reduced in accordance with applicable noise ordinances and regulations.

e) **Potentially Significant Impact.** As previously discussed, the proposed project is not located within an airport land use plan, however it is located within two miles of a public airport. Impacts associated with construction activities in the vicinity of an airport will be analyzed in the EIR.

f) **No Impact.** As previously discussed, there are no private airstrips within the vicinity of the proposed project. No impacts would occur, and no further analysis is required.

Population and Housing

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
13.	**POPULATION AND HOUSING— 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)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) **No Impact.** The proposed project would not directly induce population growth because the project would not create new homes or businesses, Additionally, because the proposed project would provide redundancy to the existing system and does not increase capacity the proposed project would not substantially induce growth to the project vicinity.

b) **No Impact.** The proposed project would be located entirely within the right-of-way Foothill Boulevard and would not displace any housing units. No impacts would occur and no further analysis is warranted in the EIR.

c) **No Impact.** The proposed project would be located entirely within the right-of-way Foothill Boulevard and would not displace any housing units. No impacts would occur and no further analysis is warranted in the EIR.

Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
14. PUBLIC SERVICES— Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the 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 following public services:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion

a.i) **No Impact.** The Los Angeles Fire Department provides fire suppression and emergency medical services to the project area. The primary fire station that would serve the project area is the Fire Station 91, located at 14430 Polk Street in Sylmar, 0.5 miles northwest of the northwestern project boundary. The proposed project consists of installing a trunk line and would not require new or expanded facilities in order to provide adequate fire suppression and emergency medical services. There would be no impact, and no further analysis is warranted.

a.ii) **No Impact.** Police protection services in the project area are provided by the Los Angeles Police Department. The closest station to the project site is the Foothill Community Police Station located at 12760 Osborne Street in Pacoima. The proposed project consists of installing a trunk line and would not require new or expanded law enforcement facilities in order to provide adequate police protection services. There would be no impact, and no further analysis is warranted.

a.iii) **No Impact.** Due to the size and nature of the proposed project, a relatively small number of construction workers would be required. It is expected that most of these workers would commute to the project site from surrounding communities. Therefore substantial temporary increases in population that would adversely affect local school populations are not expected. There would be no impact and no further analysis is warranted.

a.iv- v) **No Impact.** The project would be constructed by a combination of city employees and contractors, which would be local to Los Angeles and would not require construction workers to relocate to the project area. Therefore, substantial permanent increases in

population that would adversely affect local parks, libraries and other public facilities (such as post offices) would not occur. The proposed project is expected to result in no impact to other such public facilities. No further analysis is warranted.

Recreation

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
15.	**RECREATION—Would the project:**				
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a) **No Impact.** Installation of the proposed trunk line would not result in direct or indirect growth in population or housing. Therefore, the proposed project is not expected to impact existing neighborhood or regional parks or any other recreational facilities due to increases in park usage. Impacts to recreational facilities will not be further analyzed in the EIR.

b) **No Impact.** Installation of the proposed trunk line would not include recreational facilities or require the expansion of existing facilities that would cause an impact on the environment. Impacts to recreational facilities will not be further analyzed in the EIR.

Transportation and Traffic

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
16. TRANSPORTATION AND TRAFFIC — 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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e) Result in inadequate emergency access?	☒	☐	☐	☐
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?	☒	☐	☐	☐

Discussion

a,b,f) **Potentially Significant Impact.** The EIR will describe existing roadways, traffic flow, access, and circulation conditions on roadways that would be affected by construction-related traffic and at major intersections in the project area. The EIR will assess the potential for project-related traffic to affect local roadways. The EIR will describe the existing traffic loads, capacities, level-of-service standards for roadways, bus routes, and bike routes in the project vicinity. Minimum standards for travel widths that would allow maintaining either uncontrolled two-way traffic flow, or alternate one-way traffic flow, will be applied to affected roadways to ascertain the significance of the impact.

The EIR will also discuss any conflict with applicable plans, ordinances, or policies regarding traffic performance in the local circulation system. Mitigation measures will be developed to reduce adverse effects to traffic and circulation.

c) **No Impact.** The nearest airport to the project site is Whiteman Airport, located approximately 1.3 miles to the southwest. Due to the nature of the proposed project as a replacement trunk line, it would not introduce new residents into the project area and would therefore not result in an increase in air traffic levels or a change in location of air

traffic patterns that would result in substantial safety risks, as air traffic patterns would not be affected. There would be no impact.

d) **Potentially Significant Impact.** Although the proposed trunk line would be installed within Foothill Boulevard, implementation of the project would not result in a permanent modification to the configuration of the roadway and therefore would not introduce any roadway hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. All truck trips and deliveries would utilize roadways permitted for the associated vehicle type, size, and weight, in accordance with regulations by California Department of Transportation and local roadway agency regulations. The EIR will identify roadways compatible for use by construction delivery trucks in the Transportation and Traffic section of the EIR. Mitigation measures, such as a traffic control plan, will be developed to reduce impacts due to incompatible uses to less than significant level.

e) **Potentially Significant Impact.** Construction of the proposed project would require transportation of equipment and materials that could interfere with emergency response or evacuation plans. Roadways could be temporarily blocked due to operation and/or storage of construction equipment and material deliveries. The effect of project construction on emergency response and evacuation plans will be evaluated in the EIR. Mitigation measures, such as a traffic control plan, will be developed in the EIR.

Utilities and Service Systems

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
17.	**UTILITIES AND SERVICE SYSTEMS — Would the project:**				
a)	Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
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?	☐	☐	☐	☒
c)	Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Issues (and Supporting Information Sources):		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e)	Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** During proposed project construction activities, accidental release of potentially harmful materials, such as engine oil, diesel fuel, and cement slurry could degrade the water quality of the nearby Pacoima Wash. LADWP will prepare and submit a Contingency Plan to the RWQCB their review and approval. Nevertheless, because the potential exists for impacts to occur, water quality impacts will be discussed in the EIR.

b) **No Impact.** The proposed project includes the installation of a replacement trunk line in an existing right-of-way. The proposed project is a replacement trunk line and would not result in the need for additional water treatment or wastewater treatment facilities. Therefore, no impact would occur.

c) **No Impact.** The project does not include the construction of new stormwater drainage facilities or an expansion of its existing facilities. Rather, the proposed project involves the installation of a water trunk line within an existing roadway. Upon completion of construction, the roadway would be restored to its original configuration. The project would have no permanent effect on stormwater drainage and expansion of existing stormwater facilities would not be required. As such, no environmental effects related to expansion of existing stormwater facilities would occur.

d) **Less Than Significant Impact.** Water needs of the project during construction would be relatively minor and temporary. Water may be used for dust control of open excavations or spoils and mixing concrete. Existing water resources would be sufficient to meet those needs. Following construction, the proposed project would convey existing potable water sources. Therefore, impacts to existing water supplies or entitlements are considered less than significant.

e) **No Impact.** The proposed project involves the replacement of existing water delivery facilities and would have no effect on wastewater generation or treatment. LADWP would not be required to provide future capacity. Therefore, the project has adequate capacity to serve current treatments demand. There is no impact to existing commitments by LADWP.

f,g) **Potentially Significant Impact.** The proposed project would require excavation for the installation of the proposed trunk line. The excavation would likely result in construction waste, including excavated soil and construction by-product. The EIR will identify landfills in the project vicinity that have adequate permitted capacity to accept solid waste construction debris such as spoil soils. The EIR will identify local, state, and federal regulations related to solid waste and determine appropriate mitigation measures, if necessary, to ensure the proposed project complies with such regulations.

Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
17. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:				
a) 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?	☒	☐	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion

a) The project vicinity is extensively developed with urban uses, nevertheless, a records search for State and/or federally listed species in the vicinity will be prepared as part of the EIR. Although the project area is extensively developed, there is a potential for special status species to occur in the project vicinity. Therefore, impacts to special status species will be further analyzed in the EIR. Additionally, although the proposed project will occur in a developed roadway, there is a potential for impacts to occur to important examples of the major periods of California history or prehistory. Therefore, these impacts will be analyzed further in the EIR. The EIR will discuss the project's potential effects on these resources and develop mitigation measures to minimize environmental impacts.

b) The proposed project could have impacts that are individually limited but cumulatively considerable (e.g., impacts to air quality, noise and traffic). The EIR will include a chapter dedicated to evaluating the proposed project's cumulative impacts.

c) The proposed project could have potentially significant impacts to human beings, for example, due to hazardous materials release or air quality. The EIR will include a discussion of direct and indirect project impacts on human beings.

SECTION 3
References, Abbreviations and Report Preparation

3.1 References and Bibliography

California Department of Conservation (CDC). 2010. Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland. Available online: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf. Accessed November 2, 2012.

California Department of Transportation (Caltrans), *California Scenic Highway Mapping System*, available at http://www.dot.ca.gov/hq/LandArch/scenic_highways/. Accessed on November 6, 2012.

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DTSC, Envirostor, available on-line Accessed November 2, 2012: http://www.envirostor.dtsc.ca.gov.

DTSC, Hazardous Waste and Substance Sites (Cortese) List, available on line. Accessed November 2, 2012: http://www.calepa.ca.gov/SiteCleanup/CorteseList.

3.2 Acronyms and Abbreviations

BMPs	Best Management Practices
CARB	California Air Resource Board
cfs	Cubic feet per second
CH4	Methane
EIR	Environmental Impact Report
FTL U3	Foothill Trunk Line Unit 3
FTL	Foothill Trunk Line
HCP	Habitat Conservation Plan
HMD	Historic Maximum Day

LACFCD	Los Angeles County Flood Control District
LADOT	City of Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
MEP	Maximum Extent Practicable
msl	Mean sea level
NCCP	Natural Community Conservation Plan
NO_x	Oxides of Nitrogen
PCCP	Prestressed Concrete Cylinder Pipe
PM_{10}	Particulate Matter
ROW	Right-of-Way
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SWPPP	Storm Water Pollution Prevent Plan
SWRCB	State Water Resources Control Board
UMD	Ultimate Maximum Day
VNPS No.2	Van Norman Pump Station No. 2
VOCs	Volatile Organic Compounds
CO2	Carbon Dioxide
WDR	Waste Discharge Requirement

3.3 Preparers of the Initial Study

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