



Department of Water and Power
City of Los Angeles

**CEQA Initial Study and Mitigated
Negative Declaration**

SCATTERGOOD – OLYMPIC LINE I

DRAFT

September 2009

Prepared by:

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

Technical Assistance Provided by:

ICF Jones & Stokes
1 Ada, Suite 100
Irvine, CA 92618

Table of Contents

1. Initial Study Introduction

| | | |
|-----|-----------------------------------|---|
| 1.1 | Overview | 4 |
| 1.2 | Regulatory Guidance | 4 |
| 1.3 | Lead Agency..... | 4 |
| 1.4 | Project Sponsor..... | 4 |
| 1.5 | Initial Study Contact Person..... | 4 |

2. Project Description

| | | |
|-----|--|----|
| 2.1 | Project Location and Setting | 5 |
| 2.2 | Project Background | 5 |
| 2.3 | Project Objectives..... | 5 |
| 2.4 | Proposed Project..... | 5 |
| 2.5 | Public Agencies Whose Approval May Be Required | 7 |
| 2.6 | Environmental Factors Potentially Affected | 9 |
| 2.7 | Determination (to be completed by the lead agency) | 10 |

3. Evaluation of Environmental Impacts and Mitigation Measures

| | | |
|------|---|----|
| 3.1 | Aesthetics | 11 |
| 3.2 | Agricultural Resources..... | 12 |
| 3.3 | Air Quality | 13 |
| 3.4 | Biological Resources..... | 18 |
| 3.5 | Cultural Resources | 29 |
| 3.6 | Geology and Soils | 32 |
| 3.7 | Hazards and Hazardous Materials..... | 37 |
| 3.8 | Hydrology and Water Quality..... | 40 |
| 3.9 | Land Use and Planning | 43 |
| 3.10 | Mineral Resources | 44 |
| 3.11 | Noise | 45 |
| 3.12 | Population and Housing..... | 53 |
| 3.13 | Public Services..... | 54 |
| 3.14 | Recreation | 55 |
| 3.15 | Transportation and Traffic | 56 |
| 3.16 | Utilities and Service Systems..... | 62 |
| 3.17 | Mandatory Findings of Significance..... | 66 |

4. References

| | | |
|------|--------------------------------------|----|
| 3.1 | Aesthetics | 69 |
| 3.2 | Agricultural Resources..... | 69 |
| 3.4 | Biological Resources..... | 69 |
| 3.5 | Cultural Resources | 70 |
| 3.6 | Geology and Soils | 70 |
| 3.7 | Hazards and Hazardous Materials..... | 70 |
| 3.9 | Land Use and Planning | 70 |
| 3.10 | Mineral Resources | 70 |
| 3.11 | Noise | 70 |

3.15 Transportation and Traffic 71
3.16 Utilities and Service Systems..... 71

5. Report Preparation

5.1 Los Angeles Department of Water and Power..... 72
5.2 ICF Jones & Stokes..... 72

Appendices

| | | |
|------------------|--|--|
| Appendix A | Agency Distribution List | |
| Appendix B | Air Quality Model Runs | |
| Appendix C | Biological Resources Assessment | |
| Appendix D | Cultural Resources Report | |
| Appendix E | Geology Report | |
| Appendix F | California Coastal Commission Exemption Letter | |
| Appendix G | Noise Measurement Location Photos | |
| Appendix H | Traffic Study | |

List of Tables

| | | |
|--------|---|----|
| 3.3-1 | Forecast of Regional Construction Emissions | 15 |
| 3.3-2 | Forecast of Localized Construction Emissions | 15 |
| 3.3-3 | Forecast of Regional Operation Emissions | 17 |
| 3.3-4 | Estimate of Project-Related Greenhouse Gas Emissions | 18 |
| 3.4-1 | Potential Jurisdictional Features Overlapping the Project Site | 24 |
| 3.5-1 | Recorded Sites within a 1-Mile Radius of the Project Site | 30 |
| 3.11-1 | Short-Term Sound Level Measurement | 46 |
| 3.11-2 | Typical Noise Levels from Construction Activities for Public Works Projects | 49 |
| 3.17-1 | Cumulative Projects List | 67 |

List of Figures

| | | |
|----|---|---------------------|
| | | follows page |
| 1 | Proposed Project Location | 6 |
| 2 | Typical Cross-Section | 6 |
| 3 | Plant Communities | 20 |
| 4 | Snowy Plover | 24 |
| 5 | Jurisdictional Features | 24 |
| 6 | Fault Locations | 34 |
| 7 | Earthquake Fault Zones | 34 |
| 8 | Liquefaction Hazard Zones | 34 |
| 9 | Earthquake-Induced Landslide Hazard Zones | 36 |
| 10 | Methane and Methane Buffer Zones | 36 |
| 11 | Noise Measurement Locations | 46 |
| 12 | Count Locations Along the Project Alignment | 58 |
| 13 | Related Projects | 58 |

List of Acronyms and Abbreviations

| | |
|-------------------|--|
| AQMP | Air Quality Management Plan |
| BA | Biological Assessment |
| Basin | South Coast Air Basin |
| BMPs | best management practices |
| CARB | California Air Resources Board |
| CCR | California Code of Regulations |
| CDE | California Department of Education |
| CDFG | California Department of Fish and Game |
| CDMG | California Department of Conservation, Division of Mines and Geology |
| CEQA | California Environmental Quality Act |
| CMP | Congestion Management Program |
| CNDDDB | California Natural Diversity Database |
| CNEL | Community Noise Equivalent Level |
| CO | carbon monoxide |
| CO ₂ e | carbon dioxide equivalent |
| dBA | A-weighted decibels |
| DPF | Diesel Particulate Filter |
| DTSC | California Department of Toxic Substances Control |
| EIR | Environmental Impact Report |
| EPA | U.S. Environmental Protection Agency |
| ESA | Endangered Species Act |
| ESB | El Segundo Blue Butterfly |
| Farmland | Prime Farmland, Unique Farmland, or Farmland of Statewide Importance |
| GHG | greenhouse gas |
| HCP | Habitat Conservation Plan |
| IS | initial study |
| Kcmil | thousand circular mils |
| kV | kilovolt |
| LACM | Natural History Museum of Los Angeles County |
| LACMIP | Natural History Museum of Los Angeles County, Department of Invertebrate Paleontology |
| LADWP | Los Angeles Department of Water and Power |
| LOS | level of service |
| LST | Localized Significant Threshold |

| | |
|--------------------|---|
| MND | Mitigated Negative Declaration |
| MTCO _{2e} | metric tons of CO _{2e} per year |
| NCCP | Natural Community Conservation Plan |
| NMFS | National Marine Fisheries Service |
| NO _x | oxides of nitrogen |
| NPDES | National Pollutant Discharge Elimination System |
| PM ₁₀ | particulate matter smaller than or equal to 10 microns in diameter |
| PM _{2.5} | particulate matter smaller than or equal to 2.5 microns in diameter |
| ROG | reactive organic gases |
| RS-K | Receiving Station K |
| RWQCB | regional water quality control board |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SGS | Scattergood Generating Station |
| SLM | Sound Level Meter |
| SO _x | oxides of sulfur |
| SWPPP | stormwater pollution prevention plan |
| SWRCB | State Water Resources Control Board |
| UCMP | University of California Museum of Paleontology |
| USFWS | U.S. Fish and Wildlife Service |
| V/C | volume to capacity |
| vphpl | vehicles per hour per lane |
| WQC | Water Quality Certification |

**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)**

| | | |
|--|--|---------------------------------|
| LEAD CITY AGENCY: City of Los Angeles Department of Water and Power 111 North Hope Street Los Angeles, CA 90012 | COUNCIL DISTRICT(S): N/A | DATE: September 18, 2009 |
| PROJECT TITLE/NUMBER: Scattergood – Olympic Line I | | CASE NUMBER: |
| PREVIOUS ACTIONS CASE NUMBER: None | <input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does not have significant changes from previous actions. | |
| <p>PROJECT DESCRIPTION: The proposed project includes construction of approximately 12 miles of underground power cable, connecting the Scattergood Generating Station (SGS) and Receiving Station K (RS-K). The primary objective of the project is to provide additional capacity to supplement the Scattergood Olympic Line II, which also services RS-K. RS-K provides electrical service to the West Los Angeles area. The addition of the Scattergood – Olympic Line I would provide additional capacity at RS-K, thereby enhancing the reliability of electrical service to the West Los Angeles area.</p> <p>RS-K is located approximately 1 mile northwest of the Interstate 10 and Interstate 405 interchange, and the SGS is located about 1 mile southwest of Los Angeles International Airport. The proposed project extends from RS-K in the north to the SGS in the south, and from Inglewood Boulevard in the east, to Vista Del Mar in the west. Commercial and residential areas are directly adjacent on both sides of most of the alignment.</p> <p>The underground circuit route begins at RS-K near the intersection of West Olympic Boulevard and Centinela Avenue. It is proposed to head east along West Olympic Boulevard, southeast along South Bundy Drive, northeast along Ocean Park Boulevard, southeast along Armacost Avenue, northeast along National Boulevard, southeast along Inglewood Boulevard, southwest along West Jefferson Boulevard, southeast along Lincoln Boulevard, southwest along West 83rd Street, southeast along Rayford Drive, west along West Manchester Avenue, south along Vista del Mar Lane, southeast along Vista del Mar, north on West Grand Ave and finally terminating at the SGS. Figure 1 shows the alignment.</p> <p>The underground transmission line would be placed in trenches located entirely underneath public roadway right of ways. At the Inglewood Boulevard Ballona Creek and Centinela Creek bridge crossings, LADWP may either: place the transmission line on the underside of the bridges using new conduits attached to the bridges; or use directional drilling techniques to bore a hole and pull the conduit underneath the Ballona Creek and Centinela Creek channels. The proposed project would be located almost entirely within the City of Los Angeles, with the exception of approximately 430 linear feet along Inglewood Boulevard just north and south of Washington Boulevard, which would be located in Culver City.</p> <p>The proposed project consists of approximately 12 miles of 230 kV cable trenched underground using a 6-conduit concrete encased bank and maintenance hole system. Three of the fiber conduits would house power cables. The other three PVC conduits would house fiber optic cables. All conduits would be 6 inches in diameter.</p> <p>The underground power cables would consist of a 2500 Kcmil copper conductor with plastic insulation, an external metallic covering for moisture protection, and an outer polyethylene jacket for corrosion protection. Underground power cable splices would be prefabricated and accessible through maintenance holes placed approximately every 1,500 to 2,200 feet along the alignment.</p> <p>The underground circuit route would be excavated within the roadway approximately 3 feet wide and 7 to 9 feet deep. The 6-conduit bank would be approximately 36 to 48 inches below ground surface, measured from street surface to the top of the conduit bank, and encased in concrete. Figure 2 shows a typical cross-section of the underground transmission line conduit system. The proposed project consists of approximately 45 maintenance holes, spaced 1,500 to 2,200 feet apart. The maintenance holes would be precast sections, installed within the roadway along the proposed project, with each requiring an excavation approximately 12 to 14 feet wide, 12 feet deep, and 36 to 38 feet long including perimeter shoring.</p> | | |

Construction

The proposed project would be constructed from mid-2010 through 2012, and the underground circuit would be put into service after construction is complete in 2012. Construction would require 3 crews, with each crew consisting of 5 to 6 people.

Construction equipment would be staged in or near the project area in suitable locations that would be chosen by the construction contractor. Eight potential construction staging areas have been identified, including West LA Service Center at 1400 South Sepulveda Boulevard in Los Angeles; RS-K at 1840 Centinela Avenue in Sawtelle; DS-137 at 7810 Talbert Street in Playa Del Rey; an empty lot at the intersection of Airport Boulevard and Manchester Avenue in Westchester; LAX Holding Area at 10700 Pershing Drive in Playa Del Rey; a lot next to DS-111 at the intersection of 96th Street and Vicksburg Avenue in Westchester; Hyperion Terminal Tower at 7500 Imperial Avenue in Playa Del Rey; and the Scattergood Generating Station at 12700 Vista Del Mar in Playa Del Rey.

Construction would occur during daytime hours from Monday through Saturday from 7:00 a.m. to 5:00 p.m. The construction schedule from 2010 to 2012 assumes that variances would be obtained for the Mayor's Executive Order, which allows in-street construction within the City of Los Angeles from Monday through Friday between the hours of 9:00 a.m. to 3:30 p.m. only. If variances were not obtained for part or all of the alignment, the construction schedule would be extended beyond 2012.

Construction would require trenching both the underground conduit alignment as well as the underground maintenance holes at predetermined intervals. The sequence in which the roadway segments along the alignment would be trenched for either the underground conduit or the maintenance holes would be determined by the construction contractor, and may not occur in specific geographic sequence.

Construction crews would lead the construction operation, potholing maintenance hole locations in order to verify the location of existing underground utilities. Once confirmed, crews will likely begin construction at RS-K and work towards Scattergood. No more than one and a half two lanes would be closed where construction for the underground conduit occurs within the roadbed. Up to two lanes would be closed where construction for the maintenance holes occurs within the roadbed. Where construction would occur outside of the roadbed, the closure of sidewalks and a portion of the roadway adjacent to the construction activity may be required.

Crews trenching for the underground conduit would excavate soil using a backhoe in approximately 100 foot linear sections per crew per day, for an approximate total of 300 feet per day. Once a trench is excavated, the conduit would be put into place by hand, supported by spacers, and bonded. A ready mix-truck would be required at the site to bring in concrete to encase the conduits as well as a sand and cement slurry to backfill the trench. Excavated material would be hauled away by dump truck for disposal. Areas trenched for installation of pre-cast maintenance holes would require the closure of roadway lanes for approximately 2 to 5 days, depending upon soil conditions.

In the case of the Ballona Creek and Centinela Creek bridge crossings, the method of construction would depend upon LADWP's preferred channel crossing approach. In the event that conduits on the Inglewood Boulevard bridges would be used, construction crews would trench up to the bridge and install new conduits on the underside of the bridges. No additional construction activities would be required on either bridge or within the channels. In the event that LADWP determines that directional drilling would be the preferred option, construction crews would open a pit on both sides of the bridges and stage drill equipment near one of the pits. The drilling pits and equipment would be located within the existing roadway right-of-ways and would require the closure of one lane of the roadway, similar to the trenching activities described above. Drilling and the installation of the conduit would take approximately one week to one month depending upon soil and bedrock conditions.

The final step would be installation of the cable into the conduit, which would be conducted in segments between maintenance holes. First, the electrical cable would be lubricated with a soap/water solution and fed from one maintenance hole off a reel on a truck and pulled through the conduit to the next maintenance hole using a high tension machine. After the cable is pulled through to both sides of the maintenance holes, the cable would be spliced by the construction crews. Similar to the sequence of the underground conduit trenching, pulling, and splicing of the electrical cable would not need to occur in any particular geographic order, but may instead be completed in any order as deemed appropriate by the construction contractor.

Operation

Operation of the proposed project would involve aboveground activities around maintenance holes during periods of regular or emergency maintenance. These activities may require the temporary closure of a single roadway lane or sidewalk for the duration of the maintenance activity. No other operational activities resulting from the proposed project would occur along the proposed alignment.

PROJECT LOCATION: The proposed project would be located in southwest Los Angeles County, California,

spanning portions of the cities of Los Angeles and Culver City.

| | | |
|--|--|---|
| PLANNING DISTRICT: N/A | STATUS: <input type="checkbox"/> PRELIMINARY <input checked="" type="checkbox"/> PROPOSED _____ <input type="checkbox"/> ADOPTED (Date): _____ | |
| EXISTING ZONING: Commercial (C2 General Commercial C2, Community Commercial) Commercial General (Culver City) Light Industrial (M2-1, Light Manufacturing) Manufacturing (M(PV), Light Manufacturing) Multiple Dwelling (R3, General Commercial, Medium Residential, R4 High Medium Residential) One Family (R1, Low Residential) Open Space (OZ) Public Facilities (PF, Public Facilities) Residential Medium Density Multiple (Culver City) | MAX. DENSITY ZONING: N/A | <input type="checkbox"/> DOES CONFORM TO PLAN |
| PLANNED LAND USE AND ZONE: No land use or zoning change | MAX. DENSITY PLAN: N/A | <input type="checkbox"/> DOES NOT CONFORM TO PLAN |
| SURROUNDING LAND USES: Wide mix of Commercial, Residential, Open Space, Recreation, Industrial, and Public Facilities. | PROJECT DENSITY: N/A | <input checked="" type="checkbox"/> NO DISTRICT PLAN |

1. Initial Study Introduction

1.1 Overview

This initial study (IS) has been prepared by the City of Los Angeles Department of Water and Power (LADWP) to provide a preliminary evaluation of the proposed project. The LADWP has determined that a mitigated negative declaration (MND) will be prepared for the proposed project, which will address potentially significant issues identified within that document. This IS includes 1) an introduction, 2) a project description, 3) an evaluation of environmental impacts and mitigation measures, 4) a list of references cited in this IS, and 5) a list of IS preparers and reviewers. The agency distribution list is included in Appendix A. The Notice of Intent to Adopt a Mitigated Negative Declaration was noticed in the following newspapers: *Los Angeles Times*, *La Opinion*, *The Sentinel*, and *The Daily Breeze*.

1.2 Regulatory Guidance

This IS has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code 21000 et seq., and the State CEQA Guidelines, Title 14, California Code of Regulations (CCR) 15000 et sq. An IS is prepared by a lead agency to determine if a project may have a significant effect on the environment, and it guides the lead agency to prepare an environmental impact report (EIR) if potentially significant adverse impacts that cannot be readily mitigated may occur as the result of project implementation. This IS follows the methods and format proposed in Appendix G of the State CEQA Guidelines and relies on expert opinion based on facts, technical studies, and other substantial evidence to document its findings.

1.3 Lead Agency

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

1.4 Project Sponsor

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

1.5 Initial Study Contact Person

Adrene Briones
Los Angeles Department of Water and Power
Environmental Planning and Assessment
111 North Hope Street, Room 1050
Los Angeles, CA 90012
Adrene.Briones@ladwp.com
Fax: (213) 367-4710

2. Project Description

2.1 Project Location and Setting

The proposed project includes construction of approximately 12 miles of underground cable, connecting Receiving Station K (RS-K) and the Scattergood Generating Station (SGS). RS-K is located approximately 1 mile northwest of the Interstate 10 and Interstate 405 interchange, and the SGS is located about 1 mile southwest of Los Angeles International Airport. The proposed project extends from RS-K in the north to the SGS in the south, and from Inglewood Boulevard in the east to Vista Del Mar in the west. Commercial and residential areas are directly adjacent on both sides of most of the alignment.

The underground circuit route begins at RS-K near the intersection of West Olympic Boulevard and Centinela Avenue. It is proposed to head east along West Olympic Boulevard, southeast along South Bundy Drive, northeast along Ocean Park Boulevard, southeast along Armacost Avenue, northeast along National Boulevard, southeast along Inglewood Boulevard, southwest along West Jefferson Boulevard, southeast along Lincoln Boulevard, southwest along West 83rd Street, southeast along Rayford Drive, west along West Manchester Avenue, south along Vista del Mar Lane, southeast along Vista del Mar, north on West Grand Avenue, and finally terminating at the SGS. Figure 1 shows the alignment.

2.2 Project Background

The West Los Angeles area served by RS-K currently experiences a higher-than-average number of electrical service disruptions, which is caused by problems with the main electrical supply to RS-K through the existing underground Scattergood – Olympic Line II. The Los Angeles Department of Water and Power is tasked with providing safe and reliable electrical service to approximately 1.4 million customers, a mandate which includes resolving the supply disruptions to customers served by RS-K. The proposed project would reduce supply disruptions caused by problems with the existing Scattergood – Olympic Line II with the addition of one 230kV underground electrical circuit.

2.3 Project Objectives

The primary objective of the proposed project is to provide additional capacity to supplement the existing Scattergood – Olympic Line II, which services RS-K. RS-K provides electrical service to the West Los Angeles area. The addition of the Scattergood – Olympic Line I would provide additional capacity at RS-K, thereby enhancing the reliability of electrical service to the West Los Angeles area.

2.4 Proposed Project

The proposed project includes construction of approximately 12 miles of underground cable, connecting the SGS and RS-K. The primary objective of the project is to provide additional capacity to supplement the Scattergood – Olympic Line II, which also services RS-K. RS-K provides electrical service to the West Los Angeles area. The addition of the Scattergood – Olympic Line I would provide additional capacity at RS-K, thereby enhancing the reliability of electrical service to the West Los Angeles area.

RS-K is located approximately 1 mile northwest of the Interstate 10 and Interstate 405 interchange, and the SGS is located about 1 mile southwest of Los Angeles International Airport. The proposed project extends from RS-K in the north to the SGS in the south, and from Inglewood Boulevard in the east, to Vista Del Mar in the west. Commercial and residential areas are directly adjacent on both sides of most of the alignment.

The underground circuit route begins at RS-K near the intersection of West Olympic Boulevard and Centinela Avenue. It is proposed to head east along West Olympic Boulevard, southeast along South Bundy

Drive, northeast along Ocean Park Boulevard, southeast along Armacost Avenue, northeast along National Boulevard, southeast along Inglewood Boulevard, southwest along West Jefferson Boulevard, southeast along Lincoln Boulevard, southwest along West 83rd Street, southeast along Rayford Drive, west along West Manchester Avenue, south along Vista del Mar Lane, southeast along Vista del Mar, north on West Grand Ave and finally terminating at the SGS. Figure 1 shows the alignment.

The underground transmission line would be placed in trenches located entirely underneath public roadway right of ways. At the Inglewood Boulevard Ballona Creek and Centinela Creek bridge crossings, LADWP may either: place the transmission line on the underside of the bridges using new conduits attached to the bridges; or use directional drilling techniques to bore a hole and pull the conduit underneath the Ballona Creek and Centinela Creek channels. The proposed project would be located almost entirely within the City of Los Angeles, with the exception of approximately 430 linear feet along Inglewood Boulevard just north and south of Washington Boulevard, which would be located in Culver City.

The proposed project consists of approximately 12 miles of 230 kV cable trenched underground using a 6-conduit concrete encased bank and maintenance hole system. Three of the fiber conduits would house power cables. The other three PVC conduits would house fiber optic cables. All conduits would be 6 inches in diameter.

The underground power cables would consist of a 2500 Kcmil copper conductor with plastic insulation, an external metallic covering for moisture protection, and an outer polyethylene jacket for corrosion protection. Underground power cable splices would be prefabricated and accessible through maintenance holes placed approximately every 1,500 to 2,200 feet along the alignment.

The underground circuit route would be excavated within the roadway approximately 3 feet wide and 7 to 9 feet deep. The 6-conduit bank would be approximately 36 to 48 inches below ground surface, measured from street surface to the top of the conduit bank, and encased in concrete. Figure 2 shows a typical cross-section of the underground transmission line conduit system. The proposed project consists of approximately 40 maintenance holes, spaced 1,500 to 2,200 feet apart. The maintenance holes would be precast sections, installed within the roadway along the proposed project, with each requiring an excavation approximately 12 to 14 feet wide, 12 feet deep, and 36 to 38 feet long including perimeter shoring.

Construction

The proposed project would be constructed from mid-2010 through 2012, and the underground circuit would be put into service after construction and installation is complete in 2012. Construction would require 3 crews, with each crew consisting of 5 to 6 people.

Construction equipment would be staged in or near the project area in suitable locations that would be chosen by the construction contractor. Eight potential construction staging areas have been identified, including West LA ESM Service Center at 1400 South Sepulveda Boulevard in Los Angeles; RS-K at 1840 Centinela Avenue in Sawtelle; DS-137 at 7810 Talbert Street in Playa Del Rey; an empty lot at the intersection of Airport Boulevard and Manchester Avenue in Westchester; LAX Holding Area at 10700 Pershing Drive in Playa Del Rey; a lot next to DS-111 at the intersection of 96th Street and Vicksburg Avenue in Westchester; Hyperion Terminal Tower at 7500 Imperial Avenue in Playa Del Rey; and the Scattergood Generating Station at 12700 Vista Del Mar in Playa Del Rey.

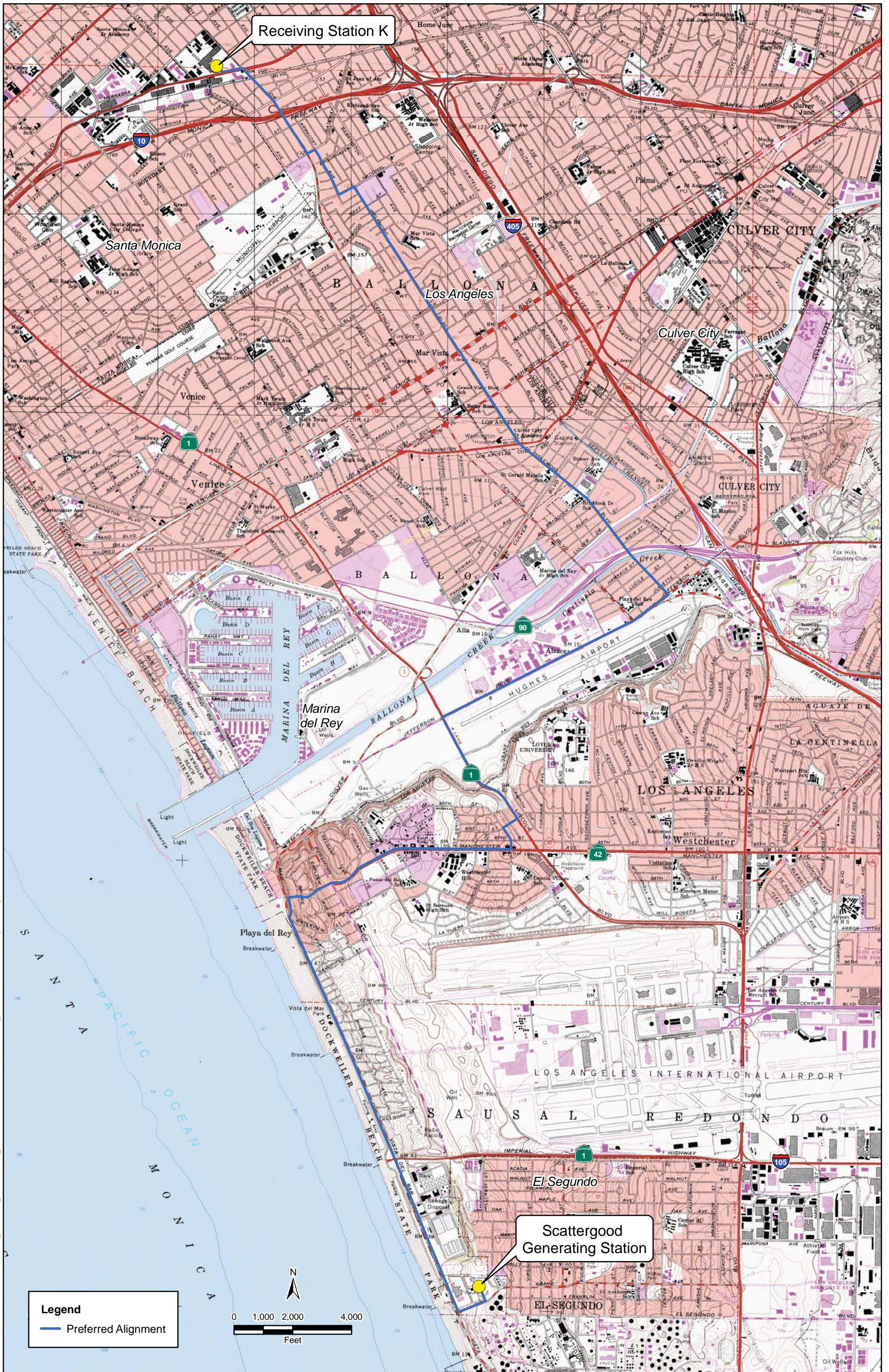
Construction would occur during daytime hours from Monday through Saturday from 7:00 a.m. to 5:00 p.m. The construction schedule from 2010 to 2012 assumes that variances would be obtained for the Mayor's Executive Order, which allows in-street construction within the City of Los Angeles from Monday through Friday between the hours of 9:00 a.m. to 3:30 p.m. only. If variances were not obtained for part or all of the alignment, the construction schedule would be extended beyond 2012.



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_081\MAPDOC\1_IS_MND\FIG1_PROPOSED_PROJECT_LOC.MXD_SLM\SLW (09-16-09)

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)

Figure 1
Proposed Project Location
LADWP Scattergood Olympic Line



K:\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\BIO\20090330\FIG2_USGS.MXD CM&AWC (09-16-09)

SOURCE: USGS Quad 7.5', California - Beverly Hills (1978), Venice (1978)

Construction would require trenching both the underground conduit alignment as well as the underground maintenance holes at predetermined intervals. The sequence in which the roadway segments along the alignment would be trenched for either the underground conduit or the maintenance holes would be determined by the construction contractor, and may not occur in specific geographic sequence.

Construction crews would lead the construction operation, potholing maintenance hole locations in order to verify the location of existing underground utilities. Once confirmed, crews will likely begin construction at RS-K and work towards Scattergood. No more than one and a half lanes would be closed where construction for the underground conduit occurs within the roadbed. Up to two lanes would be closed where construction for the maintenance holes occurs within the roadbed. Where construction would occur outside of the roadbed, the closure of sidewalks and a portion of the roadway adjacent to the construction activity may be required.

Crews trenching for the underground conduit would excavate soil using a backhoe in approximately 100 foot linear sections per crew per day, for an approximate total of 300 feet per day. Once a trench is excavated, the conduit would be put into place by hand, supported by spacers, and bonded. A ready mix-truck would be required at the site to bring in concrete to encase the conduits as well as a sand and cement slurry to backfill the trench. Excavated material would be hauled away by dump truck for disposal. Areas trenched for installation of pre-cast maintenance holes would require the closure of roadway lanes for approximately 2 to 5 days, depending upon soil conditions.

In the case of the Ballona Creek and Centinela Creek bridge crossings, the method of construction would depend upon LADWP's preferred channel crossing approach. In the event that conduits on the Inglewood Boulevard bridges would be used, construction crews would trench up to the bridge and install new conduits on the underside of the bridges. No additional construction activities would be required on either bridge or within the channels. In the event that LADWP determines that directional drilling would be the preferred option, construction crews would open a pit on both sides of the bridges and stage drill equipment near one of the pits. The drilling pits and equipment would be located within the existing roadway right-of-ways and would require the closure of one lane of the roadway, similar to the trenching activities described above. Drilling and the installation of the conduit would take approximately one week to one month depending upon soil and bedrock conditions.

The final step would be installation of the cable into the conduit, which would be conducted in segments between maintenance holes. First, the electrical cable would be lubricated with a soap/water solution and fed from one maintenance hole off a reel on a truck and pulled through the conduit to the next maintenance hole using a high tension machine. After the cable is pulled through to both sides of the maintenance holes, the cable would be spliced by the construction crews. Similar to the sequence of the underground conduit trenching, pulling, and splicing of the electrical cable would not need to occur in any particular geographic order, but may instead be completed in any order as deemed appropriate by the construction contractor.

Operation

Operation of the proposed project would involve aboveground activities around maintenance holes during periods of regular or emergency maintenance. These activities may require the temporary closure of a single roadway lane or sidewalk for the duration of the maintenance activity. No other operational activities resulting from the proposed project would occur along the proposed alignment.

2.5 Public Agencies Whose Approval May Be Required

The regulatory approvals listed below may be required prior to implementation of the proposed project.

- U.S. Army Corps of Engineers, Section 404 Clean Water Act Permit.** The project proponent plans to avoid disturbing or affecting waters of the United States (Ballona Freshwater Marsh) by placing the transmission line underneath existing roadways, attaching it to the underside of existing bridges, or using directional drilling techniques to bore a hole and pull the conduit under the Ballona Creek and Centinela Creek channels. Cable installation on bridges would be conducted from the bridges and would not require any equipment placement within or adjacent to the stream channel and therefore would not result in any direct impacts on jurisdictional waters or wetlands. The use of directional drilling techniques would similarly avoid direct impacts on jurisdictional waters or wetlands because all activities would occur outside of the existing channels. In addition, to avoid potential indirect impacts on jurisdictional waters or wetlands, the project proponent would implement a stormwater pollution prevention plan (SWPPP) and best management practices (BMPs) to avoid potential impacts on areas outside the construction footprint. This would prevent any fuel, oil, or other construction material from entering the adjacent environment; therefore, a Section 404 permit would not be required for the proposed project. However, should the lead agency not be able to avoid disturbing or affecting waters of the United States, as described above, a Section 404 permit would be required.
- Regional Water Quality Control Board, Section 401 Water Quality Certification.** Section 401 of the Clean Water Act grants each state the right to ensure that the state's interests are protected on any federally permitted activity occurring in or adjacent to waters of the state. If a proposed project requires a U.S. Army Corps of Engineers Section 404 permit (see above) and has the potential to affect waters of the state, the applicable regional water quality control board (RWQCB) (in this case, the Los Angeles RWQCB) would regulate the project and associated activities through Water Quality Certification (WQC) (Section 401), which verifies that project activities comply with state water quality standards. A total of three potential jurisdictional waters or wetlands were identified within the proposed project disturbance corridor. As discussed above, the project proponent plans to avoid disturbance within these areas by placing the transmission line underneath existing roadways, attaching it to the underside of existing bridges, or by using directional drilling under the Ballona Creek and Centinela Creek channels. Cable installation on bridges would be conducted from the bridges and would not require any equipment placement within or adjacent to the stream channel and therefore would not result in any direct impacts on jurisdictional waters or wetlands. The use of directional drilling techniques would similarly avoid direct impacts on jurisdictional waters or wetlands because all activities would occur outside of the existing channels. In addition, to avoid potential indirect impacts on jurisdictional waters or wetlands, the project proponent would implement a SWPPP and BMPs designed to avoid potential impacts on areas outside the construction footprint and prevent any fuel, oil, or other construction material from entering the adjacent environment. With implementation of the SWPPP and BMPs, a Section 401 permit would not be required for the proposed project. At the time of the release of this document, the project proponent had not yet determined if dewatering will be required. In the event that dewatering activities will be necessary, the project proponent will either use a vacuum truck to collect and transfer the construction water to an LADWP facility for proper disposal or obtain the necessary permits from the RWQCB to discharge groundwater into the storm drains or into jurisdictional waters or wetlands. A public comment period may be required before issuance of a permit.
- State Water Resources Control Board, Construction Stormwater Program, National Pollutant Discharge Elimination System.** The State Water Resources Control Board (SWRCB) requires a Construction General Permit for stormwater discharges associated with any construction activity, including clearing, grading, excavation, reconstruction, and dredge-and-fill activities, that result in the disturbance of 1 acre or more of total land area. The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP must be prepared and submitted to the SWRCB for review and approval prior to issuance of the proposed project's Construction General Permit. The SWPPP would outline the proposed BMPs to minimize water contamination

from stormwater during construction and be designed to avoid potential direct and indirect impacts on jurisdictional waters or wetlands outside the construction footprint. It would also be designed to prevent any fuel, oil, or other construction material from entering the adjacent environment.

Under the Construction Stormwater Program, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. The NPDES permit must be prepared and submitted to the SWRCB for review and approval prior to issuance of the proposed project’s Construction General Permit.

- **U.S. Fish and Wildlife Service, Section 7(a)(2), Federal Endangered Species Act Consultation.** Under the provisions of Section 7(a)(2) of the federal Endangered Species Act (ESA), federal agencies must ensure that any action authorized, funded, or implemented by the agency does not jeopardize the continued existence of any species listed or proposed for listing or result in the destruction or adverse modification of critical habitat of such species. Section 7(b) of the ESA requires the U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS) to issue a written statement that provides an opinion regarding how the agency action may or may not affect listed species or critical habitat. A Biological Assessment (BA) is required under Section 7(c) of the ESA if listed species or critical habitat may be present in an area affected by any “major construction activity.” Currently, the proposed project is not expected to affect species listed under the federal ESA. However, the LADWP will maintain communication with USFWS through the proposed project’s CEQA environmental review process to address the possible need for further Section 7(a)(2) consultation.
- **California Department of Fish and Game, California Endangered Species Act, Section 2081 Take Permit.** The California Endangered Species Act of 1984 (Fish and Game Code Section 2050 et seq.) provides for the protection of rare, threatened, and endangered plants and animals, as recognized by the California Department of Fish and Game (CDFG), and prohibits the unauthorized taking of such species. State agencies are required to consult with the CDFG on actions that may affect listed or candidate species. The California Endangered Species Act greatly expanded the protection afforded to rare, threatened, and endangered plants under the earlier California Native Plant Protection Act of 1977. If a proposed project results in the take of a state-listed endangered, threatened, or candidate species incidental to an otherwise lawful action, the CDFG may authorize such take through a permit (2081 permit) provided certain conditions are met. The proposed project is not expected to result in the take of any California threatened, endangered, or sensitive species. However, LADWP will maintain communication with the CDFG throughout the proposed project’s environmental review under CEQA to facilitate any permitting that may be required.

2.6 Environmental Factors Potentially Affected

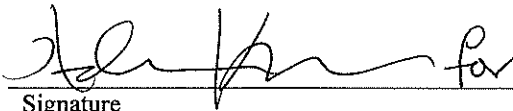
The environmental factors checked below could be affected by that project, involving at least one impact that is a “potentially significant impact,” as indicated by the checklist on the following pages.

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

2.7 Determination (to be completed by the lead agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the applicant. 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 (EIR) 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 EIR is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the project, nothing further is required.


Signature

September 18, 2009

Date

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

3. Evaluation of Environmental Impacts and Mitigation Measures

The following discussion addresses impacts on various environmental resources, per the Environmental Checklist Form contained in Appendix G of the State CEQA Guidelines. In the following discussion, the “proposed project” and “proposed project area” include both options for the bridge crossing; the analysis and determination applies to either option. In some cases, where there are unique considerations for the directional drilling option, the option is addressed in a separate section.

3.1 Aesthetics

| AESTHETICS - Would the project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Create a new source of substantial light or glare, which would adversely affect daytime or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses to Questions:

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

NO IMPACT. The proposed project would involve an approximate 12-mile underground cable that would connect the SGS and RS-K. When completed, the proposed project, including the directional drilling option, would be completely underground and would not block or alter existing views at any point along the proposed project alignment. Therefore, the proposed project would not obscure or obstruct existing scenic vistas from off-site pedestrian or vehicular locations. No impact would occur, and no further study is required.

b. Would the project substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

NO IMPACT. As discussed above in Section 3.1 (a), the proposed project, including the directional drilling option, would be entirely underground; therefore, it would not permanently affect scenic resources. Construction of the proposed project would not occur in the vicinity of or interfere with aboveground scenic resources, including trees, rock outcroppings, or historic buildings, because construction activities would occur solely within existing roadway rights-of-way. In addition, the California Department of Transportation Scenic Highway System does not identify any highways within Los Angeles County near the project as scenic highways (California Department of Transportation 2008). Consequently, construction and operation of the proposed project would not affect scenic resources or views from a designated scenic highway. No impact would occur, and no further study is required.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

NO IMPACT. As discussed above in Section 3.1 (a), the proposed project, including the directional drilling option, would be entirely underground. Therefore, the proposed project would not degrade the existing visual character or quality of the site and its surroundings. No impact would occur, and no further study is required.

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

NO IMPACT. As discussed above in Section 3.1 (a), the proposed project, including the directional drilling option, would be entirely underground. As such, the proposed project would not introduce any new source of light or glare; therefore, no impact would occur, and no further study is required.

3.2 Agricultural Resources

AGRICULTURAL RESOURCES - In determining whether impacts on 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 agricultural farmland. Would the project:

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| 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. Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses to Questions:

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

NO IMPACT. The proposed project area is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency (California Department of Conservation 2006). Additionally, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is located close to the proposed project area. No agricultural lands would be converted to a non-agricultural use; therefore, no impact would occur, and no further study is required.

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

NO IMPACT. The proposed project area includes the general plan land use designations Residential, Commercial, Industrial, Open Space, and Public Facility (City of Los Angeles 2009a). No agricultural uses were found in the vicinity of the proposed project. Additionally, there are no Williamson Act contracts in place that could be affected by the proposed project (California Department of Conservation

2005). Furthermore, the proposed project would be located entirely under existing roadways; therefore, no conflicts with existing or future agriculturally zoned property or Williamson Act contracts would occur. No impact would occur, and no further study is required.

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

NO IMPACT. As discussed above in Section 3.2 (b), the proposed project area is highly urban. The proposed project alignment is not near any active agricultural property. After construction, the transmission line would be located entirely belowground and would not interfere with future agricultural uses. Implementation of the proposed project would not involve changes to the existing environment that would result in the conversion of active or protected farmland on or off site. No further study is required.

3.3 Air Quality

| AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or pollution control district may be relied upon to make the following determinations. Would the project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses to Questions:

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

LESS-THAN-SIGNIFICANT IMPACT. The proposed project, including the directional drilling option, would not conflict with the applicable Air Quality Management Plan (AQMP). The proposed project site is located within the South Coast Air Basin (Basin). Air emissions in the Basin are regulated by the South Coast Air Quality Management District (SCAQMD).

The SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment. Strategies to achieve these emissions reductions are developed in the AQMP prepared by the SCAQMD for the region. The AQMP is based on Southern California Association of Governments (SCAG) population projections, as well as land use designations and population projections included in general plans for those communities located within the Basin. Population growth is typically associated with the construction of residential units or large employment centers. A project would be inconsistent with the AQMP if it results in population and/or employment growth that exceeds growth estimates for the area. The proposed project would not result in population growth and would not cause an increase in currently established population projections. The proposed project does not include residential development or large local or regional employment centers and,

thus, would not result in significant population or employment growth. LADWP would comply with all existing and new rules and regulations as they are implemented by the SCAQMD, California Air Resources Board (CARB), and/or the U.S. Environmental Protection Agency (EPA). No further study is required.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As discussed in Response 3.3 (a), the project alignment is located within the Basin. State and federal air quality standards are often exceeded in many parts of the Basin. A discussion of the project's potential construction and operation-period air quality impacts is provided below.

Regional Construction Impacts

The SCAQMD has established methodologies to quantify air emissions associated with construction activities, such as air pollutant emissions generated by operation of on-site construction equipment, fugitive dust emissions related to riverbank repair activities, and mobile (tailpipe) emissions from construction workers' vehicles and haul/delivery truck trips. Emissions would vary from day to day, depending on the level of activity, the specific type of construction activity occurring, and, for fugitive dust, prevailing weather conditions.

With respect to the proposed project, construction activities are expected to result in short-term increases in air pollution emissions in the proposed project area. The majority of emissions associated with construction activities would result during the pavement-breaking, excavation, and paving phases of the proposed project. Short-term impacts would include the temporary emissions of dust, equipment exhaust, fugitive particulate matter from concrete and materials handling, workers' vehicles commuting to and from the job site, and trucks delivering material and equipment to the work areas. Based on information about the quantity of material being moved and the overall duration of construction activities, construction activity assumptions (e.g., equipment type, number of equipment pieces, number of days in operation, etc.) were developed for the proposed project in its entirety.

For the purpose of estimating emissions associated with the construction activities, a project timeframe of July 2010 through December 2012 was applied to the analysis. Emissions were calculated using the URBEMIS2007 emissions inventory model. A conservative estimate of the project's regional mass emissions during construction is presented in Table 3.3-1. As shown therein, all criteria pollutant emissions would remain below their respective thresholds. Thus, impacts would be less than significant, and no mitigation is required.

Table 3.3-1. Forecast of Regional Construction Emissions

| Construction Phase | Criteria Pollutant Emissions (pounds per day) | | | | | |
|---|---|-----------------|-----------|-----------------|-----------|-----------|
| | ROG | NO _x | CO | SO _x | PM10 | PM2.5 |
| Trenching | 4 | 38 | 15 | < 1 | 2 | 2 |
| Paving | 2 | 14 | 9 | < 1 | 1 | 1 |
| Directional Drilling | 4 | 47 | 17 | < 1 | 2 | 2 |
| Maximum Regional Project Emissions | 10 | 99 | 41 | < 1 | 5 | 5 |
| SCAQMD Regional Emissions Threshold (lbs/day) | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceed Threshold? | No | No | No | No | No | No |

Notes:

ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; PM10 = particulate matter smaller than or equal to 10 microns in diameter; PM2.5 = particulate matter smaller than or equal to 2.5 microns in diameter.

URBEMIS 2007 outputs are provided in Appendix B.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts as placing new conduit underneath existing roadways and bridges. This option would require different construction equipment for a longer duration than would excavation beneath existing roadways. In addition to the types of equipment that would be required during roadway excavation for other portions of the transmission line alignment, directional drilling beneath the Ballona and Centinela Creek channels would require a drilling rig, a mud pump, a diesel generator, a small crane, and other support equipment (i.e., dump trucks), for a period of approximately 1 week to 1 month at each channel crossing, depending upon soil and bedrock conditions.

Localized Construction Impacts

When quantifying mass emissions for localized analysis, only emissions that occur on site are considered. Consistent with SCAQMD Localized Significant Threshold (LST) methodology guidelines, emissions related to off-site delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. As shown in Table 3.3-2, localized emissions for NO_x, CO, and PM10 would remain below their respective SCAQMD LST significance threshold; however, emissions for PM2.5 would exceed the SCAQMD LST. As such, localized impacts that may result from construction-period air pollutant emissions would be potentially significant. Mitigation measures are prescribed below.

Table 3.3-2. Forecast of Localized Construction Emissions

| Construction Phase | Criteria Pollutant Emissions (pounds per day) | | | | | |
|---------------------------------|---|-----------------|--------------|------------------|-------------|-------------|
| | ROG | NO _x | CO | SO _x | PM10 | PM2.5 |
| Trenching | 1.95 | 16.42 | 6.34 | < 0.01 | 0.89 | 0.73 |
| Paving | 2.40 | 14.38 | 8.19 | < 0.01 | 1.26 | 1.16 |
| Directional Drilling | 4.35 | 46.69 | 15.22 | < 0.01 | 1.70 | 1.56 |
| Worst Case On-Site Total | 8.70 | 77.49 | 29.75 | < 0.01 | 3.85 | 3.45 |

| Construction Phase | Criteria Pollutant Emissions (pounds per day) | | | | | |
|--|---|-----------------|-----------|-----------------|-----------|------------|
| | ROG | NO _x | CO | SO _x | PM10 | PM2.5 |
| SCAQMD Localized Significance Threshold (lbs/day) ^a | -- | 91 | 554 | -- | 4 | 3 |
| Exceed Threshold? | No | No | No | No | No | Yes |

^a These localized thresholds were taken from tables provided in the SCAQMD Localized Significance Thresholds Methodology guidance document based on the following: 1) The project site is located in SCAQMD Source Receptor Area No. 2/3, 2) sensitive receptors are located within 25 meters of construction activity, and 3) the maximum site area disturbed is less than 1 acre.

URBEMIS 2007 outputs are provided in Appendix B.

Mitigation Measures

The following mitigation measure is prescribed to reduce criteria pollutant emissions during project construction.

MM A-1: Use of Level 2 or higher Diesel Particulate Filter (DPF) on off-road equipment used for the directional drilling phase. This mitigation measure would be required only if the directional drilling option is chosen; it would apply only to that phase of construction. Alternatively, some combination of higher Tier (newer) engines with various Levels of DPF must be used on all off-road equipment for all phases which would bring the PM2.5 level below the threshold of 3 lbs/day.

Significance after Mitigation

Mitigation Measure MM A-1 (use of Level 2 or higher Diesel Particulate Filter on all directional drilling off-road equipment) would result in the reduction of PM10 and PM2.5 from construction equipment operating on-site by at least 50% during directional drilling (compared with emissions without mitigation).

With the implementation of Mitigation Measure MM A-1, regional PM10 and PM2.5 emissions would be reduced from the already less than significant level of 4 pounds per day to 3 pounds per day. Furthermore, localized PM10 emissions would be reduced from the already less than significant level of 3.85 pounds per day to 3.00 pounds per day, while PM2.5 emissions would be reduced from a significant level of 3.45 pounds per day to a less than significant level of 2.67 pounds per day. As such, impacts would be less than significant with mitigation.

Regional and Localized Operations Impacts

Because the proposed project would require very little maintenance once construction is completed and only on an as-needed basis, emissions generated once the proposed project is operational would be minimal. Emissions from a worst-case scenario of emergency maintenance activity are shown in Table 3.3-3, below. As shown, regional emissions for all criteria pollutants would remain below their respective SCAQMD threshold. Because all emissions from maintenance would be as a result of workers commuting to and from the project site, it is expected that there would be no localized emissions. As such, long-term operational impacts of the proposed project would be less than significant. No mitigation is necessary.

Table 3.3-3. Forecast of Regional Operation Emissions

| Source | Criteria Pollutant Emissions (pounds per day) | | | | | |
|---|---|-----------------|-------------|-----------------|-------------|-------------|
| | ROG | NO _x | CO | SO _x | PM10 | PM2.5 |
| Mobile | 0.06 | 0.05 | 0.51 | 0.00 | 0.10 | 0.02 |
| Area | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Stationary | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum Regional Project Emissions | 0.06 | 0.05 | 0.51 | 0.00 | 0.10 | 0.02 |
| SCAQMD Regional Emissions Threshold (lbs/day) | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceed Threshold? | No | No | No | No | No | No |

URBEMIS 2007 outputs are provided in Appendix B.

- c. ***Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?***

LESS-THAN-SIGNIFICANT IMPACT. SCAQMD’s approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. As discussed earlier in Response 3.3 (a), the proposed project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. In addition, the mass regional emissions calculated for the proposed project (Forecast of Regional Construction Emissions and Forecast of Regional Operation Emissions) are less than the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards. As such, cumulative impacts would be less than significant.

Project-related greenhouse gas (GHG) emissions were estimated using the same methodology as criteria pollutant emissions. Table 3.3-4 below presents an estimate of project-related GHG emissions of carbon dioxide, methane, and nitrous oxide in the form of carbon dioxide equivalent (CO₂e).¹ While no federal, state, or regional air quality agency has officially adopted a finalized threshold that can be applied to evaluate the significance of an individual project’s contribution to GHG emissions, some agencies have drafted preliminary thresholds. The SCAQMD has adopted an interim threshold of 10,000 metric tons of CO₂e per year (MTCO₂e) for stationary source projects,² and CARB has proposed a threshold of 7,000 MTCO₂e/yr.³ While no threshold has been officially agreed upon, it is expected that the proposed project’s emissions of 73 MTCO₂e/yr will be well below any finalized threshold.

¹ Carbon dioxide equivalent (CO₂e) is a quantity that describes, for a given greenhouse gas, the amount of CO₂ that would have the same global warming potential, when measured over a specified timescale (generally, 100 years). Methane has a GWP of 21. Nitrous Oxide has a GWP of 310.

² Source: SCAQMD Board Meeting Date: December 5, 2008 Agenda No. 31. Available: <<http://www.aqmd.gov/hb/2008/December/081231a.htm>>.

³ Source: CARB Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases Under the California Environmental quality Act. Available: <http://www.opr.ca.gov/ceqa/pdfs/Prelim_Draft_Staff_Proposal_10-24-08.pdf>.

Table 3.3-4. Estimate of Project-Related Greenhouse Gas Emissions

| Project Emissions | CO₂e (MT/yr) |
|---|--------------------------------|
| <u>Construction Emissions</u> | |
| 2010 | 482.24 |
| 2011 | 720.86 |
| 2012 | 693.13 |
| Total Construction Emissions (metric tons) | 1,896.22 |
| Construction Emissions Amortized Over 30 Years (MT/yr) | 63 |
| <u>Operational Emissions</u> | |
| Mobile Source | 9.61 |
| Area Source | 0 |
| Stationary Source | 0 |
| Total Operations Emissions | 10 |
| Total Project Emissions (MTCO₂e/yr) | 73 |
| SCAQMD Significance Threshold | N/A |
| Exceed Significance Threshold? | No |
| <i>URBEMIS 2007 outputs are provided in Appendix B.</i> | |

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As described above under Section 3.3 (b), construction and operation of the proposed project would not result in any substantial localized or regional air pollution impacts with the incorporation of Mitigation Measure MM A-1 and therefore would not expose any nearby sensitive receptors to substantial pollutant concentrations.

e. Would the project create objectionable odors affecting a substantial number of people?

NO IMPACT. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors and therefore would not produce objectionable odors.

3.4 Biological Resources

| BIOLOGICAL RESOURCES - Would the project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|--------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

BIOLOGICAL RESOURCES - Would the project:

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 Communities 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"/> |

An ICF Jones & Stokes senior biologist prepared a Biological Resources Assessment (August 2009) for this project, which is the basis for the analysis presented in this section. The assessment can be found in Appendix C. The following discussion provides a summary of biological resources near the proposed project area as well as the regulatory context for the purposes of the impact analyses provided for Sections 3.4 (a) through (f).

The proposed transmission line traverses a fully urbanized environment in which the presence of any type of sensitive species or habitat is low within the area of disturbance. Additionally, the transmission line would be wholly placed within existing roadways. This analysis addresses any habitat within a 100-foot buffer on both sides of the alignment. In order to create a more conservative impact determination, the buffer area was expanded to 200 feet adjacent to the Ballona Freshwater Marsh due to the large width of Lincoln Boulevard (approximately 120 feet) and the sensitivity of this habitat. Although the majority of the area within the vicinity of the proposed project is classified as commercial and residential, there are instances of undeveloped land occurring west of Lincoln Boulevard and West Jefferson Boulevard as well as east of Vista del Mar between Napoleon Street and West Imperial Highway.

Habitat/Vegetation

The proposed project is located within an area that is highly developed. However, along portions of Vista Del Mar Boulevard the transmission line is located adjacent to the El Segundo sand dunes, which are a sensitive beach dune habitat area. The underground transmission line would be placed in trenches located entirely underneath public roadway rights-of-way, with the exception of the placement of the conduit on the underside of the bridges along Inglewood Boulevard crossing over Ballona Creek Channel and Centinela Creek Channel or under the channels in the directional drilling option. The different plant communities observed along the proposed project alignment, as well as within the buffers defined above, are described in further detail below and are shown in Figure 3 (Sheet 1 through Sheet 7).

Southern Foredune. This plant community occurs within the 100-foot buffer, to the east of Vista Del Mar Boulevard north of Imperial Highway and south of Ocean Vista Boulevard. The southern foredune plant community, also known as the sand-verbena-beach bursage plant community (Sawyer and Keeler-Wolf 1995), is considered rare by the CDFG (2003). Southern foredune plant communities have relatively favorable conditions when compared to active coastal dunes that allow the establishment of plants, which reduces the amount of blowing sand and partially stabilizes the dune. This plant

community is typically dominated by succulent perennial herbs and subshrubs. Species such as red sand verbena (*Abronia maritima*), beach bur (*Ambrosia* spp.), and sea rocket (*Cakile* spp.) usually occur in exposed sites, and pink sand verbena (*Abronia umbellata*) and morning-glory (*Calystegia* spp.) in less exposed sites. Southern foredunes may integrate with southern dune scrub (21330; 21.100.10).

Species that have been identified (City of Los Angeles 2004) in the foredune habitat adjacent to the project site are burbush (*Ambrosia chamissonis*), coast buckwheat (*Eriogonum parvifolium*), lemonade-berry (*Rhus integrifolia*), coast goldenbush (*Ericameria ericoides*), California encelia (*Encelia californica*), bladderpod (*Isomeris arborea*), prickly pear (*Opuntia littoralis*), groundsel (*Senecio flaccidus* var. *douglasii*), California poppy (*Eschscholzia californica*), wild morning glory (*Calystegia macrostegia*), Lewis' evening primrose (*Camissonia lewisii*), beach evening primrose (*Camissonia chieranthifolia*), deerweed (*Lotus scoparius*), bush lupine (*Lupinus chamissonis*), and pink sand verbena. Characteristic species not present on site include red sand verbena, beach morning glory (*Calystegia soldanella*), and beach spectacle-pod (*Dithyrea maritima*). Non-native species present include several species of iceplant (including *Carpobrotus edulis* and *C. aequilaterus*), and acacia (*Acacia cyclops* and *A. retinoides*).

Disturbed Southern Foredune. Disturbed southern foredune was formerly pristine, as evidenced by the sandy substrates and scattered coastal dune elements; however, acacia, ice plant, and exotic annual grass species currently dominate the vegetation (City of Los Angeles 2004). Native coastal dune vegetation is patchy, and includes burbush, beach evening primrose, bush lupine, pink sand verbena, and deerweed. Coast buckwheat is absent. There are remnant structures belonging to former residences, which include several walls, and abundant debris can be found among the sandy substrate.

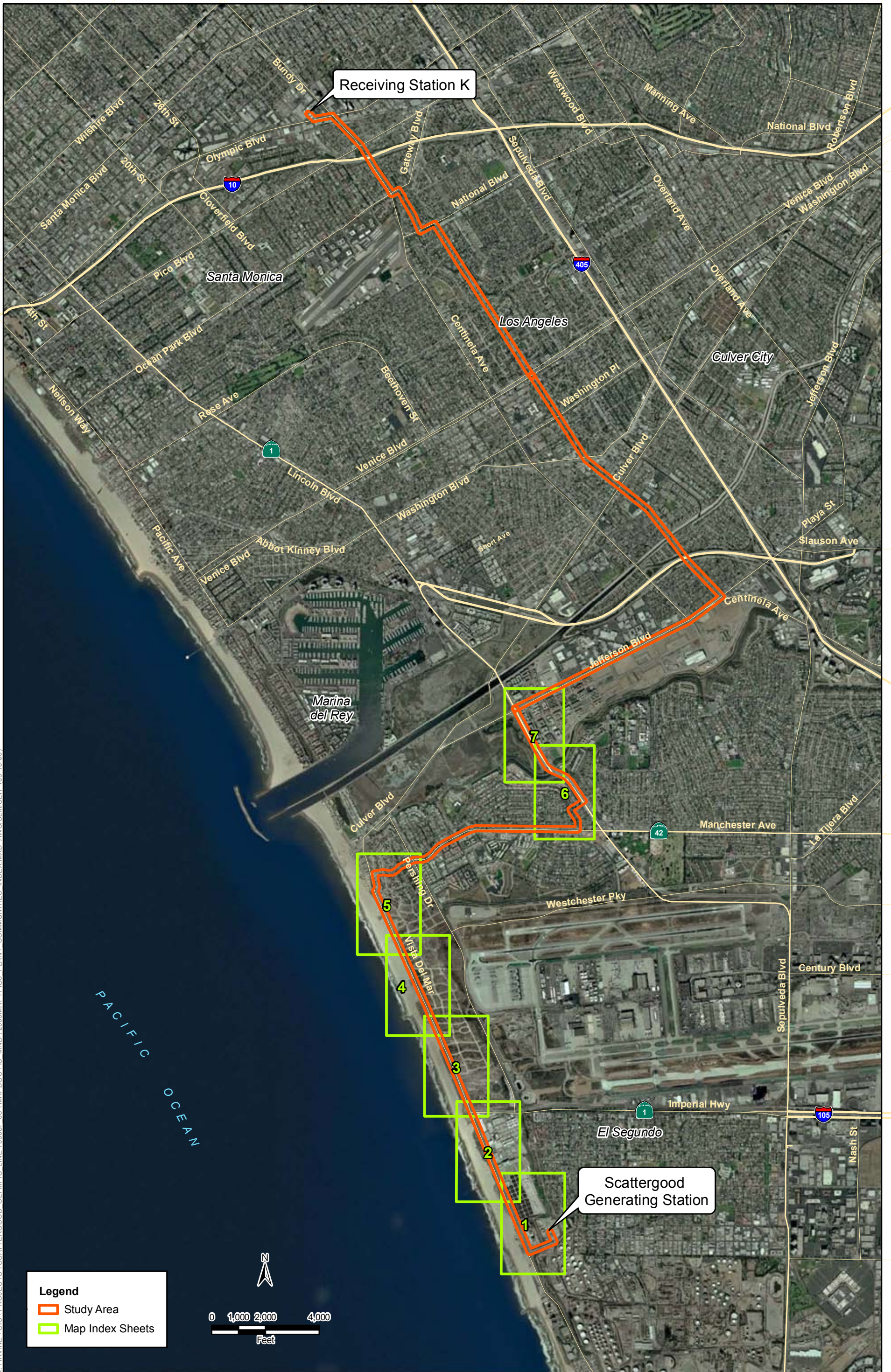
This habitat type occurs within the 100-foot buffer, to the east of Vista Del Mar Boulevard, north of Ocean Vista Boulevard, and south of Waterview Street. The west side of Vista Del Mar Boulevard is almost completely dominated by ice plant and is considered more disturbed than areas east of Vista Del Mar Boulevard.

Active Coastal Dunes. The active coastal dune plant community is dominated by barren, mobile sand accumulations whose size and shape are determined by abiotic site factors rather than by stabilizing vegetation. There is typically no vegetation present and it is represented as a sandy beach. Adjacent to the project site and within the 100-foot buffer, it occurs west of Vista Del Mar Boulevard at Dockweiler Beach State Park.

Vernal Marsh. Vernal marsh, also known as seasonal wetlands, are non-tidal wetlands and transitional habitats that are flooded to varying degrees by seasonal rainfall and runoff, but are greatly reduced or completely dry by summer. If there are sufficient salts in the soil, the seasonal wetland may support plant species more typical of coastal salt marsh, such as pickleweed, saltgrass, and alkali weed (*Cressa truxillensis*). If the soils do not contain salts or alkaline substances, the seasonal wetlands may support freshwater marsh species and a mixture of weedy opportunists. Characteristic species include sedges (*Carex* spp.), rushes (*Juncus* spp.), bulrushes (*Scirpus* spp.), downingia (*Downingia* spp.), button-celery (*Eryngium* spp.), and navarretia (*Navarretia* spp.).

Vernal marsh occurs adjacent to the project site within the 200-foot buffer northwest of Lincoln Boulevard and Jefferson Boulevard.

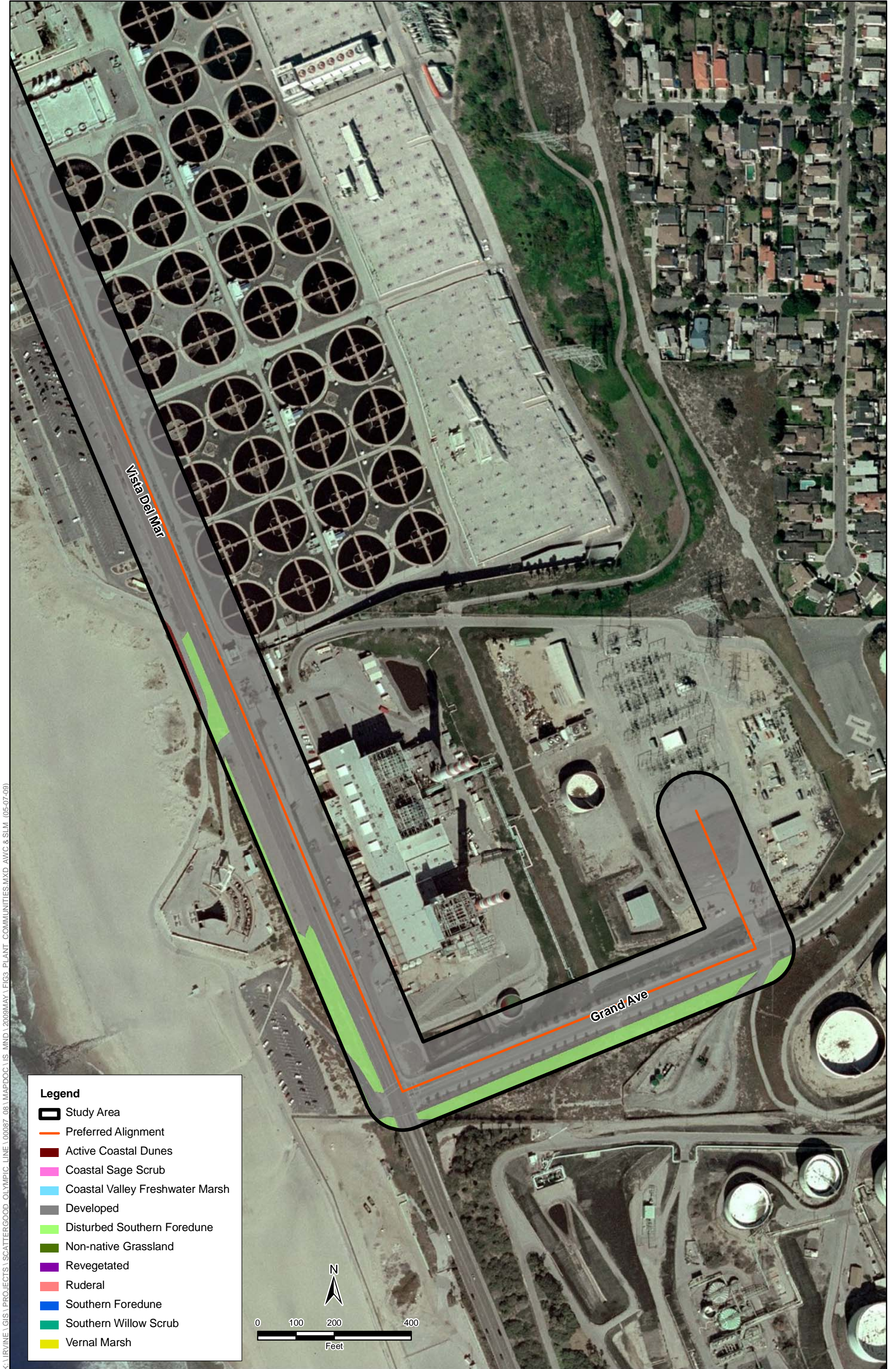
Coastal and Valley Freshwater Marsh. Freshwater marshes occur in nutrient-rich soil that is saturated most or all of the year. The dominant plants of freshwater marsh communities are mostly perennial monocots that can reproduce vegetatively by underground rhizomes and grow to 4–5 meters tall. At the Ballona Freshwater Marsh, these areas are dominated by freshwater emergent monocots such as cattails (*Typha* spp.) and bulrushes (*Scirpus* spp.).



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC LINE\00087_08\MAPDOC1.IS.MXD, 2009MAY\FIG3 PLANT_COMMUNITIES_INDEX.MXD, AWC\SLM\SLW_09-16-09

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)

**Figure 3 - Index Map
Plant Communities
LADWP Scattergood Olympic Line**



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\US_MND\2009MAY\FIG3_PLANT_COMMUNITIES.MXD_AWC & SLM (05-07-09)

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\15_MND\2009MAY\FIG3_PLANT_COMMUNITIES.MXD_AWC & SLM (05-07-09)

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\IS_MND\2009MAY\FIG3_PLANT_COMMUNITIES.MXD_AWC & SLM (05-07-09)

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)



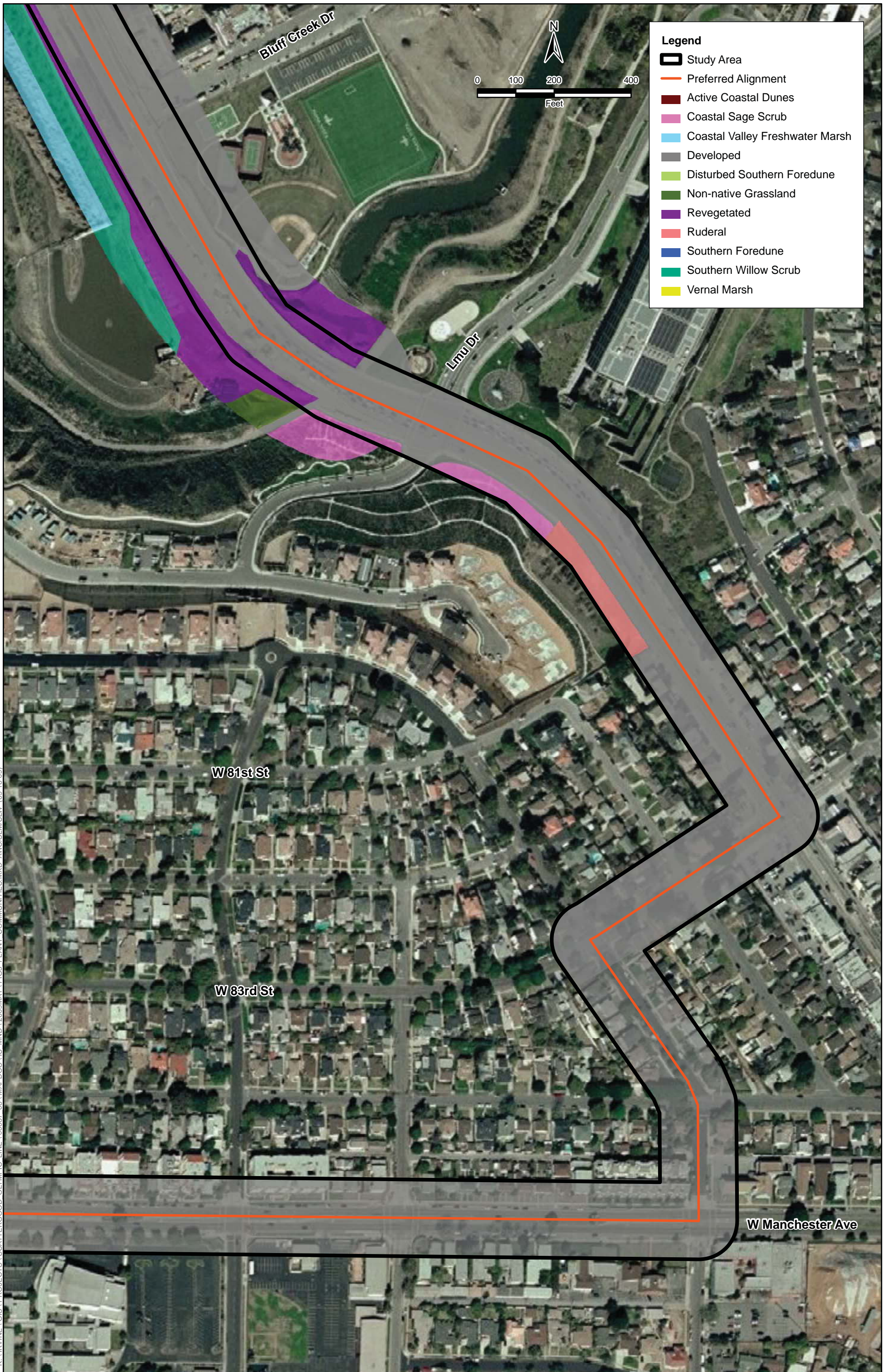
K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\15_MND\2009MAY\FIG3_PLANT_COMMUNITIES.MXD_AWC & SLM (05-07-09)

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)



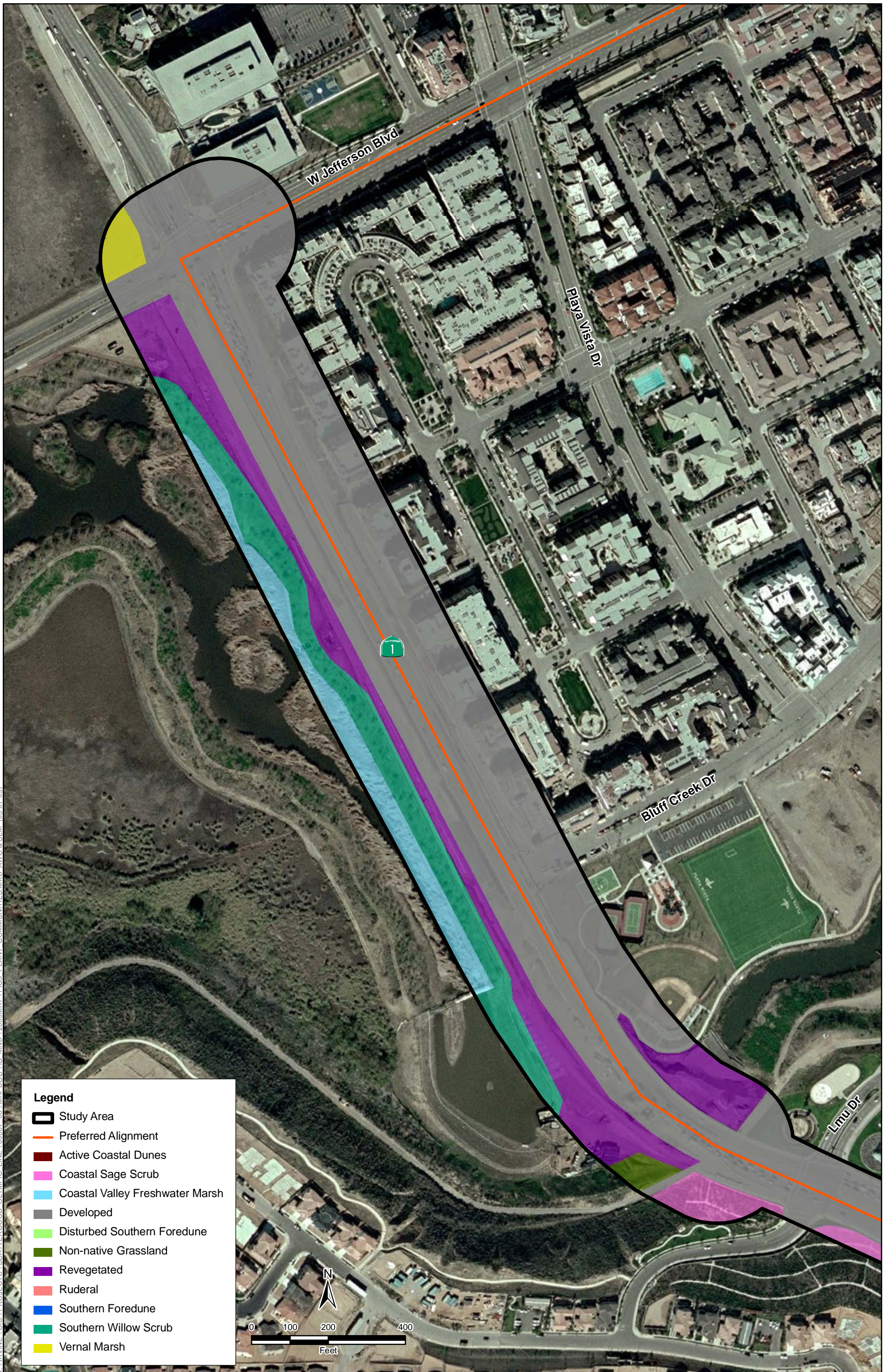
K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\15_MND\2009MAY\FIG3_PLANT_COMMUNITIES.MXD_AWC & SLM (05-07-09)

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\IS_MND\1_2009\MAY\FIG3_PLANT_COMMUNITIES.MXD_AWC\SLM\SLW (09-16-09)

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\15_MND\2009MAY\FIG3_PLANT_COMMUNITIES.MXD_AWC & SLM (05-07-09)

Legend

- Study Area
- Preferred Alignment
- Active Coastal Dunes
- Coastal Sage Scrub
- Coastal Valley Freshwater Marsh
- Developed
- Disturbed Southern Fore dune
- Non-native Grassland
- Revegetated
- Ruderal
- Southern Fore dune
- Southern Willow Scrub
- Vernal Marsh

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)

Within the study area, freshwater marsh habitat is limited to the inundated portions of the Ballona Freshwater Marsh that occurs to the west of Lincoln Boulevard. Freshwater marsh habitat is also present in the unnamed drainage that feeds the Ballona Freshwater Marsh, to the east of Lincoln Boulevard.

Southern Willow Scrub. Southern willow scrub is classified as areas dominated by thickets of willows such as arroyo willow (*Salix lasiolepis*), narrow-leaved willow (*Salix exigua*), and red willow (*Salix laevigata*). It can also include species such as Fremont cottonwood (*Populus fremontii*) and California sycamore (*Platanus racemosa*). Willow scrub typically occurs in riparian corridors near freshwater sources.

Within the study area, southern willow scrub habitat is limited to the Ballona Freshwater Marsh that occurs to the west of Lincoln Boulevard. Southern willow scrub habitat is also present in the unnamed drainage that feeds the Ballona Freshwater Marsh, to the east of Lincoln Boulevard. Within the 200-foot buffer study area, the southern willow scrub is not well developed because it has only been recently created. Therefore, it lacks some of the vertical structure that is seen in more mature southern willow scrub habitats.

Coastal Sage Scrub. The coastal sage scrub in the study area occurs on cut slopes that have been created as part of development projects. These slopes are irrigated and have been planted with native shrub species. Species include California sagebrush (*Artemisia californica*), coyote bush (*Baccharis pilularis*), laurel sumac (*Malosma laurina*), and goldenbush species (*Ericameria* spp.). This habitat type was only found on the cut slopes associated with road and housing development projects in the 200-foot buffer study area to the west of Lincoln Boulevard.

Non-Native Grassland. The non-native grassland plant community is typically a dense to sparse cover of annual grasses with flowering culms 0.2 to 0.5 meter high, with numerous species of flowering native annual forbs, especially in years of high rainfall. Germination occurs with the onset of the late fall rains; growth, flowering, and seed-set occur from winter through spring. With few exceptions, the plants are dead through the summer-fall dry season. Cover during the spring will be from native and non-native annuals.

In the upland areas of the buffer study area, the dominant non-native grass species include wild oats (*Avena* spp.), bromes (*Bromus* spp.), barleys (*Hordeum* spp.), and ryegrass (*Lolium* spp.). Native species include tarweed (*Hemizonia* spp.) and nodding needlegrass (*Nasella cernua*). Native and non-native annual wildflowers may include sun cups (*Camissonia* spp.), popcorn flowers (*Cryptantha* spp.), lotus (*Lotus* spp.), plantains (*Plantago* spp.), and California croton (*Croton californica*).

Non-native grassland occurs adjacent to the project site and within the 200-foot buffer along Lincoln Boulevard, where upland areas are present.

Revegetated. There are two areas to either side of the culvert that carries water from an unnamed drainage to the Ballona Freshwater Marsh, to the north of the LMU Drive and Lincoln Boulevard intersection, that appear to have been recently disturbed by road and culvert construction and then revegetated. This area continues north along the west side of Lincoln Boulevard to Jefferson Boulevard and occurs between the walking path and the sidewalk. These revegetated areas currently do not fit into a classification category. It is expected that as the vegetation matures, it may become a mixture of grasslands and/or southern willow scrub habitat. Due to the lack of biological complexity of these areas and their proximity to Lincoln Boulevard, this habitat is not considered to currently support significant wildlife, but will become an important buffer to the Ballona Freshwater Marsh as it matures.

Ruderal. The ruderal habitat type is dominated by species, usually non-native, that are first to colonize disturbed lands. The disturbances are due to human influence, such as construction, dirt roads, or

maintenance. Some ruderal invasive species have a competitive advantage over the natural species, and once established may permanently prevent a disturbed area from returning to its original state.

Within the buffer, several ruderal areas were observed. These appeared to be the result of ground disturbance at the edges of the road, various dirt roads, and post-construction areas. The dominant species included mustards (*Brassica* spp.). Two of the proposed construction staging areas occur in empty lots and contain disturbed unvegetated soils, which are probably the result of previous grading. These were classified as ruderal.

Developed. The entire project footprint is classified as developed. A majority of the 100- and 200-foot buffer is also developed, including all areas north and east of Lincoln Boulevard and Jefferson Boulevard. Developed areas within the project site and the 100- and 200-foot buffer include roadways, buildings, and parking lots. Five of the eight potential staging areas also occur in developed parcels. The hardscape associated with this community, largely paved and built areas, make it unsuitable to support vegetation. This classification also includes ornamental landscaping, such as lawns, trees, shrubs, groundcover, and annual plantings. Ornamental species observed include magnolia (*Magnolia* spp.), oleander (*Nerium oleander*), olive (*Olea europaea*), bird of paradise (*Strelitzia reginae*), and hawthorn (*Raphiolepis* spp.).

Sensitive Plant Communities

The southern foredune and southern willow scrub plant communities are considered special communities that are either known or believed to be of high priority for inventory in CNDDDB (CDFG 2003).

Sensitive Species

The table in Appendix C of the Biological Resources Assessment, which can be found in Appendix C of this MND, provides a complete list of the sensitive plant and wildlife species compiled during the database search and literature review, their status, habitat requirements, and potential to occur within the project site and 100- and 200-foot buffer (200 feet adjacent to the Ballona Freshwater Marsh). The following paragraphs highlight the threatened and endangered species within Appendix C, except those that have been determined as extirpated or absent with recent focused surveys.

Threatened or Endangered Species

The El Segundo Blue Butterfly. The El Segundo Blue Butterfly (ESB) is a federally endangered species that inhabits what remains of the El Segundo sand dunes. The ESB emerges during summer when the flowers of its host plant, sea-cliff buckwheat (*Eriogonum parvifolium*), open. It spends virtually its entire life cycle in intimate association with the flowerheads of this plant. The adult life is only a few days, during which time it mates and lays eggs. The eggs hatch within a week or so of their deposition. The larvae feed on the flower heads of the host plant for approximately 1 month before they molt to their pupal stage.

El Segundo sand dunes and suitable ESB habitat occurs adjacent to the project site, east of Vista Del Mar Boulevard from Imperial Highway north to Napoleon Street. Along this stretch, habitat that has been confirmed to be occupied by ESB during previous surveys occurs to the east, within areas classified as southern foredune and disturbed southern foredune. These studies were in conjunction with the LAX Master Plan (City of Los Angeles 2004) and identified several blocks immediately adjacent to Vista Del Mar Boulevard that had high densities of ESB. Habitat to the west of Vista Del Mar is highly degraded with ice plant and does not support populations of buckwheat. Therefore, it would be considered of low suitability to ESB.

California Least Tern. California least tern nesting colonies are considered state and federally endangered. They nest from April through August along the coast of California from San Francisco south to Baja California, nesting on sparsely vegetated sandy beaches, salt flats, and dredged spoil in colonies.

Suitable nesting habitat for California least tern is present to the northwest of Culver Boulevard east of Nicholson Street, which historically supported a colony of 10 to 30 pairs. However, this colony has not been active since 1981, although one pair of terns nested there in 2001. This colony was believed to relocate to a Venice Beach site, north of the Marina Del Rey channel. The tidal channels north and south of Culver Boulevard, and Marina Ditch to the southwest of Lincoln Boulevard and Fiji Way, have been documented to support foraging habitat for the Venice Beach nesting colony.

Potential open water habitat for California least tern is present adjacent to the proposed transmission line only where Inglewood Boulevard crosses Ballona Creek. However, this section of Ballona Creek is concrete-lined and is not expected to provide foraging for California least tern.

California Brown Pelican. Nesting colonies and communal roosts of brown pelican are both state and federally listed as endangered, although there is now a proposed rule to delist the species (USFWS 2008). They do not breed on the mainland but nest colonially on the Channel Islands off the coast of southern California, on islands along the west coast of Baja California, and in the Gulf of California (Anderson and Gress 1983). After the breeding season, brown pelicans leave the islands and disperse along the entire California coast and thus are most common in southern California from June to October (Garrett and Dunn 1981). The Marina Del Rey breakwater supports a large brown pelican roost, and they are consequently seen in the open waters of this area.

Potential open water habitat for California brown pelican is present adjacent to the proposed transmission line only where Inglewood Boulevard crosses Ballona Creek. However, this section of Ballona Creek is concrete-lined and is not expected to provide roosting habitat for brown pelican.

Belding's Savannah Sparrow. Belding's savannah sparrow is a state endangered species that inhabits coastal salt marshes year-round. Nesting occurs primarily in pickleweed habitat at the higher elevations of the salt marshes, above the reach of the highest spring tide. They eat a variety of crustaceans as well as seeds of pickleweed and may forage in other nearby habitats including along rock jetties.

Suitable habitat for Belding's savannah sparrow occurs in the mid to high marsh area of the southern coastal salt marsh plant community. In 2005, focused surveys for Belding's savannah sparrow occurred in marsh habitat southeast of Ballona Creek and resulted in 11 breeding pairs. The study area does not overlap any habitat that would be considered suitable for Belding's savannah sparrow.

Western Snowy Plover. Western snowy plover (*Charadrius alexandrinus nivosus*) is a federally threatened species that breeds on the Pacific coast from southern Washington to southern Baja California. Primary nesting habitats include sand spits, dune-backed beaches, beaches at creek and river mouths, and salt pans at lagoons and estuaries. Nests generally consist of a shallow scrape lined with beach debris and typically occur in flat, open, sandy areas with little vegetation. Driftwood, kelp, and dune plants provide cover for chicks and harbor invertebrates, an important food source. Nests are usually found within 100 meters of water, whether ocean, lagoon, or river mouth.

Potential nesting habitat occurs adjacent to the project site, along Dockweiler Beach State Park on the west side of Vista Del Mar Boulevard, where an active coastal dune plant community exists. However, since 1949, there have been no documented cases of a snowy plover nesting within Los Angeles County. A systematic survey occurred along Los Angeles County beaches in 2007 (SWCA et al. 2007), and although no nest attempts were confirmed, there was evidence for one nest scrape in Dockweiler

Beach State Park. In addition, during the 2007 survey, 21 snowy plovers were observed along this beach in early March, which is considered the start of the breeding season. The closest of these observations was approximately 300 feet from Vista Del Mar Boulevard. Therefore, the study area was determined not to overlap any habitat that would be considered suitable for western snowy plover.

Designated Critical Habitat

Critical habitat has been designated by the USFWS (2005) for western snowy plover, which does not overlap the study area (Figure 4). However, there are two polygons of critical habitat that occur west of Vista Del Mar Boulevard: Subunit 21B (43 acres) and Subunit 21C (24 acres). Essential habitat features in these subunits include a wide sandy beach with occasional surf-cast wrack supporting small invertebrates. The 2007 Los Angeles County-wide beach survey confirmed the presence of snowy plover within these critical habitat polygons (SWCA et al. 2007).

Jurisdictional Waters and Wetlands

During the habitat assessment, a number of drainages that are likely to be considered jurisdictional were observed to cross the proposed transmission line alignment. Some of these also support jurisdictional wetlands. These occur along Lincoln Boulevard and Inglewood Boulevard. Figure 5 (Sheets 1 and 2) shows the locations, and Table 3.4-1 provides a summary of these drainages.

Table 3.4-1. Potential Jurisdictional Features Overlapping the Project Site

| Detail | Description |
|------------------|--|
| Concrete Culvert | Connects an unnamed drainage from the east side of Lincoln Boulevard to the Ballona Freshwater Marsh. Freshwater is backing up on east side of Lincoln where wetland habitat now exists. |
| Steel Bridge | This bridge is located where Inglewood Boulevard crosses Ballona Creek. |
| Concrete Bridge | This bridge is located where Inglewood Boulevard crosses Centinela Creek. |

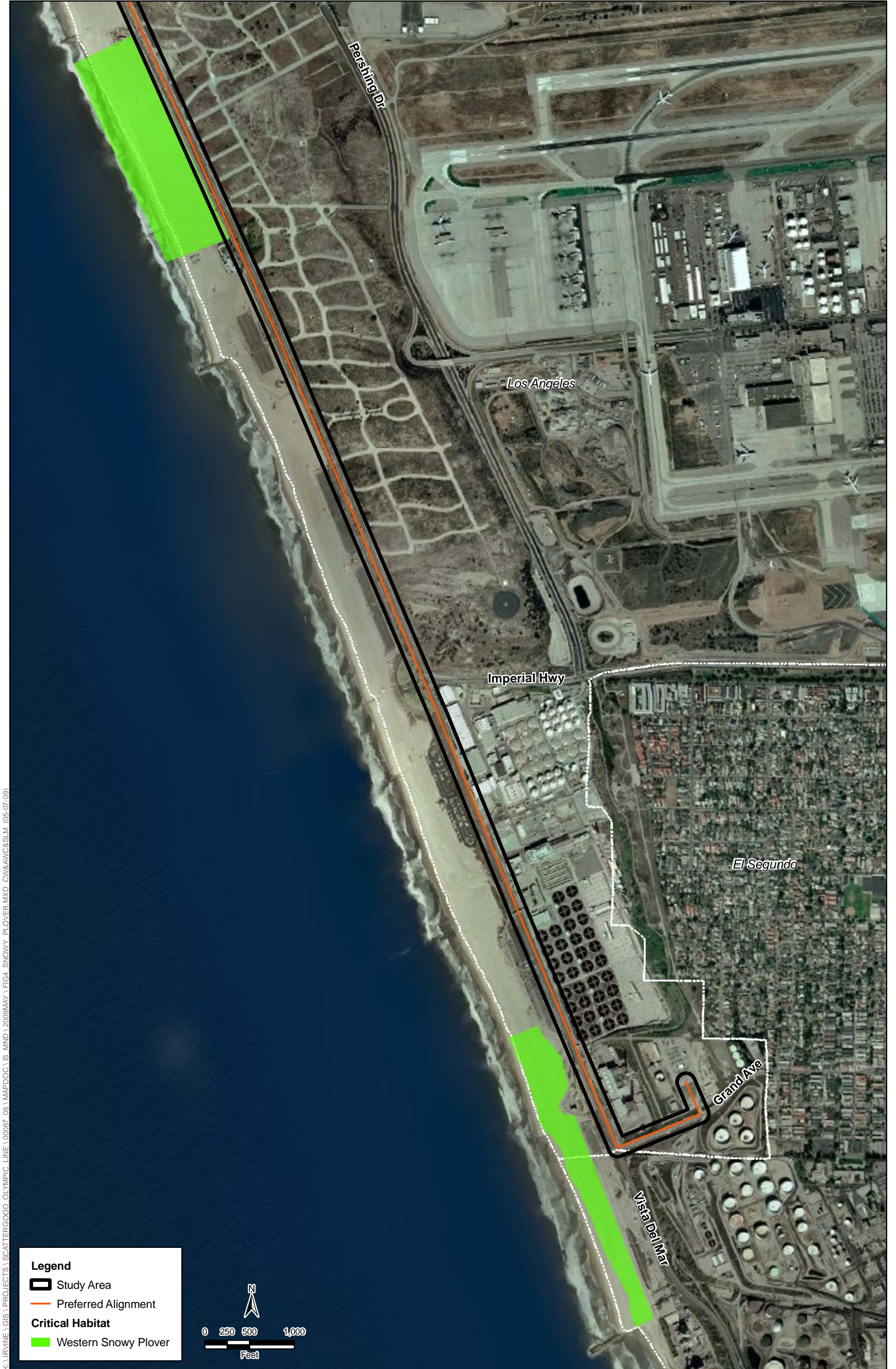
The water contained within or below each of the structures in Table 3.4-1 would be considered jurisdictional waters as there is clear evidence of a bed and bank, an ordinary high-water mark, and a connection with the Pacific Ocean.

Wildlife Movement Corridors

The project does not overlap a documented regional wildlife corridor (South Coast Wildlands 2008) and is located in a heavily urbanized area of Los Angeles. Patches of habitat in this urban landscape are not linked together with similar habitat but rather occur mostly isolated. On a smaller scale, sensitive wildlife species are expected to occasionally cross the alignment, particularly where the project crosses the unnamed drainage along Lincoln Boulevard and potentially along Vista Del Mar Boulevard where it intersects sand dunes.

Nesting Birds

The Inglewood Boulevard at Ballona Creek and Centinela Creek bridges are the only locations where the alignment could potentially impact nesting birds. However, during the habitat assessment, no evidence of nests at these bridges was observed. Furthermore, the street trees present in the median of Manchester Avenue could support nesting birds, but no project-related removal of vegetation is anticipated.



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\IS_MND\2009MAY\FIG4_SNOWY_PLOVER.MXD_CW&AWC&SLM (05-07-09)

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); USFWS

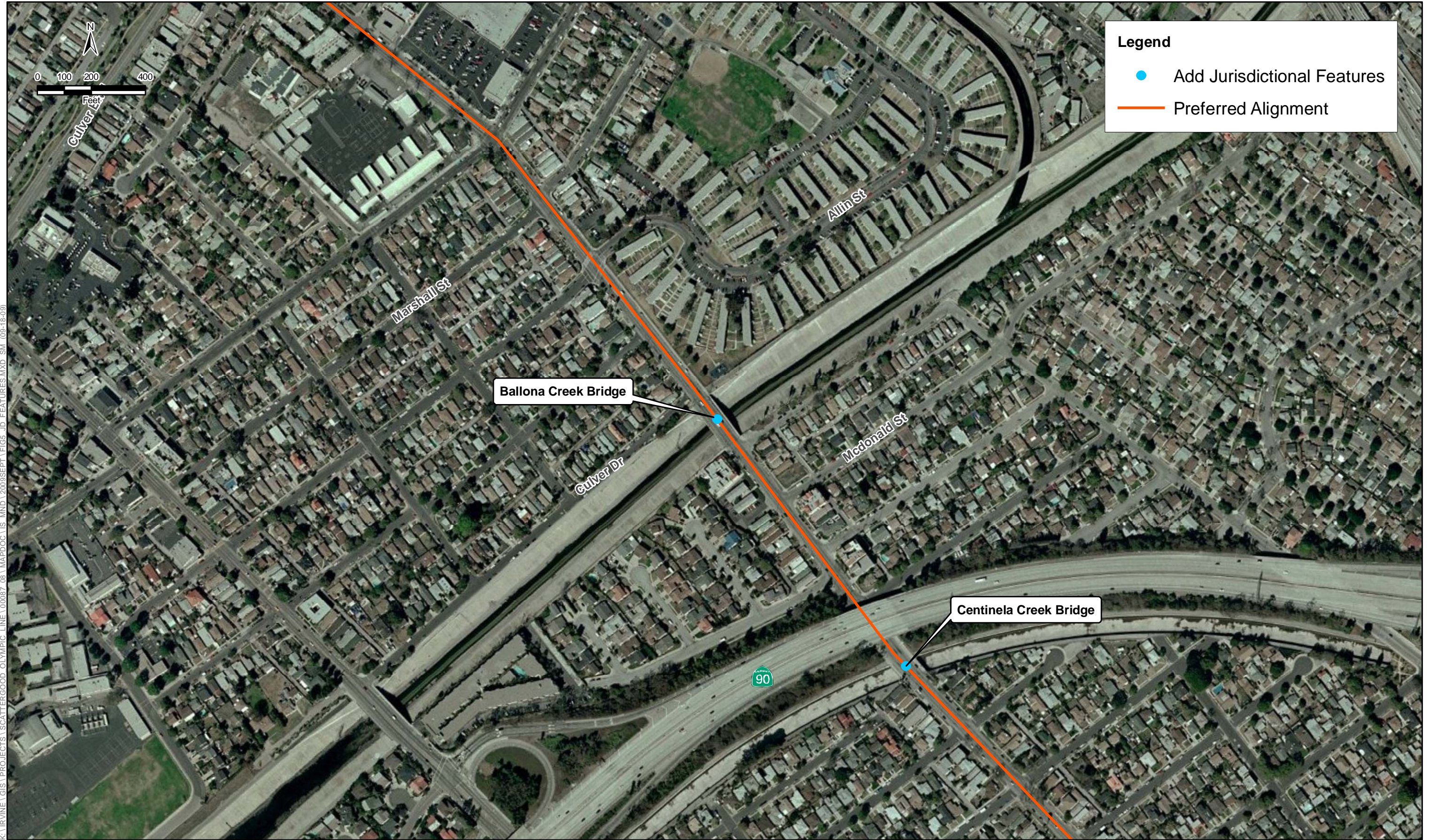
Figure 4
Snowy Plover
LADWP Scattergood Olympic Line



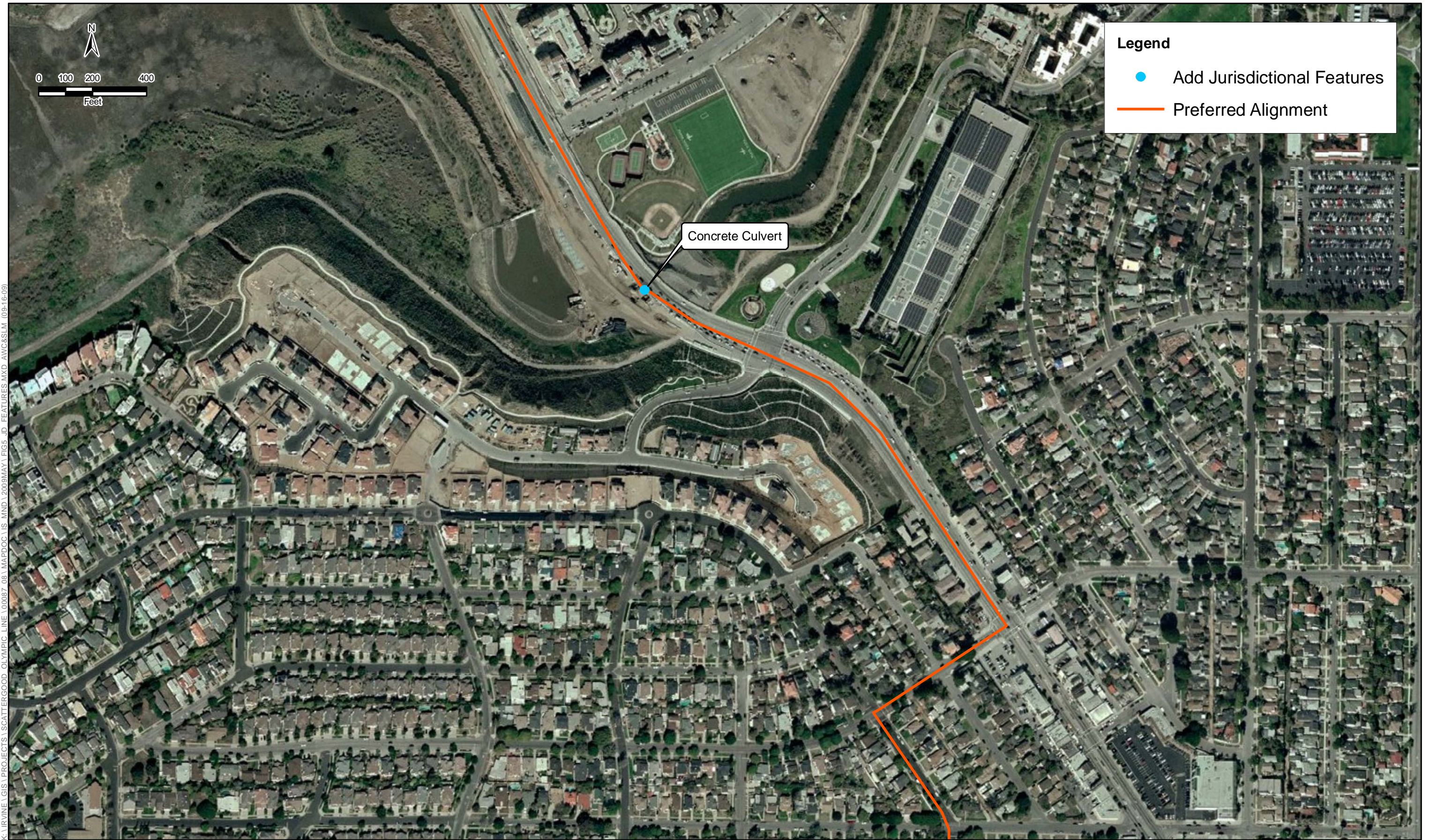
K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\1.IS.MXD\2009MAY\FIG5_JD_FEATURES_INDEX.MXD_AW/C&SLM (09-16-09)

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)

**Figure 5 - Index Map
Jurisdictional Features
LADWP Scattergood Olympic Line**



SOURCE: ESRI USA Imagery (02/15/07, 0.3m)



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\IS_MND_12009\MAY_FIG5_JD_FEATURES.MXD_AWC&SLM (09-16-09)

SOURCE: ESRI USA Imagery (02/15/07, 0.3m)

Responses to Questions:

- a. ***Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. Implementation of the proposed project, including the directional drilling option, and construction activities related to the Scattergood-Olympic Line I is unlikely to adversely affect, either directly or indirectly, sensitive species identified as endangered or threatened, candidate, sensitive, and special-status species by the CDFG, USFWS, or in regional plans, policies, or regulations. The transmission line is being placed wholly underground, and as such, no long-term impacts on any of the sensitive species described are expected to occur. Indirect impacts to sensitive species could occur during construction. However, construction of the transmission line would occur in heavily traveled urban roadways, and construction activities are not expected to add to the existing noise, motion, or other indirect disturbances above the baseline estimates. With respect to construction staging areas, five of the eight planned construction sites would be located in fully developed areas, while the remaining three sites would be located in highly disturbed empty lots that are away from any sensitive habitats.

Trenching in and around the Ballona Freshwater Marsh may require dewatering of trenches during construction activities due to the high groundwater levels in the area. In the event that dewatering is necessary, the project proponent would either use a vacuum truck to collect and transfer the construction water to an LADWP facility for proper disposal or obtain the necessary permits from the Regional Water Quality Control Board to discharge groundwater into the storm drains or into jurisdictional waters or wetlands. The construction contractor would not disturb any vegetation or habitat when placing temporary conveyances into or around jurisdictional waters or wetlands. Implementation of the mitigation measures identified below, acquisition of the necessary permits, and adherence to the terms and conditions of the permits would ensure that no adverse effects would occur, and there would be no long-term modification of habitats for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS. Impacts would be considered less than significant with mitigation incorporated.

MM B-1: The project proponent or construction contractor will enforce standard construction practices, including dust-control measures to reduce the amount of fugitive dust generated by the project, as well as daily removal of all trash.

MM B-2: The project proponent will complete a SWPPP including placement of BMPs (silt fencing, fiber rolls, and sandbags) to prevent discharge of water into adjacent areas and ensure compliance with NPDES requirements.

MM B-3: If the project proponent anticipates discharging groundwater into the Ballona Freshwater Marsh, the project proponent will prepare a dewatering plan and obtain a permit for Discharges of Groundwater from Construction Dewatering to Surface Waters from the Los Angeles Regional Water Quality Control Board. In addition to adherence to the requirements as set forth in the dewatering plan and permits, the construction contractor will not disturb any vegetation or habitat when placing conveyances into or around jurisdictional waters or wetlands.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts as placing new conduit underneath existing roadways and bridges. Construction equipment required for directional drilling

beneath the channels would be placed on existing heavily traveled roadways, or in areas which are otherwise heavily disturbed and devoid of sensitive species. No equipment would be placed within the existing channels. In addition, operation of the portion of the transmission line installed using directional drilling techniques would be placed entirely underground and thus, would not have operational impacts. Implementation of Mitigation Measures MM B-1 through MM B-3, acquisition of the necessary permits, and adherence to the terms and conditions of the permits would ensure that no adverse effects would occur, and there would be no long-term modification of habitats for any species indentified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS. Impacts on any candidate, sensitive, or special status species resulting from directional drilling beneath the Ballona and Centinela Creek channels would be less than significant with mitigation incorporated.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. Implementation of the proposed project and construction activities related to the Scattergood-Olympic Line I is unlikely to adversely impact, either directly or indirectly, any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS. The transmission line is being placed wholly underground. As such, vegetation removal would not be required, and no long-term or direct impacts on any sensitive habitat within the area of the transmission line or within the 100- or 200-foot buffer study areas are expected to occur. Additionally, the construction of the project is not expected to add to the existing noise, motion, or other indirect disturbances above the baseline estimates, due to the fact that of the eight planned construction sites, five will be located in fully developed areas, while the remaining three sites will be located in highly disturbed empty lots that are away from any sensitive habitats.

As discussed under Section 3.4 (a), trenching in and around the Ballona Freshwater Marsh may require dewatering of trenches during construction activities due to the high groundwater levels in the area. In the event that dewatering is necessary, the project proponent would either use a vacuum truck to collect and transfer the construction water to an LADWP facility for proper disposal or obtain the necessary permits from the Regional Water Quality Control Board to discharge groundwater into the storm drains or jurisdictional waters or wetlands. The construction contractor would not disturb any vegetation or habitat when placing temporary conveyances into or around jurisdictional waters or wetlands. With implementation of Mitigation Measures MM B-1 through MM B-3, no adverse effects would occur, and there would be no substantial adverse impact on any riparian habitat or other sensitive natural community. Impacts would be less than significant with mitigation incorporated.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts as placing new conduit underneath existing roadways and bridges. Construction equipment required for directional drilling beneath the channels would be placed on existing heavily traveled roadways, or in areas which are otherwise heavily disturbed and devoid of sensitive species. No equipment would be placed within the existing channels. In addition, operation of the portion of the transmission line installed using directional drilling techniques would be placed entirely underground, and thus would not have operational impacts. Implementation of Mitigation Measures MM B-1 through MM B-3, acquisition of the necessary permits, and adherence to the terms and conditions of the permits would ensure that impacts would be less than significant with mitigation incorporated.

- c. ***Would the project 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.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?***

LESS THAN SIGNIFICANT WITH MITIGATION. A total of three culverts/drainages were identified as likely jurisdictional waters crossing the proposed transmission line. These culverts/drainages occur along Lincoln Boulevard and Inglewood Boulevard, crossing Ballona Creek and Centinela Creek. Table 3.4-1 provides a summary of each structure, while Figure 5 (Sheets 1 and 2) shows their locations. Design and construction of the proposed project would avoid disturbing these jurisdictional waters or wetlands by placing the transmission line below the concrete culvert and on the underside of the bridges crossing Ballona Creek and Centinela Creek.

The project proponent would design the project so that no direct impacts to any of the described culverts would occur. Excavation work would occur adjacent to the culverts with proposed project transmission line placed underneath to avoid direct impacts to jurisdictional waters and the associated groundwater. Additionally, the cable installation on the bridges along Inglewood Boulevard would be conducted from the bridges, would not require any equipment placement within or around jurisdictional waters or wetlands, and therefore would not result in any direct impacts to jurisdictional waters or wetlands. Temporary impacts (removal and replacement of the culverts without vegetated habitat impacts) would likely be self-mitigating but would require permits from the U.S. Army Corps of Engineers, CDFG, and SWRCB prior to initiation of the work. Implementation of Mitigation Measures MM B-2 and MM B-3 would ensure that impacts on jurisdictional waters would be less than significant.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would avoid direct impacts to jurisdictional waters or wetlands, similar to the effects of placing new conduit underneath existing roadways and bridges. Construction equipment required for directional drilling beneath the channels would be placed entirely outside of jurisdictional waters and wetlands. No equipment would be placed within the existing channels. In addition, operation of the portion of the transmission line installed using directional drilling techniques would be placed entirely underground, and thus would not have operational impacts. Implementation of Mitigation Measures MM B-2 and MM B-3, acquisition of the necessary permits, and adherence to the terms and conditions of the permits would ensure that impacts would be less than significant with mitigation incorporated.

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

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The proposed project does not overlap a documented regional wildlife corridor and is proposed to occur wholly within existing roadways. Therefore, the proposed project would not have a significant impact on migratory wildlife corridors. However, during construction, potential direct impacts to nesting birds underneath the Inglewood Boulevard Ballona Creek and Centinela Creek bridges could occur. Implementation of MM B-2, along with Mitigation Measures MM B-4 and MM B-5 described below, would ensure that no significant impacts to nesting birds at these locations would occur.

MM B-4: Construction of the transmission line near the Inglewood Boulevard Ballona Creek and Centinela Creek bridges will occur outside the avian nesting season (approximately February 1–August 31) for conformance with the MBTA. If construction at the bridge occurs between February

1 and August 31, a preconstruction survey for nesting birds will be conducted by a qualified biologist no more than 7 days prior to the start of construction.

MM B-5: If nesting birds occur on the bridge, a buffer around the nest will be determined by a qualified biologist. All construction activities will occur outside the buffer area until a qualified biologist has determined that the nest is complete and that no new nesting activity has occurred within the buffer area.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts as placing new conduit underneath the bridges at these channel crossings. Implementation of Mitigation Measures MM B-2, MM B-4 and MM B-5 would ensure that impacts would be less than significant with mitigation incorporated.

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

NO IMPACT. Construction of the proposed transmission line would occur within existing roadway rights of way, and the transmission line would be placed entirely underground; therefore, no biological resources or trees protected under local preservation policies or ordinances are anticipated to be removed. No impact would occur, and no further study is required.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts as placing new conduit underneath existing roadways and bridges. Construction equipment required for directional drilling beneath the channels would be placed on existing heavily traveled roadways, or in areas which are otherwise heavily disturbed and devoid of sensitive species. In addition, operation of the portion of the transmission line installed using directional drilling techniques would be placed entirely underground, and thus would not have operational impacts. No impact would occur from directional drilling activities, and no further study is required.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?

LESS-THAN-SIGNIFICANT IMPACT. The proposed project alignment would not be located within an adopted Habitat Conservation Plan or Natural Communities Conservation Plan. However, a sensitive habitat designated by the Los Angeles Airport/El Segundo Dunes Specific Plan (City of Los Angeles 1992), part of the City of Los Angeles General Plan, is located within the 100-foot buffer of the proposed project alignment, south of Culver Boulevard and north of Imperial Highway between Vista Del Mar and Pershing Street. This Specific Plan was created to restore the natural ecology of the dunes and to provide for the dune-dependent species. Additionally, it was created to provide for recreational and educational facilities. However, this habitat area, although it is within the 100-foot buffer, would not overlap the transmission line, and the construction of the proposed project would not reduce the amount of critical habitat designated for conservation. Therefore, impacts would be less than significant.

Directional Drilling Option

Directional drilling activities would only be conducted in the area immediately surrounding the Ballona and Centinela Creek channels, and thus would not result in impacts to any adopted Habitat Conservation

Plan, Natural Communities Conservation Plan, or any other identified sensitive habitat. No impact would occur from directional drilling activities, and no further study is required.

3.5 Cultural Resources

| CULTURAL RESOURCES - Would the project: | | | | |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
| a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 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 a unique archaeological resource pursuant to Section 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"/> |

This section is based on the Cultural Resources Assessment for the Scattergood – Olympic Line I Project prepared by Cogstone Resource Management, Inc. (September 2009), which is contained in Appendix D.

Responses to Questions:

a. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

NO IMPACT. The only recorded historic structure in the project area is a 1924 house at 2489 Bundy Drive along the northern end of the proposed alignment; additionally, it is likely that there are other houses and structures adjacent to the alignment that are more than 50 years old (Cogstone 2009). However, as construction of the proposed project would take place entirely within the roadways, it would not impact any historic structures occurring within the proposed project area. The proposed project would not cause a substantial adverse change in the significance of any historical resource, and no impacts would occur.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would not result in impacts to any historical resource because no historic structures were identified within the vicinity of these channel crossings.

b. *Would the project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?*

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. A records search was conducted for the proposed project at the South Central Coastal Information Center at California State University at Fullerton. A 1-mile radius around the proposed project boundaries was searched for prehistoric resources, and a 0.5-mile radius was used for historic resources. The records search showed that no prehistoric or historic cultural resources have been recorded within the proposed route boundaries; however, there are sites adjacent to the alignment. Two sites directly adjacent to the proposed route have been destroyed by development following full archaeological data recovery. Approximately 36 archaeological sites and two prehistoric isolates have been recorded within a 1-mile radius of the project

area. This total does not include two sites subsequently determined to be natural features. Table 3.5-1 below summarizes recorded sites within 1 mile of the project site.

Table 3.5-1. Recorded Sites within a 1-Mile Radius of the Project Site

| Trinomial (CA-LAN-) | Description | Date | General Location | Area |
|--------------------------------|---|-------------|-----------------------------|---------------|
| None | Historic House 2489 Bundy Drive (1924) | 2003 | | Sawtelle |
| 382 | Prehistoric habitation with burials | 1969 | Spring | Sawtelle |
| 3803 | Historic segment of Southern Pacific Railroad ROW | 2008 | | Palms |
| 1698 | Shell in imported fill | 1989 | | Playa Vista |
| 54 | Prehistoric habitation | 1949 | Flats | Playa Vista |
| 356 | Prehistoric habitation with possible burial | 1960 | | Playa Vista |
| 2676 | Prehistoric habitation | 1998 | Flats | Playa Vista |
| 1933 | Redeposited historic (20 th C.) landfill | 1990 | | Playa Vista |
| 1932 | Prehistoric habitation | 1990 | Flats | Playa Vista |
| 211 | Prehistoric habitation | 1953 | Bluff base | Playa Vista |
| 2769 | Prehistoric habitation with burials | 1999 | | Playa Vista |
| 60 | Prehistoric habitation | 1950 | Bluff base | Playa Vista |
| 194 | Sand lens with one flake and possibly worked bone | 1965 | Flats | Westchester |
| 59 | Prehistoric habitation | 1950 | Bluff top | Westchester |
| | Prehistoric habitation debris | 1999 | Bluff base | Westchester |
| 212 | Prehistoric habitation | 1953 | | Westchester |
| 193 | Prehistoric habitation | 1952 | Bluff base | Westchester |
| 2379 | Shell midden with prehistoric tools | 1995 | Bluff top | Westchester |
| 61 | Prehistoric habitation | 1950 | Bluff top | Westchester |
| 62 | Prehistoric habitation | 1950 | Bluff top | Westchester |
| 63 | Prehistoric habitation | 1950 | Bluff top | Westchester |
| 64 | Prehistoric habitation | 1950 | Bluff top | Westchester |
| 65 | Prehistoric habitation | | Bluff top | Westchester |
| 206 | Prehistoric habitation | 1953 | Bluff top | Westchester |
| 1018 | Shell midden | 1979 | | Westchester |
| 1934H | Historic trash scatter | none | | Westchester |
| 204 | Prehistoric habitation | 1953 | | Playa del Rey |
| 203 | Prehistoric habitation | 1953 | | Playa del Rey |
| 3784 | Historic (1885-1920) trash pit | 2008 | | Playa del Rey |
| 1970 | Oil industry structural remnants (1920–1950s) | 1990 | | Playa del Rey |
| 1716 | Prehistoric habitation | 1990 | Bluff top | Playa del Rey |
| 66 | Prehistoric habitation | 1959 | | Playa del Rey |
| 1118 | Prehistoric habitation | 1981 | Bluff top | LAX |
| | Isolated chipped stone | 1995 | | LAX |
| 2385 | Redeposited historic (20 th C.) landfill | 1995 | | LAX |
| | Isolated chipped stone | 1995 | | LAX |
| 2345 | Prehistoric habitation | 1995 | | LAX |
| 202 | Natural erosion of paleontological shell | 1953 | | LAX |
| 2386 | WWII observation bunker (intact) | 1995 | | LAX |

The following mitigation measure would reduce potential impacts to archaeological resources in the project area.

MM C-1: Prior to construction, a qualified principal archaeologist will be retained on-call by LADWP to respond in the event of unanticipated discoveries. The archaeologist will prepare an archaeological discovery treatment plan, including evaluation procedures and criteria, and which will detail circumstances under which documentation, dating and scientific samples, laboratory processing including cleaning, cataloging, identification by experts, curation, and reporting will be necessary. The plan will also require Native American monitors if Native American cultural resources are discovered.

With implementation of the Mitigation Measure MM C-1 above, the impact on archaeological resources would be considered less than significant.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. Directional drilling, similar to the construction activities identified above, would result in potential impacts to undiscovered archaeological resources. Implementation of Mitigation Measure MM C-1 would reduce potential impacts to archaeological resources to a less than significant level.

c. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. A records search was conducted at the Natural History Museum of Los Angeles County Department of Vertebrate Paleontology (LACM), the Natural History Museum of Los Angeles County Department of Invertebrate Paleontology (LACMIP), and the University of California Museum of Paleontology (UCMP). Planned excavation to a depth of 7 or 8 feet along Lincoln Boulevard may create adverse impacts to sediments of the San Pedro Sand, which have very high paleontological sensitivity. Fossils have been discovered in eight middle to late Pleistocene Older Alluvial deposits in the vicinity of the project. Depth of these discoveries ranged from 6 to 40 or more feet below the surface. Animals represented include extinct mammoth, bison, horse, and American lion. In addition, a number of small mammals, birds, reptiles, amphibians, and fish fossils are known that represent animals that are still found locally.

A very large number of Pleistocene marine fossils are known from one locality, LACM 1024, in the San Pedro Sand directly adjacent to the project route along Lincoln Boulevard. Depth of these discoveries ranged from 2 to 4 feet below the surface. These fossils include marine mammals like seal and dolphin, numerous sea birds, and very extensive groups of cartilaginous and boney fishes. In order to reduce the impact on paleontological resources in the sediments of the San Pedro Sand along Lincoln Boulevard, the following mitigation is required:

MM C-2: Prior to construction, for work along Lincoln Boulevard, a qualified principal paleontologist will be retained by LADWP to implement mitigation and maintain professional standards of work. The paleontologist will prepare and present paleontological resources tailgate training for earthmoving personnel working on the Lincoln Boulevard portion of the project. The paleontologist will also prepare and implement a paleontological management plan including:

- detailed information on specific areas to be monitored;

- procedures for monitoring to include the criteria and process to divert earthmoving to allow recovery of resources;
- a discovery treatment plan including evaluation procedures and criteria, including locality documentation with stratigraphic samples, dating and scientific samples, macrofossil collection procedures, and collection of matrix samples for microfossils up to 6,000 pounds per locality;
- laboratory processing of paleontological resources including cleaning, stabilization, and permanent preservation and identification by experts;
- research design and potential analyses to be performed;
- signed curation agreements with the Natural History Museum of Los Angeles County for fossil invertebrates and vertebrates; and
- requirements for the final technical report to include a list of all specimens recovered with all specialists' reports as appendices.

With implementation of the Mitigation Measure MM C-2 above, the impact on paleontological resources, sites, or unique geological features would be considered less than significant.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. Directional drilling, similar to the construction activities identified above, would result in potential impacts to paleontological resources, sites, or unique geological features. Implementation of Mitigation Measure MM C-2 would reduce potential impacts to a level of less than significant.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The proposed project is not expected to disturb any human remains. However, implementation of Mitigation Measure MM C-1 would ensure that any impacts to potential prehistoric burial areas occurring during construction of the transmission line along would be less than significant.

Directional Drilling Option

Although no prehistoric burial areas are known to exist in the vicinity in which directional drilling would occur, these activities could potentially impact unknown burial grounds or human remains. Implementation of Mitigation Measure MM C-1 would reduce potential impacts to a less than significant level.

3.6 Geology and Soils

| GEOLOGY AND SOILS - Would the project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| 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"/> |

GEOLOGY AND SOILS - Would the project:

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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 Table 18-1-B of the Uniform Building Code (1994) 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"/> |

This section is based on the Preliminary Geotechnical Evaluation for the Scattergood – Olympic Line I Transmission Line Project prepared by Ninyo and Moore (August 2009), which is contained in Appendix E.

Responses to Questions:

- a. *Would the project expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving:***
- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

LESS-THAN-SIGNIFICANT IMPACT. The proposed project, including the directional drilling option, would be located entirely underground and therefore would not have the potential to expose people or structures to substantial adverse effects involving the rupture of a known earthquake fault. Fault rupture is caused by the actual breakage of the ground surface overlying a fault as a result of seismic activity. Under the Alquist-Priolo Act, the California State Geologist identifies areas in the state that are at risk from surface fault rupture. These areas are known as Earthquake Fault Zones (formerly Alquist-Priolo Earthquake Fault Zones).

The nearest mapped faults and Earthquake Fault Zones are the potentially active Santa Monica fault located approximately 0.7 mile to the north of RS-K, the active Palos Verdes fault located approximately 3.7 miles southwest of SGS, and the active Newport-Inglewood fault and Newport-Inglewood Fault Zone located approximately 3 to 4 miles east of the proposed alignment (Appendix E). Figures 6 and 7 illustrate the nearest faults and fault zones relative to the proposed project. The proposed project site is not located within an Earthquake Fault Zone, and there are no active faults mapped across the site. Additionally, the proposed project is not in a surface fault rupture zone. As such, impacts would be less than significant, and no further study is required.

- ii) *Strong seismic ground shaking?***

LESS-THAN-SIGNIFICANT IMPACT. Southern California is a seismically active region that is prone to earthquakes; therefore, there is a potential for the proposed project site to experience strong ground

shaking in the future from local and regional faults. The proposed project, including the directional drilling option, would not include any new habitable structures and would not result in any persons permanently occupying the site. The proposed project would, however, involve workers performing periodic maintenance within the maintenance holes that are proposed to be installed throughout the alignment. The maintenance holes proposed to be installed by the project are approved for installation by the City of Los Angeles Department of Public Works, Brown Book, Section S-601 (2003 Edition). Due to the fact that the proposed project would not include any habitable structures and that the maintenance holes are approved for installation by the City of Los Angeles Department of Public Works, impacts associated with strong seismic ground shaking would be less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

LESS-THAN-SIGNIFICANT IMPACT. As discussed above under Section 3.6 (a)(ii), the proposed project would involve workers performing periodic maintenance within the maintenance holes that are proposed to be installed throughout the alignment; however, the proposed project, including the directional drilling option, would not include any new habitable structures, and would not result in any persons permanently occupying any section of the transmission line. According to Seismic Hazards Zones Maps published by the State of California (California Department of Conservation, Division of Mines and Geology [CDMG] 1999a and 1999b), two separate areas of the proposed alignments are mapped within areas that are considered susceptible to liquefaction. One area is at the north end of the alignment and includes RS-K. The second mapped area is located in the Playa Vista and Mar Vista area of the alignment (Ninyo and Moore 2009). Figure 8 illustrates the location of the proposed project alignment with respect to these two areas susceptible to liquefaction.

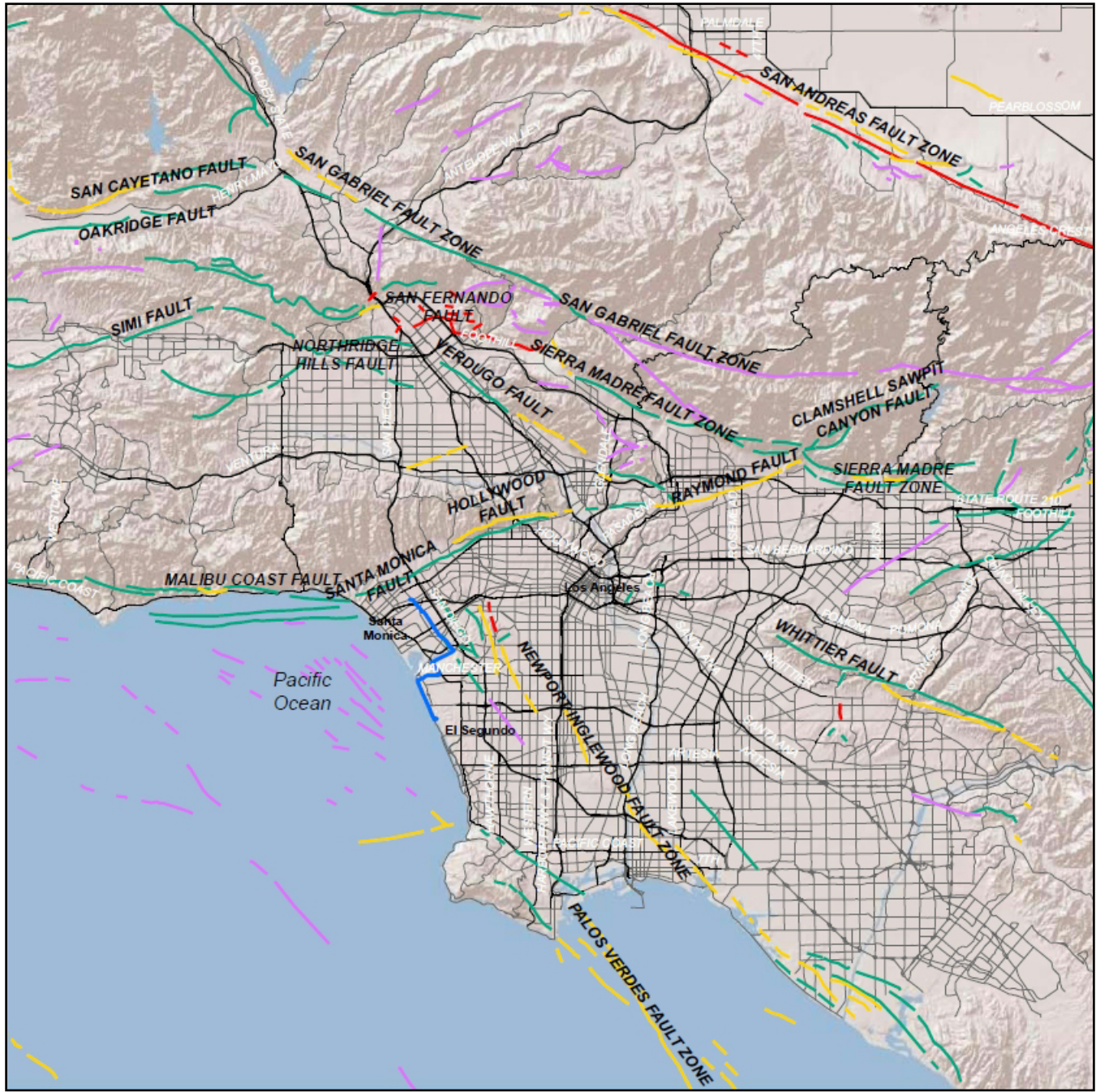
Liquefaction is essentially the transformation of soil to a liquid state and can result in settlement, uplift of structures, and an increase in lateral pressure on buried structures. The potential for seismic-related ground failure and liquefaction from a ground-shaking event depends on the level of shaking, groundwater conditions, relative density of the soils, and age of the underlying geologic units. Liquefaction potential has been found to be greatest where the groundwater level and loose sands occur within a depth of about 50 feet or less. Seismic-induced liquefaction occurs when soils of relatively low density are subjected to extreme shaking that causes the soils to lose strength or stiffness.

The project proponent would only install maintenance holes approved for installation by the City of Los Angeles Department of Public Works, Brown Book, Section S-601 (2003 Edition). In combination with maintenance holes that are approved by the City of Los Angeles Department of Public Works, the proposed project would not result in any habitable structures or any persons permanently occupying any section of the transmission line and therefore construction and operation of the proposed project would not result in any adverse impacts related to liquefaction at the two areas described previously. Impacts would be less than significant, and no further study is required.






iv) *Landslides?*

LESS-THAN-SIGNIFICANT IMPACT. The proposed project, including the directional drilling option, would not have the potential to expose people or structures to substantial adverse effects involving landslides. There are no significant slopes within the boundaries of the proposed alignment and it is not anticipated that significant slopes would be created for project implementation. As discussed above under Section 3.6 (a)(ii), the proposed project would involve workers performing periodic maintenance within the maintenance holes that are proposed to be installed throughout the alignment; however, the proposed project would not include any new habitable structures and would not result in any persons permanently occupying any section of the transmission line. According to Seismic Hazards Zones maps published by the State of California (CDMG 1999a and 1999b), the proposed transmission line are located adjacent to coastal bluff areas along Vista Del Mar and Lincoln Boulevard where the potential

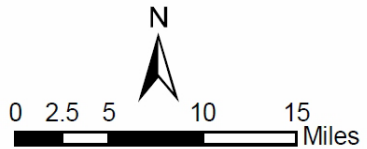
K:\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\1\IS_MND\2009MAY\FIG06_FAULT_LOCS.AI_SLM\SLW (09-16-09)



GIS DATA SOURCE: CALIFORNIA GEOLOGICAL SURVEY (CGS); ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE (ESRI); JONES & STOKES
 REFERENCE: JENNINGS, 1994, FAULT ACTIVITY MAP OF CALIFORNIA AND ADJACENT AREAS

| LEGEND | |
|---|-----------------|
|  | CIRCUIT ROUTE |
| FAULT ACTIVITY: | |
|  | HISTORICALLY |
|  | HOLOCENE |
|  | LATE QUATERNARY |
|  | QUATERNARY |

NOTE: ALL DIMENSIONS, DIRECTIONS, AND LOCATIONS ARE APPROXIMATE



SOURCE: Ninyo & Moore (08-28-09)





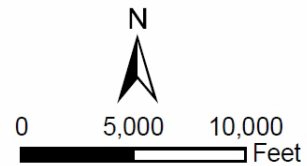
Figure 6
Fault Locations
LADWP Scattergood Olympic Line

K:\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\IS_MND\2009MAY\FIG07 EARTHQUAKE_FAULT_ZONES.A1 SLIMSLW (09-16-09)



GIS DATA SOURCE: CALIFORNIA GEOLOGICAL SURVEY (CGS); ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE (ESRI); JONES & STOKES

| LEGEND | |
|---|--|
|  | CIRCUIT ROUTE |
|  | EARTHQUAKE FAULT ZONES (FORMERLY ALQUIST-PRIOLO SPECIAL STUDIES ZONES) |

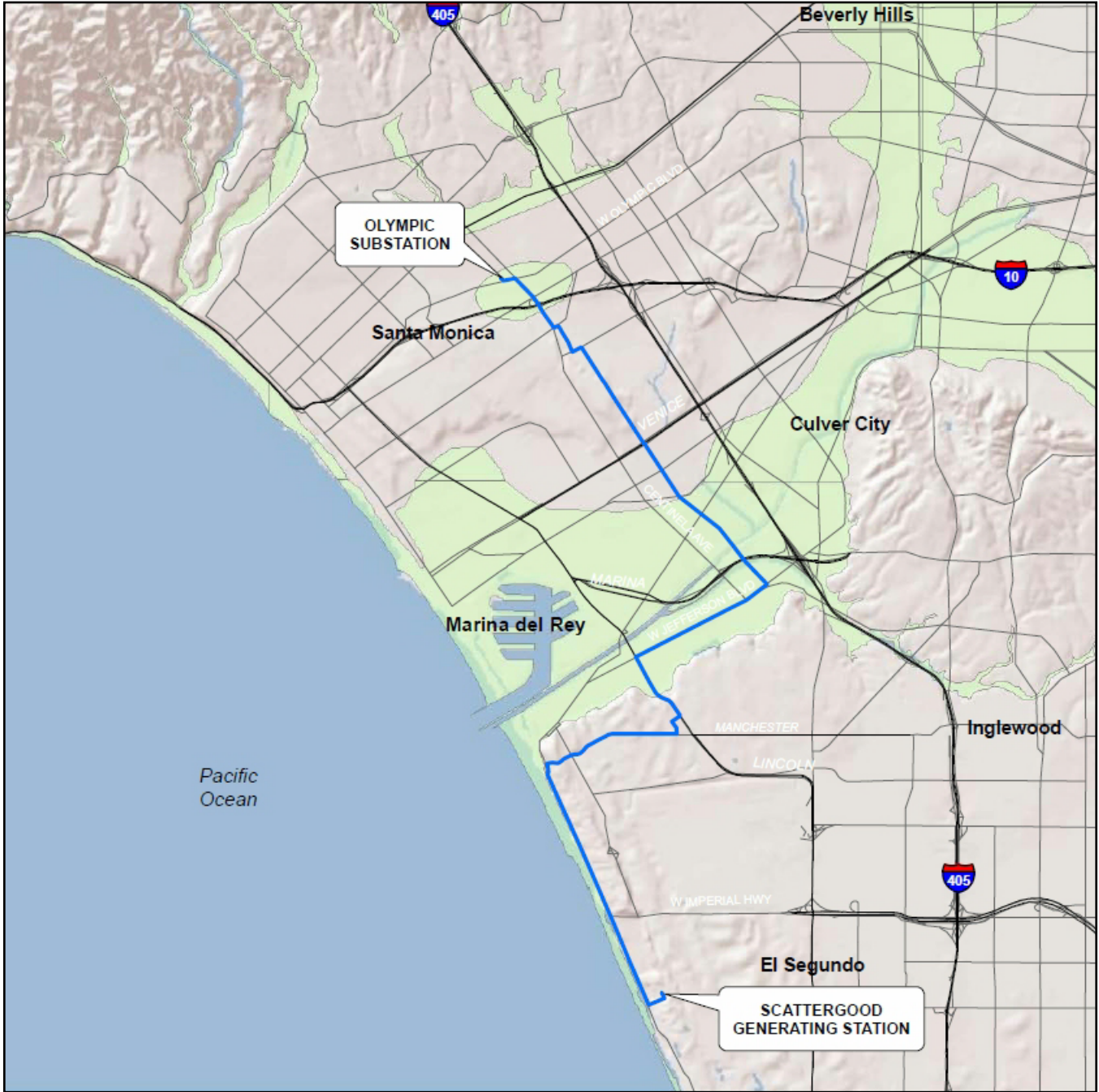


NOTE: ALL DIMENSIONS, DIRECTIONS, AND LOCATIONS ARE APPROXIMATE



SOURCE: Ninyo & Moore (08-28-09)

Figure 7
Earthquake Fault Zones
LADWP Scattergood Olympic Line

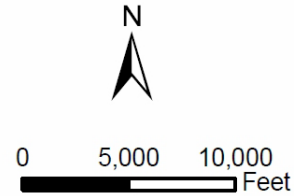
K:\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\IS_MND\2009MAY\FIG08_LIQUEFACTION_HAZARD_ZONES.A1_SLM\SLW_(09-16-09)



GIS DATA SOURCE: CALIFORNIA GEOLOGICAL SURVEY (CGS); ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE (ESRI); JONES & STOKES

| LEGEND | |
|---|--|
|  | CIRCUIT ROUTE |
|  | LIQUEFACTION AREAS WHERE HISTORIC OCCURRENCE OF LIQUEFACTION, OR LOCAL GEOLOGIC, GEOTECHNICAL AND GROUNDWATER CONDITIONS INDICATE A POTENTIAL FOR PERMANENT GROUND DISPLACEMENTS SUCH THAT MITIGATION AS DEFINED BY PUBLIC RESOURCES CODE SECTION 2693(c) WOULD BE REQUIRED. |

NOTE: ALL DIMENSIONS, DIRECTIONS, AND LOCATIONS ARE APPROXIMATE



SOURCE: Ninyo & Moore (08-28-09)

Figure 8
Liquefaction Hazard Zones
LADWP Scattergood Olympic Line

to earthquake-induced landslide movement is mapped. Figure 9 illustrates the location of the proposed project alignment with respect to the potential earthquake-induced landslide areas.

The project proponent would only install maintenance holes approved for installation by the City of Los Angeles Department of Public Works, Brown Book, Section S-601 (2003 Edition). In combination with maintenance holes that are approved by the City of Los Angeles Department of Public Works, the proposed project would not result in any habitable structures or any persons permanently occupying any section of the transmission line and therefore construction and operation of the proposed project would not result in any adverse impacts at the areas described previously. Impacts would be less than significant, and no further study is required.

b. *Would the project result in substantial erosion or the loss of topsoil?*

LESS-THAN-SIGNIFICANT IMPACT. Construction of the proposed project would include ground surface disruption during excavation as well as trenching activities that could result in soil erosion or the loss of topsoil. During grading and site preparation activities, unearthed and exposed soil could create fugitive dust during windy conditions and from construction vehicles traversing the proposed project site. In the event of heavy precipitation, these exposed soils could potentially be transported off site as runoff. However, the construction contractor would prepare and comply with the Stormwater Pollution and Prevention Program, which would feature erosion control measures. Furthermore, the erosion potential of the proposed project during operation is minimized due to the fact that the surfaces disrupted during construction activities would be repaved or otherwise covered with hardscape, preventing soil erosion following the completion of construction activities. Therefore, impacts would be less than significant, and no further study is required.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadway rights-of-way. During construction, directional drilling activities could potentially result in erosion; however, compliance with the SWPPP as discussed above would minimize the potential for erosion during directional drilling. Operation of the transmission line would occur entirely underground, and therefore would not have the potential to result in the erosion or loss of topsoil. Impacts would be less than significant.

c. *Is the project 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-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

LESS-THAN-SIGNIFICANT IMPACT. The proposed project would not be located on unstable soil that could potentially result in landslides, spreading, subsidence, or collapse on or off site. Project area soils and subsoils are a combination of dense to very dense silt, sand, clay, and gravel (Appendix E). Due to the urbanized landscape of the area, fill soils are expected to be present along the project alignment, generally related to previous development, utilities, and roadway construction. As such, the soil along the alignment is not expected to be unstable. Significant quantities of water or petroleum are not currently extracted beneath the site that could cause subsidence; however, portions of the proposed alignments in the Playa Vista and El Segundo areas are located in a City of Los Angeles methane buffer zone (Appendix E). In addition, the SGS is located in a methane zone, as illustrated in Figure 10. As described above in Section 3.6 (a)(iii), two areas of the proposed transmission alignment are located in an area that may be prone to liquefaction.

The project proponent would only install maintenance holes approved for installation by the City of Los Angeles Department of Public Works, Brown Book, Section S-601 (2003 Edition), which would

prevent any potential adverse impacts relating to unstable soils. During construction, trenches excavated for the transmission line and maintenance holes would not result in a methane hazard to construction workers. Standard practice at LADWP is to test ambient air within maintenance holes to check for and vent explosive gases prior to conducting maintenance activities, thus ensuring that these activities would not pose adverse impacts to maintenance workers. Impacts would be less than significant, and no further study is required.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. The portion of the transmission line placed beneath the channels using directional drilling techniques would be located in an area expected to have stable fill soils, and therefore would not have the potential to expose people or structures to substantial adverse effects involving the unstable soil that could potentially result in landslides, spreading, subsidence, or collapse on or off site. However, directional drilling activities would occur in a methane buffer zone and would involve boring pit holes at both ends of the channels. Construction activities related to boring pit holes at both ends of the channel would be similar to the trenches excavated for the transmission line underneath existing roadways. As determined above, impacts related to the methane buffer zone would be less than significant.

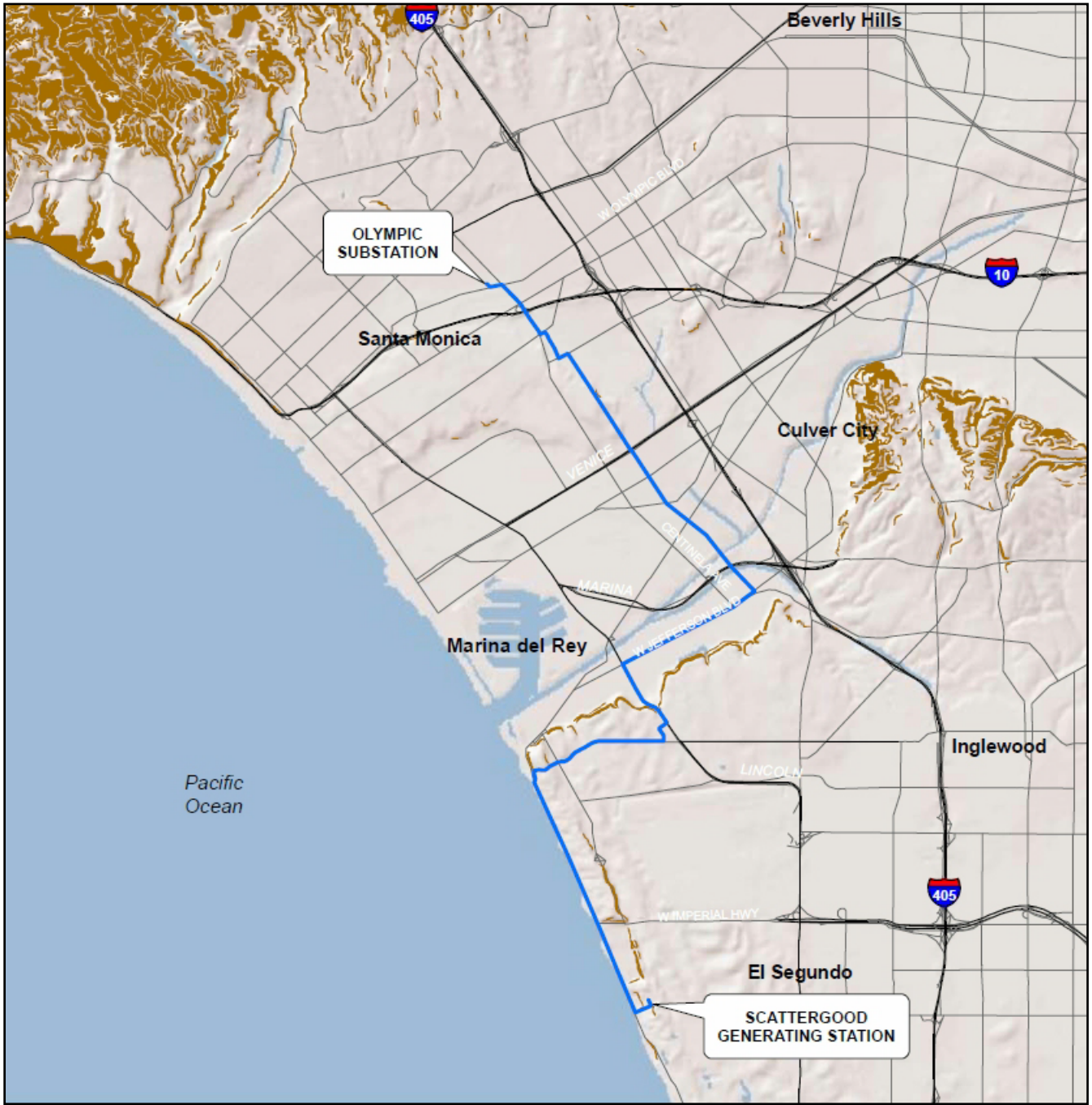
d. Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?

LESS-THAN-SIGNIFICANT IMPACT. Expansive soils are fine-grained soils (generally high plasticity clays) that can undergo a significant increase in volume with an increase in water content and a significant decrease in volume with a decrease in water content. Changes in the water content of an expansive soil can result in severe distress to structures constructed upon the soil. According to the Preliminary Geotechnical Investigation, the site is underlain by sediments generally consisting of unconsolidated sand, dense silt, clay, and gravel; expansive soil may be present in geologic units. Although expansive soils may be present, they are not anticipated to pose a significant hazard to the proposed project site. The proposed project, including the directional drilling option, would not include any new habitable structures, and thus would not place any persons or developed property at risk due to expansive soils. Furthermore, the project proponent would only install maintenance holes approved for installation by the City of Los Angeles Department of Public Works, Brown Book, Section S-601 (2003 Edition), which would prevent any potential adverse impacts relating to expansive soils. Therefore, impacts are less than significant, and no further study is required.

e. Would the project 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?

NO IMPACT. The proposed project, including the directional drilling option, would not include the use of septic tanks or alternative wastewater disposal systems as part of the proposed project. The proposed project would not include any new habitable structures and would not result in any persons permanently occupying the proposed project area. Therefore, the proposed project would not introduce the need for wastewater disposal systems. No impact would occur, and no further study is required.

K:\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\15.MXD\2009MAY\FIG09_EARTHQUAKE_LANDSLIDE.A1.SLM\SLW (09-16-09)

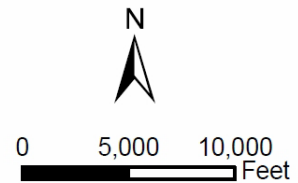


GIS DATA SOURCE: CALIFORNIA GEOLOGICAL SURVEY (CGS); ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE (ESRI); JONES & STOKES

LEGEND

- CIRCUIT ROUTE
- EARTHQUAKE-INDUCED LANDSLIDE AREAS WHERE PREVIOUS OCCURRENCE OF LANDSLIDE MOVEMENT, OR LOCAL TOPOGRAPHIC, GEOLOGIC, GEOTECHNICAL AND SUBSURFACE WATER CONDITIONS INDICATE A POTENTIAL FOR PERMANENT GROUND DISPLACEMENTS SUCH THAT MITIGATION AS DEFINED BY PUBLIC RESOURCES CODE SECTION 2693(c) WOULD BE REQUIRED.

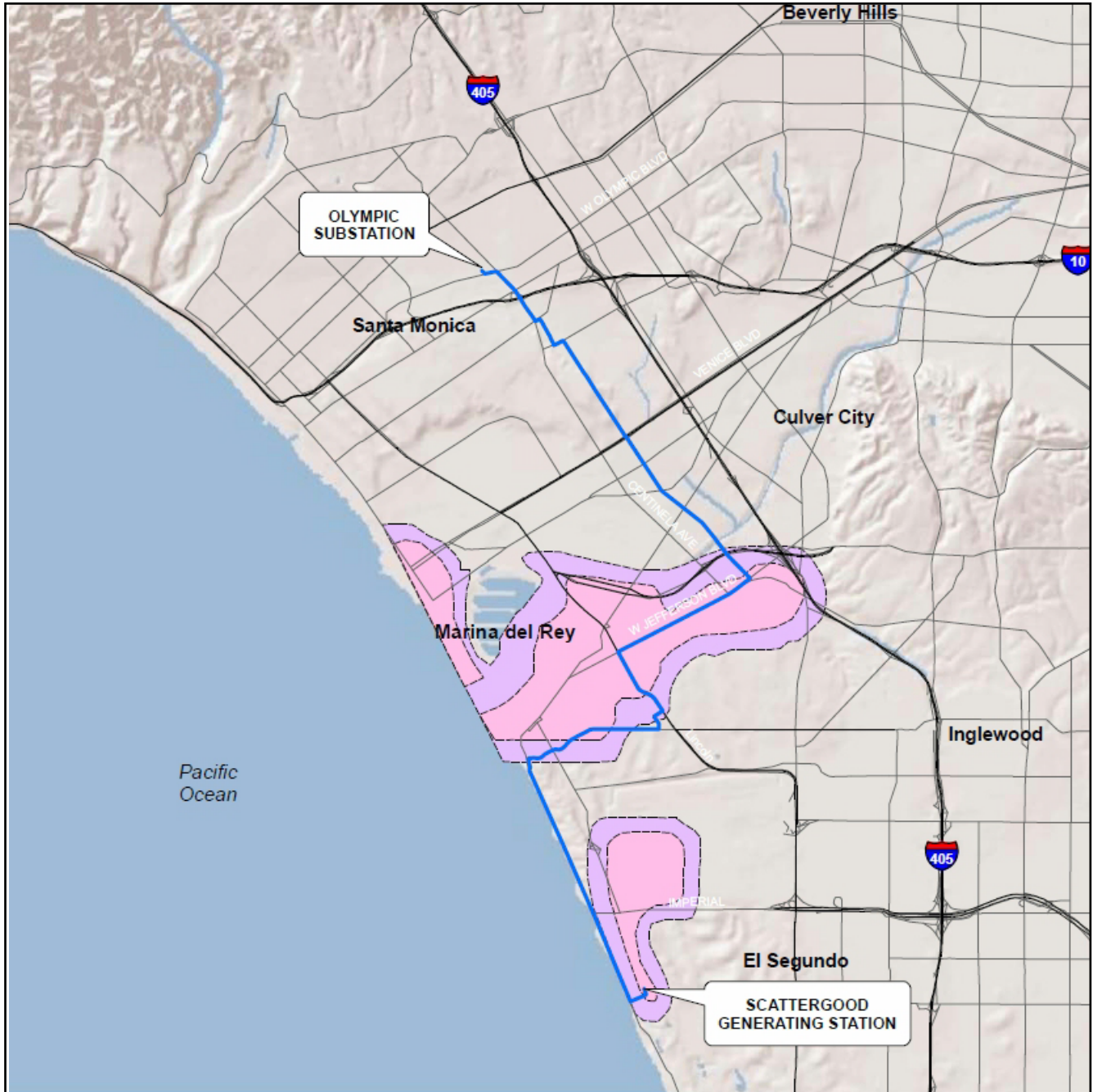
NOTE: ALL DIMENSIONS, DIRECTIONS, AND LOCATIONS ARE APPROXIMATE



SOURCE: Ninyo & Moore (08-28-09)

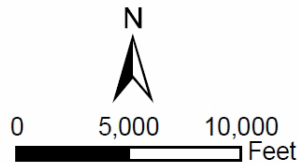
Figure 9
Earthquake-Induced Landslide Hazard Zones
LADWP Scattergood Olympic Line

K:\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\IS_MND\2009MAY\FIG10 METHANE AND BUFF.A1 SLM\SLW (09-16-09)



| LEGEND | |
|--------|---------------------|
| | CIRCUIT ROUTE |
| | METHANE BUFFER ZONE |
| | METHANE ZONE |

NOTE: ALL DIMENSIONS, DIRECTIONS, AND LOCATIONS ARE APPROXIMATE
METHANE ZONES ARE SHOWN WITHIN PROJECT ALIGNMENTS (OTHER MAPPED ZONES EXIST)



SOURCE: Ninyo & Moore (08-28-09)

Figure 10
Methane and Methane Buffer Zones
LADWP Scattergood Olympic Line

3.7 Hazards and Hazardous Materials

| HAZARDS AND HAZARDOUS MATERIALS - Would the project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <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 the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 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 type="checkbox"/> | <input checked="" 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 interferes 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses to Questions:

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

LESS-THAN-SIGNIFICANT IMPACT. The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Operation of the proposed project would not involve transport, storage, use, or disposal of hazardous materials. Construction activities would be short term in nature and may involve the limited transport, storage, use, or disposal of hazardous materials such as motor fuel. Some examples of typical hazardous materials handling include fueling and servicing construction equipment on site and the transport of fuels, lubricating fluids, solvents, and bonding adhesives. These types of materials, however, are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated by local, county, and state laws. The construction contractor would strictly adhere to the regulations set forth by these agencies and would thus reduce the potential for hazardous materials impacts to a less-than-significant level. No further study is required.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. In addition to the types of equipment that would be required for roadway excavation for other portions of the transmission line alignment, directional drilling beneath the Ballona and Centinela Creek channels would require a drilling rig, a mud pump, a diesel generator, a

small crane, and other support equipment (i.e., dump trucks) for a period of approximately 1 week to 1 month at each channel crossing, depending upon soil and bedrock conditions. This equipment would involve the limited transport, storage, use, or disposal of hazardous materials such as motor fuel. However, as described above, the construction contractor would strictly adhere to local, state and federal regulations regarding hazardous materials, thus reducing impacts to a less than significant level.

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

NO IMPACT. As discussed above under Section 3.7 (a), construction activities, including the directional drilling option, would involve a limited use of hazardous materials during construction, and operation would not involve any use of hazardous materials. As such, there would be no reasonably foreseeable upset or accident conditions that would create a significant hazard to the public due to the release of hazardous materials. No impact would occur, and no further study is required.

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?***

LESS-THAN-SIGNIFICANT IMPACT. There are seven schools located within 0.25 mile of the proposed project alignment,⁴ including the following schools (listed from north to south): Mar Vista Elementary, Grand View Boulevard Elementary, Braddock Drive Elementary, Stoner Avenue Elementary, Playa Del Rey Elementary, Loyola Village Elementary, and Westchester High. The California Department of Education (CDE) requires that existing and proposed schools are setback a minimum distance from the easement of the electrical transmission line to usable portions of the school. The proposed project, which would include one 230 kV underground electrical transmission circuit, would need to be setback a minimum of 37.5 feet from usable portions of the school sites listed above. Where the proposed alignment is adjacent to nearby school facilities, LADWP would ensure the CDE's minimum setback requirement would be met. No other elements of the proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school; therefore, no further study is required.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. The portions of the alignment that would be placed underground using directional drilling techniques would not be located within 0.25 mile of a school. Impacts would be less than significant.

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

LESS-THAN-SIGNIFICANT IMPACT. The proposed project area contains numerous hazardous material sites listed on the Department of Toxic Substances Control Envirostor database. Site listed in this database and adjacent to the proposed project alignment include leaking underground fuel tanks (LUFT; 13 closed cases, 6 open cases) and Spills Leaks Investigations and Cleanup Sites (SLIC; 3 closed cases, 1 open case) (California Department of Toxic Substances Control [DTSC] 2009). Subsurface soil around the sites that currently have open cases listed on the DTSC Envirostor database

⁴ Google Earth search conducted by ICF Jones & Stokes employee Aaron Carter on September 2, 2008, and June 22, 2009.

has the potential to contain hazardous contaminants that may be revealed during pilot drilling and excavation activities, potentially exposing hazardous materials. The construction contractor would perform limited soil testing in areas that have the potential for hazardous materials. Soil found to be contaminated would be excavated and disposed of according to applicable regulations. Ensuring that the construction contractor tests for and disposes of contaminated soil according to local, state, and federal regulations would reduce this impact to a less-than-significant level; therefore, no further study is required.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?***

NO IMPACT. The proposed project area is located within the Airport Influence Area of both Los Angeles International Airport and Santa Monica Airport, as defined by the County of Los Angeles airport land use plan (Los Angeles County 1991). However, construction of the proposed project would not result in a safety hazard for people residing or working in the project area because all construction activities would occur within existing public roadway rights of way, and these areas are currently not deemed a safety hazard. In addition, with the exception of emergency and periodic maintenance, operation of the proposed project would not involve above ground activities; therefore, the proposed project would not result in a safety hazard for people residing or working in the project area. No further study is required.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

NO IMPACT. The proposed project area is not located within the vicinity of a private airstrip; therefore, the proposed project would not result in a safety hazard for people residing or working in the project area. No further study is required.

- g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

LESS-THAN-SIGNIFICANT IMPACT. The proposed project area does not include any facilities that would be adversely impacted during an emergency evacuation. As discussed in Section 3.15 (e), the proposed project could result in temporary daytime driveway access restrictions along the proposed alignment during construction; however, through traffic in each direction would be maintained for the duration of construction activities. Furthermore, all construction activities would be carried out in accordance with the city's emergency access requirements, and emergency access would be maintained during construction. Operation of the proposed project would not involve above-ground activities, with the exception of periodic maintenance or emergency repairs, during which through traffic in each direction would continue to be maintained. Impacts would be less than significant, and no further study is required.

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

NO IMPACT. The proposed project, including the directional drilling option, would not expose people or structures to a risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The proposed project site is located in a developed, urban portion of the City of Los Angeles and is not located within a wildfire hazard zone. The surrounding area does not contain dense areas of flammable brush, grass, or

trees, with the exception of the Ballona Freshwater Marsh to the west side of Lincoln Boulevard between LMU Drive and Jefferson Boulevard.⁵ However, operation of the proposed project be entirely underground and would not be affected by potential wildland fires; therefore, no impacts would occur, and no further study is required.

3.8 Hydrology and Water Quality

| HYDROLOGY AND WATER QUALITY - Would the project: | | | | |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
| a. Violate any water quality standards or waste discharge requirements? | <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 (i.e., 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 type="checkbox"/> | <input checked="" 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 that would result in flooding on or off site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 floodplain, 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 floodplain structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| j. Inundate by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses to Questions:

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

LESS-THAN-SIGNIFICANT IMPACT. The project proponent would prepare and submit a SWPPP to the SWRCB for review and approval prior to any construction-related activities. The SWPPP would outline proposed BMPs to minimize water contamination from stormwater during construction, pursuant to Section 402 NPDES requirements. The project proponent would ensure that the construction contractor complies with all stipulations of the proposed project’s SWPPP, thereby avoiding violations of water quality standards and waste discharge requirements during construction.

⁵ Google Earth search conducted by ICF Jones & Stokes employee Aaron Carter on May 4, 2009.

Operation of the proposed project would not involve any above ground activities and would not result in discharges of water, except for emergency or periodic maintenance activities. Therefore, the proposed project would not violate water quality standards or waste discharge requirements; no further study is required.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. In addition to the types of equipment that would be required for roadway excavation for other portions of the transmission line alignment, directional drilling beneath the Ballona and Centinela Creek channels would require a drilling rig, a mud pump, a diesel generator, a small crane, and other support equipment (i.e., dump trucks) for a period of approximately 1 week to 1 month at each channel crossing, depending upon soil and bedrock conditions. Activities related to directional drilling could potentially result in construction water discharge; however, compliance with the NPDES construction dewatering permit and/or SWPPP and BMPs would reduce impacts to a less than significant level.

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

NO IMPACT. The proposed project, including the directional drilling option, would not involve groundwater withdrawal. No further study is required.

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

NO IMPACT. The proposed project, including the directional drilling option, would not alter any existing drainage patterns. No further study is required.

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

NO IMPACT. The proposed project, including the directional drilling option, would not alter any existing drainage patterns. No further study is required.

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

LESS-THAN-SIGNIFICANT IMPACT. During construction, the contractor may use minimal amounts of water for dust control and cleanup activities. In addition, dewatering activities may be necessary in areas with a high groundwater table, and the project proponent will either use a vacuum truck to collect and transfer the construction water to an LADWP facility for proper disposal or develop a dewatering plan and submit it to the Los Angeles Regional Water Quality Control Board for a Discharges of Groundwater from Construction Dewatering to Surface Waters permit. Compliance with the SWPPP, BMPs, and dewatering permit, as applicable, would ensure that the proposed project would not create or contribute an excessive amount of runoff water to the existing stormwater drainage system or provide additional sources of polluted runoff. Impacts would be less than significant, and no further study is required.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. Directional drilling may require the use of water for dust control and cleanup, as well as for use in drilling mud. Compliance with the SWPPP, BMPs, and dewatering permit as described above would reduce impacts to a less than significant level.

f. Otherwise substantially degrade water quality?

LESS-THAN-SIGNIFICANT IMPACT. As addressed in Sections 3.8 (a) and 3.8 (e), above, the project proponent would ensure that the construction contractor complies with all requirements of the proposed project's SWPPP, BMPs, and dewatering permit, as applicable, thereby minimizing potential water quality degradation. In addition, operation of the proposed project would involve periodic or emergency maintenance of the underground electrical transmission line; however, these activities would not generate water discharges or pollutants that would degrade water quality. Impacts would be less than significant, and no further study is required.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. Directional drilling may require the use of water for dust control and cleanup, as well as for use in drilling mud. Compliance with the SWPPP, BMPs, and dewatering permit as described above would minimize the potential for water quality degradation and would therefore reduce impacts to a less than significant level.

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

NO IMPACT. The proposed project, including the directional drilling option, would not involve the construction of housing and would not affect the 100-year discharge or floodplain. No impact would occur, and no further study is required.

h. Place within a 100-year flood area structures to impede or redirect flood flows?

NO IMPACT. The proposed project, including the directional drilling option, would not involve the construction of any new above ground structures and would not impede or redirect flood flows. No impact would occur, and no further study is required.

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?

NO IMPACT. The proposed project, including the directional drilling option, would not expose people or above ground structures to risk of flooding, including flooding as a result of the failure of a levee or dam. No impact would occur, and no further study is required.

j. Inundation by seiche, tsunami, or mudflow?

NO IMPACT. The proposed project, including the directional drilling option, would not expose people or above ground structures to risk of inundation by seiche, tsunami, or mudflow. No impact would occur, and no further study is required.

3.9 Land Use and Planning

| LAND USE AND PLANNING – Would the project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with any applicable habitat conservation plan or natural communities conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses to Questions:

a. *Would the project physically divide an established community?*

NO IMPACT. Operation and construction of the proposed project, including the directional drilling option, would not involve any permanent above ground structures or any restricting features; therefore, the proposed project would not physically divide an established community. No further study is required.

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

NO IMPACT. Objective 9.28 in Chapter 9 (Infrastructure and Public Services) of the City of Los Angeles General Plan Framework states that the LADWP will “provide adequate power supply transmission and distribution facilities to accommodate existing uses and projected growth” (City of Los Angeles 2008b). Policies enacted to achieve this objective include the following:

Policy 9.28.1. The LADWP shall continue to plan its power supply capability far enough in advance to ensure that it has available capacity to meet customer demand before it is needed. (P15)

Policy 9.28.2. The LADWP shall continue to ensure that the city's transmission and distribution system is able to accommodate future peak electric demand for its customers. (P15)

The proposed project would enhance the reliability of the electrical distribution system of West Los Angeles and therefore would be consistent with the policy of the City of Los Angeles.

The proposed alignment would pass through a small portion of Culver City designated as Residential and Commercial land uses along Inglewood Boulevard immediately north and south of the intersection with Washington Boulevard. Per Chapters 17.210 and 17.220 of the Culver City Municipal Code, underground pipeline and utility installations are permitted uses in both residential and commercial areas (City of Culver City 2009).

The proposed project has also been reviewed by the California Coastal Commission to ascertain whether a coastal development permit would be required. LADWP received an exemption letter dated April 7, 2009 (see Appendix F) because the proposed project is a public utility improvement to meet

increased demand of existing customers in order to maintain the existing standard of service. As such, the proposed project would be consistent with the zoning regulations of the cities of Culver City and Los Angeles as well as California Coastal Commission regulations. Subsequent to the April 7, 2009 exemption approval, LADWP slightly modified the route and added the option for directional drilling at the Ballona and Centinela Creek bridges. The California Coastal Commission was consulted and confirmed that the exemption still applies. No impact would occur and no further study is required.

Directional Drilling Option

As described above for installation of the transmission line within existing roadways, the use of directional drilling to place the transmission line beneath the Ballona and Centinela Creek bridges would be consistent with the zoning regulations of the cities of Culver City and Los Angeles as well as California Coastal Commission regulations. No impact would occur.

c. *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

NO IMPACT. The proposed project area does not fall within the boundaries of any Habitat Conservation Plans (HCPs) or Natural Community Conservation Plans (NCCPs); therefore, the proposed project would not conflict with any adopted HCPs or NCCPs. No impact would occur, and no further study is required.

3.10 Mineral Resources

| MINERAL RESOURCES - Would the project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and 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"/> |

Responses to Questions:

a. *Would the project result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the State?*

NO IMPACT. Much of the proposed project area and the entire proposed project alignment are currently developed, which precludes mining of mineral resources classified MRZ-2 by the State Geologist. As determined by the Geology study conducted for the proposed project, the proposed alignment is located in areas classified as MRZ-1 and MRZ-3. MRZ-1 is defined as “areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.” MRZ-3 is defined as “areas containing mineral deposits the significance of which cannot be evaluated from available data” (Ninyo and Moore, 2009). Furthermore, undeveloped areas within the proposed project area are located within the coastal zone boundary, which are protected from mining and extraction of MRZ-2 mineral resources (City of Los Angeles 2001). As a result, construction and operation of the proposed project would not include mineral extraction and would occur within existing roadway rights of way. No impact would occur, and no further study is required.

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

NO IMPACT. As discussed above in Section 3.10 (a), no mineral resources available for extraction are located within the proposed project area’s boundaries. No impact would occur, and no further study is required.

3.11 Noise

| NOISE - Would the project result in: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" 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 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 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"/> |
| 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"/> |

The following discussion provides a summary of noise conditions in the proposed project area for the purposes of the impact analyses provided for Sections 3.11 (a) through (f).

Characteristics of Noise

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain.

Existing Conditions at Proposed Project Site

The proposed project is located within the City of Los Angeles, except for 430 feet in Culver City. The primary noise sources in the proposed project area are traffic on existing roadways, highways, and aircraft from nearby airports.

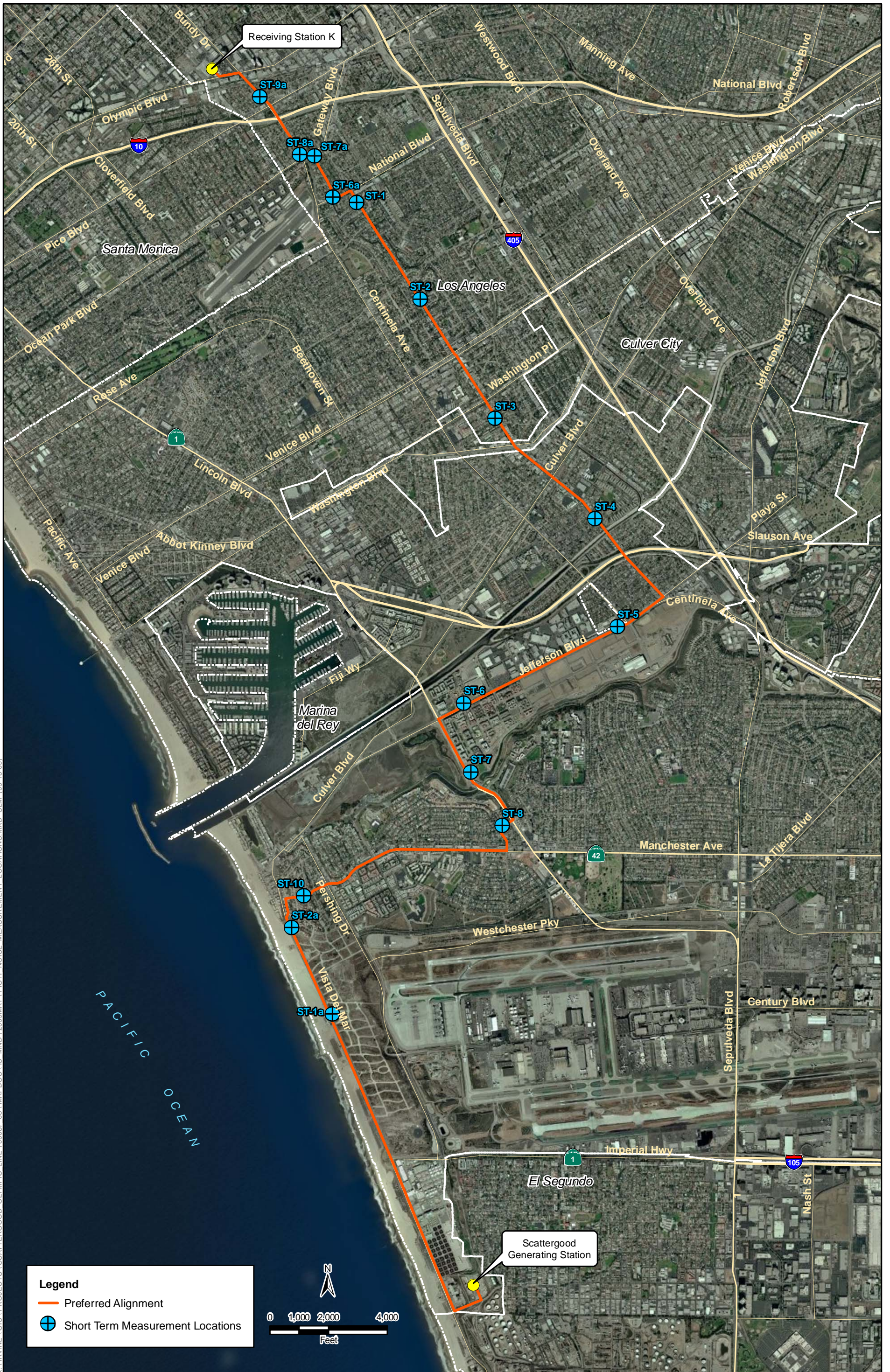
Short-term attended sound level measurements were conducted on October 29, 2008; October 30, 2008; and April 1, 2009. Noise measurements were taken with a Larson Davis Type 812 Sound Level Meter (SLM), which is classified as a Type 1 (“precision grade”) instrument, and a Rion NL-21 SLM, which is classified as a Type 2 instrument. Noise was measured at 15 representative noise-sensitive locations in the project area. Figure 11 shows the noise measurement locations surrounding the project site. Photos identifying the noise measurement locations are shown in Appendix G. During the field measurements, physical observations of the predominant noise sources were noted. Other noise sources in the project

area typically included ambient noise associated with residential areas such as birds and landscaping activities.

The results of the attended short-term sound level measurements are summarized in Table 3.11-1. As shown in Table 3.11-1, measured noise levels during daytime hours in and around the project site ranged from 57 to 73 dBA L_{eq} (when rounded to the nearest whole number).

Table 3.11-1. Short-Term Sound Level Measurement

| Site ID | Measurement Location | Measurement Period | | | Noise Sources | Measurement Results (dBA) | | | | | |
|---------|---|--------------------|------------|------------------|--|---------------------------|-----------|-----------|----------|----------|----------|
| | | Date | Start Time | Duration (mm:ss) | | L_{eq} | L_{max} | L_{min} | L_{90} | L_{50} | L_{10} |
| ST-1 | 12001 Marine Street | 4/1/09 | 10:45 | 15:00 | Traffic, aircraft on approach to Santa Monica Airport, birds, trash truck | 57.2 | 78.9 | 43.1 | 45.3 | 50.0 | 59.1 |
| ST-1a | Park along Vista Del Mar | 10/29/08 | 10:00 | 15:00 | Traffic, aircraft leaving LAX, birds | 71.5 | 89.8 | 47.0 | 53.1 | 64.3 | 70.9 |
| ST-2 | 3546 Inglewood Avenue | 4/1/09 | 11:20 | 15:00 | Traffic, aircraft on approach to Santa Monica Airport, resident of the location talking inside house | 57.6 | 70.0 | 39.4 | 42.2 | 53.1 | 62.1 |
| ST-2a | 7522 Vista Del Mar | 10/29/08 | 10:55 | 15:00 | Traffic, aircraft leaving LAX | 67.4 | 80.7 | 45.4 | 51.1 | 61.3 | 71.6 |
| ST-3 | 4125 Inglewood Avenue | 4/1/09 | 11:25 | 15:00 | Traffic, distant aircraft out of LAX, people talking | 64.9 | 83.9 | 45.3 | 49.0 | 60.4 | 68.2 |
| ST-4 | 4911 Inglewood Avenue | 4/1/09 | 13:00 | 15:00 | Traffic | 65.8 | 78.0 | 49.1 | 52.7 | 63.0 | 69.6 |
| ST-5 | 12505 Jefferson Boulevard | 4/1/09 | 12:59 | 15:00 | Traffic | 73.0 | 89.1 | 51.4 | 60.7 | 71.4 | 76.2 |
| ST-6 | Jefferson Boulevard Sunrise Assisted Living | 4/1/09 | 13:45 | 15:00 | Traffic | 70.4 | 94.4 | 54.5 | 58.0 | 63.6 | 70.5 |



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_081\MAPDOC\1_IS_MND\2009MAY\FIG11_NOISE_MEASUREMENT_LOCATIONS.MXD_SLM (09-16-09)

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)

Figure 11
Noise Measurement Locations
LADWP Scattergood Olympic Line

| Site ID | Measurement Location | Measurement Period | | | Noise Sources | Measurement Results (dBA) | | | | | |
|---------|--|--------------------|------------|------------------|--|---------------------------|------------------|------------------|-----------------|-----------------|-----------------|
| | | Date | Start Time | Duration (mm:ss) | | L _{eq} | L _{max} | L _{min} | L ₉₀ | L ₅₀ | L ₁₀ |
| ST-6a | Armacost | 10/29/08 | 14:40 | 15:00 | Traffic, distant aircraft, rustling leaves | 58.4 | 72.4 | 47.8 | 52.2 | 57.2 | 61.1 |
| ST-7 | Playa Vista Park Corner of Bluff Vista and Lincoln | 4/1/09 | 13:46 | 15:00 | Traffic along Lincoln | 66.1 | 74.7 | 51.6 | 58.5 | 65.3 | 69.1 |
| ST-7a | 11920 Ocean Park Boulevard | 10/30/08 | 11:20 | 15:00 | Rustling leaves, aircraft out of Santa Monica Airport | 61.5 | 78.4 | 48.5 | 52.0 | 57.3 | 65.2 |
| ST-8 | 7347 83 rd Street | 4/1/09 | 14:25 | 15:00 | Traffic, distant aircraft out of LAX | 58.0 | 71.3 | 44.1 | 46.7 | 53.2 | 62.1 |
| ST-8a | 2560 South Bundy | 10/30/08 | 11:48 | 15:00 | Traffic, aircraft out of Santa Monica Airport | 68.4 | 79.9 | 49.8 | 59.2 | 67.7 | 71.6 |
| ST-9a | 2323 South Bundy | 10/30/08 | 12:17 | 15:00 | Traffic, aircraft out of Santa Monica Airport | 66.7 | 76.9 | 57.7 | 62.0 | 65.6 | 69.2 |
| ST-10 | 261 Manchester Avenue | 4/1/09 | 14:58 | 15:00 | Traffic, aircraft out of LAX, distant landscaping activity | 64.9 | 83.0 | 44.3 | 47.6 | 53.3 | 68.5 |

Noise measurements presented in Table 3.11-1 were taken at representative noise sensitive land uses throughout the proposed project alignment.

Regulatory Background: Noise Standards and Thresholds of Significance

The project is located within the City of Los Angeles and a small portion of Culver City. Therefore, the project is subject to the General Plan noise elements of the Cities of Los Angeles and Culver City and the noise ordinances incorporated therein.

The City of Los Angeles General Plan Noise Element establishes standards for exterior sound levels based on land use categories. The noise element states that the maximum acceptable outdoor noise exposure level for residential, hospital, and school zones is 65 dBA CNEL (decibels above reference noise, adjusted, community noise equivalent level), and that silencers and mufflers on intake and exhaust openings for all construction equipment are required. (City of Los Angeles 1999). The City of Los Angeles has also established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses.

Chapter IV, Article 1, Section 41.40 of the municipal code specifies hours allowed for construction activities (City of Los Angeles 2009). Construction or other noise generating activity shall not disturb the occupied sleeping quarters of any dwelling, hotel, apartment, or other place of residence between 9:00 p.m. and 7:00 a.m., nor may such activity occur on or within 500 feet of residential property between 6:00 p.m. and 8:00 a.m. on Saturday or a federal holiday, nor at any time on Sunday. Additionally, the operation, repair, or servicing of construction equipment and the delivering of construction materials to the job site are prohibited between 6:00 p.m. and 8:00 a.m. on Saturdays and anytime on Sundays.

Chapter XI, Article 2, Section 112.05 of the Los Angeles Municipal Code specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery shall be prohibited. However, the above noise limitation shall not apply where compliance is technically infeasible. The code states, “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 devices or techniques during the operation of the equipment” (City of Los Angeles 2009). Silencers and mufflers on intake and exhaust openings for all construction equipment are required.

Title IX, Chapter 9.07.035 of the municipal code specifies hours allowed for construction activities (City of Culver City 2009). Construction activity shall be prohibited, except between the hours of 8:00 a.m. to 8:00 p.m. Monday through Friday, 9:00 a.m. through 7:00 p.m. on Saturdays, and 10:00 a.m. through 7:00 p.m. on Sundays.

Responses to Questions:

a. *Would the project 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?*

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. Short-term construction activities would cause elevated noise levels at and near the work sites. The work would occur for short durations at all points along the proposed alignment. No noise impacts would occur after construction-related activities are completed. The City of Los Angeles General Plan and noise ordinance exempts construction activities, provided construction or other noise-generating activity does not disturb the occupied sleeping quarters of any dwelling, hotel, apartment, or other place of residence between 9:00 p.m. and 7:00 a.m., and that such activity does not occur on or within 500 feet of residential property between 6:00 p.m. and 8:00 a.m. on Saturdays or federal holidays or at any time on Sundays (City of Los Angeles 2009). Additionally, the city’s noise ordinance prohibits the operation, repair, or servicing of construction equipment, as well as the job-site delivery of construction materials between 6:00 p.m. and 8:00 a.m. on Saturdays and anytime on Sundays (City of Los Angeles 2009).

The portion of the project alignment which is located in Culver City would be required to abide by the Culver City municipal codes. The City of Culver City municipal code specifies that construction can only occur between hours of 8:00 a.m. to 8:00 p.m. Monday through Friday, 9:00 a.m. through 7:00 p.m. on Saturdays, and 10:00 a.m. through 7:00 p.m. on Sundays.

Construction noise would be created from sources at the work sites and around staging areas or access routes. On-site noise generated during construction would occur primarily from heavy-duty diesel-powered construction equipment and other construction equipment. Off-site noise would be generated from trucks delivering materials and equipment to construction sites, as well as from vehicles used by workers commuting to and from the sites.

To assess the potential noise effects from construction, this noise analysis used data from an extensive field study of various types of construction projects including public works projects (EPA and Bolt, Beranek & Newman, 1971). Noise levels associated with various construction phases where all pertinent equipment is present and operating, at a reference distance of 50 feet, are shown in Table 3.11-2. Because of vehicle technology improvements and more strict noise regulations since the field study was published, this analysis uses the average noise levels shown in Table 3.11-2 for the loudest construction phase. This information indicates that the overall average noise level generated on a construction site could be 89 dBA at a distance of 50 feet during excavation and finishing phases.

Table 3.11-2. Typical Noise Levels from Construction Activities for Public Works Projects

| Construction Activity | Average Sound Level at 50 feet (dBA Leq)* | Standard Deviation (dB) |
|------------------------------|--|--------------------------------|
| Excavation | 89 | 6 |
| Finishing | 89 | 7 |

Source: Bolt, Beranek & Newman (Prepared under contract for the EPA), Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, December 31, 1971.

* Sound level with all pertinent equipment operating.

The magnitude of construction noise impacts would depend on the type of construction activity, the noise level generated by various pieces of construction equipment, the duration of the activity, the distance between the activity and any sensitive noise receptors, and whether local barriers and topography provide shielding effects. Generally, temporary noise levels adjacent to construction areas range from 75 to 89 A-weighted decibels (dBA), depending on the distance between the receptor and the source of noise.

Noise level increases of this magnitude, although temporary, would be readily audible and would dominate the noise environment in the area during construction operations. Although the noise ordinances of both the City of Los Angeles and Culver City exempt construction activities from noise standards (providing that such activities take place between the hours specified above for each respective municipality), Mitigation Measures MM N-1 through MM N-10 as detailed below are recommended to control and reduce the noise levels to the extent practicable:

MM N-1: Construction operations will not occur in residential areas between 9:00 p.m. and 7:00 a.m., Monday through Friday; 6:00 p.m. to 8:00 a.m. on Saturdays; or at any time on Sunday or on federal holidays within the city limits of Los Angeles. Construction operations are also restricted in Culver City, but can occur between 8:00 a.m. to 8:00 p.m. Monday through Friday, 9:00 a.m. through 7:00 p.m. on Saturdays, and 10:00 a.m. through 7:00 p.m. on Sundays. The hours of construction, including noisy maintenance activities and all spoils and material transport, will be restricted to the periods and days permitted by the local noise or other applicable ordinance. Noise-producing project activity will comply with local noise control regulations affecting construction activity or will otherwise obtain exemptions.

MM N-2: All noise-producing project equipment and vehicles using internal combustion engines (including haul trucks) will be professionally fitted with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features. These devices will be professionally maintained in good operating condition so as to meet or exceed original factory specification. Mobile or fixed “package” equipment (e.g., arc-welders, air compressors) will be equipped with shrouds and noise control features that are readily available for that type of equipment.

MM N-3: All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, state, or federal agency will comply with such regulation while in the course of project activity.

MM N-4: Material stockpiles and mobile equipment staging, parking, and maintenance areas will be located as far as practicable from noise-sensitive receptors.

MM N-5: Construction site and access road speed limits will be established and enforced during the construction period.

MM N-6: Haul route speed limits will be strictly adhered to.

MM N-7: The use of noise-producing signals, including horns, whistles, alarms, and bells will be for safety warning purposes only.

MM N-8: Electrically powered equipment instead of pneumatic or internal combustion powered equipment will be used, where feasible.

MM N-9: No project-related public address or music system will be audible at any adjacent receptor.

MM N-10: Within 10 days of commencement of construction, the project applicant will provide notice of construction schedule to surrounding neighborhoods and will post information on the site in a location visible to the public, including the hours of operation and contact person with telephone number.

Noise levels from off-site construction related traffic (delivery trucks, automobiles, and haul trucks) would potentially increase traffic volumes during the construction phase on the roadway network surrounding the project alignment. However, off-site construction traffic would not substantially increase traffic volumes and therefore would not significantly increase noise levels.

Operation of the proposed project would not include any above ground activities, except for emergency or periodic maintenance. Periodic maintenance operations would occur within daytime hours, would involve a small crew of three people and two vehicles at any given maintenance hole, and would generally not involve the use of heavy equipment. Emergency operations would generally involve similar size crews and vehicles and would have the potential to occur outside of daytime hours; however the cities of Los Angeles and Culver City exempt emergency work from noise ordinances; therefore, impacts would be less than significant.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. In addition to the types of equipment that would be required for roadway excavation for the other portions of the transmission line alignment, directional drilling beneath the Ballona and Centinela Creek channels would require equipment such as a drilling rig, a mud pump, a diesel generator, a small crane, and other support equipment (i.e., dump trucks), for a period of approximately 1 week to 1 month at each channel crossing, depending upon soil and bedrock conditions. As with the construction activities described above, temporary noise levels adjacent to the directional drilling activities are anticipated to range from 75 to 89 A-weighted decibels (dBA), depending on the distance between the receptor and the source of noise. Noise level increases of this magnitude, although temporary, would be readily audible and would dominate the noise environment in the area during construction operations. No operational impacts would occur with the portion of the

alignment placed underground through the use of directional drilling. Although the noise ordinance of the City of Los Angeles exempts construction activities from noise standards (providing that such activities take place between the hours specified above for each respective municipality), Mitigation Measures MM N-1 through MM N-10 as described above would be implemented to control and reduce construction noise levels to the extent practicable. Impacts would be less than significant with mitigation incorporated.

b. *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

LESS-THAN-SIGNIFICANT IMPACT. The proposed project would not be expected to result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels. Cutting, removal, and repaving of asphalt and concrete within the roadways may cause localized groundborne vibration with heavy equipment activity; however, vibration would attenuate rapidly within a distance of 50 feet. Thus, impacts from groundborne vibration or groundborne noise would be less than significant.

Directional Drilling Option

Directional drilling would require equipment such as a drilling rig, a mud pump, and a diesel generator for a period of approximately 1 week to 1 month at each channel crossing, depending upon soil and bedrock conditions. The use of this equipment to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would generate groundborne vibration in the vicinity of drilling activities. No operational vibration would occur with the portion of the alignment placed underground through the use of directional drilling. As discussed above, vibration generally attenuates rapidly within a distance of 50 feet. Due to the fact that vibration generating equipment would be placed a minimum of 50 feet from the nearest existing structures and that the duration of construction would last for a duration of up to 1 month, impacts would be less than significant.

c. *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

LESS-THAN-SIGNIFICANT IMPACT. As discussed in Section 3.11 (a), construction of the proposed project would generate temporary increases in ambient noise levels in the vicinity of the construction activity; however, these impacts would be temporary for the duration of construction activities. Long-term operation of the proposed project would not include any above ground operations, with the exception of periodic maintenance and emergency maintenance work. As discussed in Section 3.11 (a), periodic maintenance operations would occur within daytime hours, would involve a small crew of three people and two vehicles at any given maintenance hole, and would generally not involve the use of heavy equipment. Emergency operations would generally involve similar size crews and vehicles and would have the potential to occur outside of daytime hours; however, the cities of Los Angeles and Culver City exempt emergency work from noise ordinances; therefore, impacts would be less than significant.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. In addition to the types of equipment that would be required for roadway excavation for other portions of the transmission line alignment, directional drilling beneath the Ballona and Centinela Creek channels would require equipment such as a drilling rig, a mud pump, a diesel generator, a small crane, and other support equipment (i.e., dump trucks), for a period of approximately 1 week to 1 month at each channel crossing, depending upon soil and bedrock

conditions. Noise levels resulting from directional drilling activities would be the same as with the construction activities described above. Noise level increases would be readily audible and would dominate the noise environment in the area during construction; however, they would be temporary for the duration of drilling. No operational impacts would occur with the portion of the alignment placed underground through the use of directional drilling. Compliance with the noise ordinance of the City of Los Angeles and Mitigation Measures MM N-1 through MM N-10 as described above would ensure impacts would be less than significant.

d. *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

LESS-THAN-SIGNIFICANT IMPACT. As described above in Section 3.11 (a), land uses near the proposed project site would experience increased noise levels associated with construction. Noise levels could potentially range from 75 to 89 dBA depending on the distance from the proposed alignment. Considering that construction noise impacts would be temporary in nature, noise impacts would be less than significant with implementation of the mitigation measures identified in Section 3.11 (a), above. Furthermore, long-term operation of the proposed project would not include any above ground operations, with the exception of periodic maintenance and emergency maintenance work. As discussed in Section 3.11 (a), periodic maintenance operations would occur within daytime hours, would involve a small crew of three people and two vehicles at any given maintenance hole, and would generally not involve the use of heavy equipment. Emergency operations would generally involve similar size crews and vehicles and would have the potential to occur outside of daytime hours, however the cities of Los Angeles and Culver City exempt emergency work from noise ordinances; therefore, impacts would be less than significant.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. In addition to the types of equipment that would be required for roadway excavation for other portions of the transmission line alignment, directional drilling beneath the Ballona and Centinela Creek channels would require equipment such as a drilling rig, a mud pump, a diesel generator, a small crane, and other support equipment (i.e., dump trucks), for a period of approximately 1 week to 1 month at each channel crossing, depending upon soil and bedrock conditions. Noise levels resulting from directional drilling activities would be the same as with the construction activities described above. Noise level increases would be readily audible and would dominate the noise environment in the area during construction, however they would be temporary for the duration of drilling. No operational impacts would occur with the portion of the alignment placed underground through the use of directional drilling. Compliance with the noise ordinance of the City of Los Angeles and Mitigation Measures MM N-1 through MM N-10 as described above would ensure impacts would be less than significant.

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?*

NO IMPACT. The proposed project, including the directional drilling option, is located adjacent to Los Angeles International Airport and Santa Monica Airport; however, the proposed project would not involve the operation of aircraft and would not place any new sensitive receptors within the area of influence of these airports. Therefore, the proposed project would not have the potential to expose people to excessive aircraft noise, and no impacts would occur. No further study is required.

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

NO IMPACT. The proposed project area, including the area where the directional drilling option might occur, is not within the vicinity of a private airstrip. No impacts would occur.

3.12 Population and Housing

POPULATION AND HOUSING - Would the project:

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) 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 type="checkbox"/> | <input checked="" 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"/> |

Responses to Questions:

a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

NO IMPACT. The proposed project, including the directional drilling option, would not include the development of any housing and would not induce substantial population growth after completion of the proposed underground electrical circuit. Furthermore, although the new electrical circuit would provide additional capacity at RS-K, this capacity would be used to increase the reliability of electrical service at RS-K. The new electrical circuit is not intended to provide electrical service to new residences or businesses, and therefore would not represent a growth-inducing impact. Therefore, the proposed project would not result in any direct or indirect increases to the local population. No further study is required.

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

NO IMPACT. Construction and operation of the proposed project would be limited to an area within existing roadway rights of way, including the directional drilling option. Residences within the proposed project area would not be removed, displaced, or otherwise affected as a result of the proposed project, and thus would not trigger the need for replacement housing elsewhere. No impact would occur, and no further study is required.

c. Would the project displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

NO IMPACT. As addressed in Section 3.12 (b), above, implementation of the proposed project, including the directional drilling option, would neither require the removal (displacement) of residential dwellings, nor would it displace persons necessitating the construction of replacement housing elsewhere. No impact would occur, and no further study is required.

3.13 Public Services

| PUBLIC SERVICES | 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| v) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses to Questions:

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?*

NO IMPACT. The proposed project would not introduce any housing units in the proposed project area and would not require additional staffing that would increase the demand for fire services in the area. Furthermore, operation of the proposed project would consist of underground electrical transmission line that would not require additional fire protection resources. Therefore, the proposed project, including the directional drilling option, would not require new or physically altered fire facilities, and no impact would occur. No further study is required.

ii) *Police protection?*

NO IMPACT. The proposed project, including the directional drilling option, would not introduce any housing units in the proposed project area or elsewhere and would not require additional staffing that would increase demand on police services in the area. Furthermore, operation of the proposed project would consist of underground electrical transmission line that would not require additional police resources to protect. Therefore, the proposed project would not require new or physically altered police facilities, and no impact would occur. No further study is required.

iii) *Schools?*

NO IMPACT. The proposed project, including the directional drilling option, would not introduce any housing units in the proposed project area or elsewhere and would not require additional staffing that would increase demand on local schools. Therefore, the proposed project would not require new or physically altered school facilities, and no impact would occur. No further study is required.

iv) Parks?

NO IMPACT. The proposed project, including the directional drilling option, would not introduce any housing units in the proposed project area or elsewhere and would not require additional staffing that would directly or indirectly increase demands on local parks. Therefore, the proposed project would not require new or physically altered park facilities, and no impact would occur. No further study is required.

v) Other public facilities?

NO IMPACT. The proposed project, including the directional drilling option, would neither involve the construction of new housing nor require additional staffing during operation. Therefore, the proposed project would not increase population or affect the existing operation of other local and regional public facilities, such as libraries and roadways, and no impact would occur. No further study is required.

3.14 Recreation

| RECREATION | 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses to Questions:

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

NO IMPACT. The proposed project, including the directional drilling option, would neither involve the construction of new housing nor require additional staffing during operation. Therefore, the proposed project would not increase population or affect the operation of existing neighborhood and regional parks or other recreational facilities. No impact would occur, and no further study is required.

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

NO IMPACT. The proposed project, including the directional drilling option, does not include recreational facilities or the construction or expansion of recreational facilities. As discussed in Section 3.14 (a), above, the proposed project would not increase population or otherwise affect the operation of existing recreational facilities; therefore, no impact would occur and no further study is required.

3.15 Transportation and Traffic

| TRANSPORTATION/TRAFFIC - Would the project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The following discussion provides a summary of transportation and traffic conditions in the proposed project area for the purposes of the impact analyses provided for in Sections 3.15 (a) through (g).

The proposed project includes construction of approximately 12 miles of underground cable, connecting the SGS and RS-K. RS-K is located approximately one mile northwest of the Interstate 10 and Interstate 405 interchange, and the SGS is located about 1 mile southwest of Los Angeles International Airport. The proposed project extends from RS-K in the north to the SGS in the south, and from Inglewood Boulevard in the east, to Vista Del Mar in the west. Commercial and residential areas are directly adjacent on both sides of most of the alignment.

The underground circuit route begins at RS-K near the intersection of West Olympic Boulevard and Centinela Avenue. It is proposed to head east along West Olympic Boulevard, southeast along South Bundy Drive, northeast along Ocean Park Boulevard, southeast along Armacost Avenue, northeast along National Boulevard, southeast along Inglewood Boulevard, southwest along West Jefferson Boulevard, southeast along Lincoln Boulevard, southwest along West 83rd Street, southeast along Rayford Drive, southwest along West Manchester Avenue, south along Vista del Mar Lane, southeast along Vista del Mar, north on West Grand Avenue, finally terminating at the SGS.

The underground transmission line would be placed in trenches located entirely underneath public roadway rights-of-way, with the exception of the placement of the conduit on the underside of the bridge at the Inglewood Boulevard bridge crossing over the Ballona Creek Channel. The proposed project would be located almost entirely within the City of Los Angeles, with the exception of approximately 430 linear feet along Inglewood Boulevard just north and south of Washington Boulevard, which would be located in Culver City.

Responses to Questions:

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

LESS-THAN-SIGNIFICANT IMPACT. Twenty-four roadway segments in the vicinity of the project alignment were analyzed in this study. Figure 12 illustrates these locations. New daily traffic counts were conducted in December 2008, March 2009, and in June 2009. These traffic counts are included in Attachment A of Appendix H (Fehr & Peers 2009). The volume-to-capacity (V/C) ratio and corresponding level of service (LOS) on each roadway segment was calculated. A capacity of 1,000 vehicles per hour per lane (vphpl) for Class I Major Highways, 800 vphpl for Class II Major Highways, 750 vphpl for Secondary Highways, 650 vphpl for Collector Streets, and 600 vphpl for Local Streets was utilized in the analysis. Detailed assessment of the existing operating conditions at these 24 roadway segments and the LOS definitions for roadway segments are included in Attachment B as Table A of Appendix H. All but 5 of the 24 analyzed directional street segments in the project study area are currently operating at LOS D or better during both the morning and afternoon peak hours. The exceptions are Bundy Drive from Olympic Boulevard to Pico Boulevard, Bundy Drive from Pico Boulevard to Ocean Park Boulevard, Inglewood Boulevard from National Boulevard to Rose Avenue, Inglewood Boulevard from Venice Boulevard to Washington Place, and Vista del Mar from Imperial Highway to Grand Avenue.

Construction of the proposed project, including trenching for both the underground conduit alignment as well as the underground maintenance holes, would produce temporary localized impacts on the transportation system for a period of approximately one to five days at most locations around each active open-trench zone throughout the duration of construction from mid-2010 through 2012. During construction activities, it is estimated that up to 18 construction workers would drive to and from up to three different work sites each workday (up to approximately six workers per site). Workers will park personal vehicles at a staging yard and take construction vehicles and/or carpool to the construction site. Work will occur during the daytime hours from Monday through Saturday from 7:00 a.m. to 5:00 p.m., arriving at approximately 7:30 a.m. and leaving at approximately 5:30 p.m. During the course of a workday, up to four round trips between a construction zone and off-site staging areas may occur. Thus, the estimated total trip generation for the project would be approximately 60 trips per day. The construction schedule from mid 2010 to 2012 assumes that variances would be obtained for the Mayor's Executive Order, which prohibits in-street construction within the City of Los Angeles from 6:00 to 9:00 a.m. and 3:30 to 7:00 p.m., Monday through Friday. If variances were not obtained for part or all of the alignment, the construction schedule would be extended beyond 2012.

Project construction would require trenching both the underground conduit alignment as well as the underground maintenance holes at predetermined intervals. The sequence in which the roadway segments along the alignment would be trenched for either the underground conduit or the maintenance holes would be determined by the construction contractor, and may not occur in a specific geographic sequence.

Construction crews would lead the construction operation, potholing maintenance hole locations in order to verify the location of existing underground utilities. Once confirmed, crews will likely begin construction at RS-K and work toward Scattergood. No more than one and a half lanes would be closed where construction for the underground conduit occurs within the roadbed. Up to two lanes would be closed where construction for the maintenance holes occurs within the roadbed. Where construction would occur outside of the roadbed, the closure of sidewalks and a portion of the roadway adjacent to the construction activity may be required.

Crews trenching for the underground conduit would excavate soil using a backhoe in sections of up to approximately 100 feet per crew per day, for a total of approximately 300 feet per day. Once a trench has been excavated, the conduit would be put into place by hand, supported by spacers, and bonded. A ready-mix truck would be required at the site to bring in concrete to encase the conduits and a sand and cement slurry would be used to backfill the trench. Surplus excavated material would be hauled away by dump truck for disposal. Areas trenched for installation of pre-cast maintenance holes would require lane closures for approximately one to five days, depending upon soil conditions.

The final step in project construction would be installation of the cable into the conduit, which would be conducted in segments between maintenance holes. First, the electrical cable would be lubricated with a soap/water solution material and fed from one maintenance hole off of a reel on a truck, and pulled through the conduit to the next maintenance hole using a high tension machine. After the cable is pulled through to both sides of the maintenance holes, the cable would be spliced by the construction crews. Similar to the sequence of the underground conduit trenching, pulling, and splicing of the electrical cable would not need to occur in any particular geographic order, but may instead be completed in any order as deemed appropriate by the construction contractor.

The following threshold criteria, set forth in the *L.A. CEQA Threshold Guide* (City of Los Angeles, 2006) are used to determine if a project has an impact at a specific roadway segment for the roadway link-level analysis:

A proposed project would normally have a significant street segment capacity impact if proposed traffic causes an increase in the V/C ratio on the street segment operating condition after the addition of project traffic equal or greater than the following:

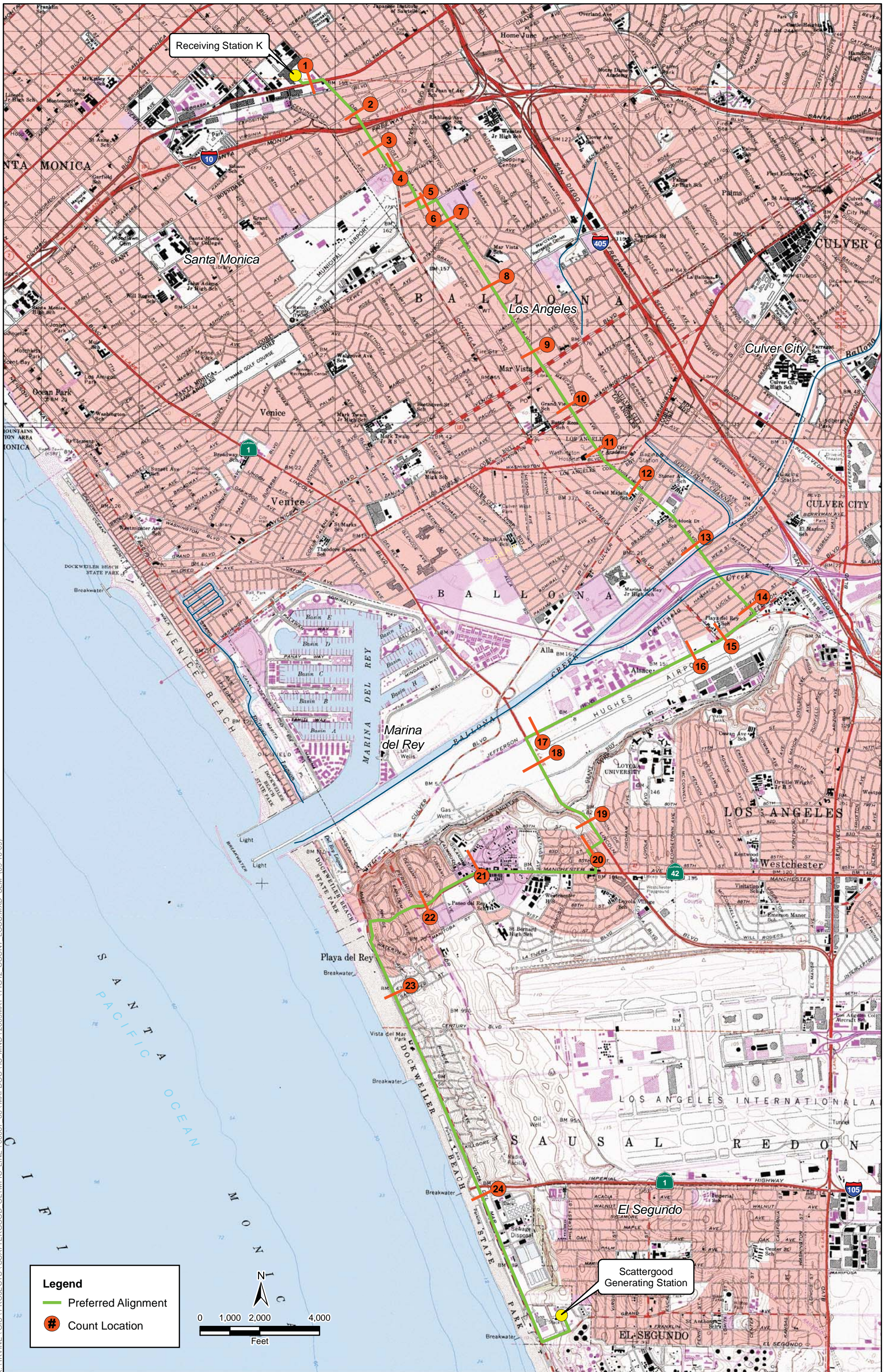
- V/C ratio increase ≥ 0.080 if final LOS is C
- V/C ratio increase ≥ 0.040 if final LOS is D
- V/C ratio increase ≥ 0.020 if final LOS is E or F

Final LOS is defined as projected future conditions including project, ambient growth, and related project growth. For the purpose of this analysis, only those related projects which are likely to add traffic to the streets where construction would occur were illustrated in Figure 13. The related projects list following Figure 13 summarizes each project type and its trip generation.

Although the methodologies and the criteria to calculate V/C ratios for intersections and segments are intended by LADOT to identify potential traffic impacts during operation, they can also be applied to construction. During construction, however, LADOT considers such impacts as adverse but not significant since, while they introduce inconvenience for vehicular traffic, those impacts are only temporary. Where determinations of adverse impacts are made, motorists would experience short-term inconveniences that range in intensity from slight to substantial.

The city restricts the speed limit to 25 mph in construction areas. The City's construction clearance requirements are as follows:

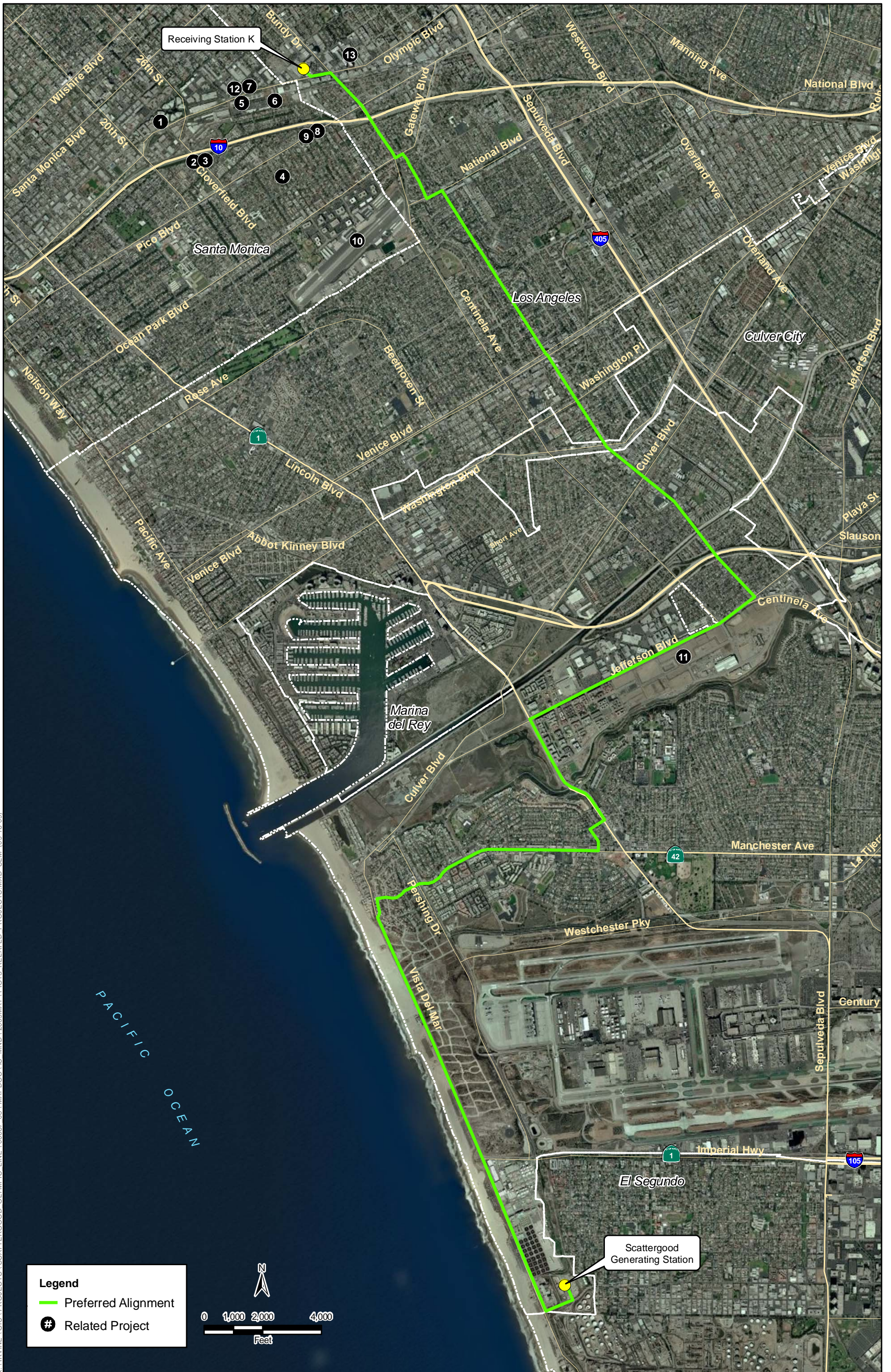
- Five feet of clearance between a traffic lane and the nearest vertical obstruction is required. This can be reduced to 3 feet with the approval of the city.
- Two feet of clearance to a raised curb is required. This can be reduced to zero with the approval of the city.
- A 10-foot-wide (minimum) traffic lane must be maintained through construction zones.



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\00087_08\MAPDOC\US\MND\2009MAY\FIG12_COUNT_LOCS.MXD SLM (09-16-09)

SOURCE: ESRI USA Imagery (05/16/06, 0.5m); ESRI Streetmap (2007)

Figure 12
Count Locations Along the Project Alignment
LADWP Scattergood Olympic Line



K:\IRVINE\GIS\PROJECTS\SCATTERGOOD_OLYMPIC_LINE\000087_081_MAPDOC1.IS_MND\2009MAY\FIG13-RELATED_PROJECTS.MXD_SLM_09-16-09

SOURCE: ESRI USA Imagery (02/15/07, 0.3m); ESRI Streetmap (2007)

The minimum taper requirement for channeling traffic flow lanes is 25:1 to 30:1. Factors such as speed and type of facility, location and other geometric characteristics of the specific roadway under construction will dictate the actual taper ratio.

The City of Los Angeles allows major and secondary arterials to be used as truck routes. Some local streets, however, have weight limitations or restrictions that limit truck traffic. Typically, trucks would not travel on these streets except to obtain access to a specific site. The city's policy is to allow trucks to travel in a "reasonable fashion" to and from a work site. The city reviews each haul-route permit for specific application of these general guidelines.

Construction at the underground maintenance hole locations, could require one to five days. Trenching for the underground conduit could require up to two days at a given location. Construction along Olympic Boulevard from Centinela Ave to Bundy Drive could reduce this six-lane stretch to either five or four lanes. Bundy Drive from Olympic Boulevard to Ocean Park Boulevard could be reduced to two or three lanes from the existing four lanes. Ocean Park Boulevard from Bundy Drive to Armacost Avenue could be reduced to two or three lanes from the existing four lanes. Armacost Avenue from Ocean Park Boulevard to National Boulevard could be reduced to a single lane. The existing four-lane street segment on National Boulevard from Armacost Avenue to Inglewood Boulevard could be reduced to two or three lanes. Inglewood Boulevard from National Boulevard to Washington Boulevard could be reduced to a single lane. Inglewood Boulevard from Washington Boulevard to Jefferson Boulevard could be reduced to two or three lanes from the existing four-lane roadway. Jefferson Boulevard from Inglewood Boulevard to Lincoln Boulevard could be reduced to five or four lanes from the existing six-lanes. Lincoln Boulevard from Jefferson Boulevard to 83rd Street could be reduced to four to six lanes from the existing six to eight lanes; 83rd Street from Lincoln Boulevard to Rayford Drive could be reduced to a single lane. Rayford Drive from 83rd Street to Manchester Avenue could be reduced to a single lane. Manchester Avenue from Rayford Drive to Pershing Drive could be reduced from four to two or three lanes. On Manchester Avenue west of Pershing Drive, where the roadway narrows, on Vista del Mar Lane and on Vista del Mar the roadways could be reduced to a single lane. Vista del Mar from Vista del Mar Lane/Waterview Street to Grand Avenue could be reduced to two or three lanes in each direction from the existing four lanes. Two-way roadway segments that must be temporarily reduced to a single lane may require flagmen to control traffic during the construction period in order to allow vehicular travel in alternating directions. On-street parking, where it is allowed, could be temporarily prohibited along these segments during construction hours.

The Future with Project scenario yielding the final LOS was determined by reducing one lane in each direction from each segment. Existing roads with one lane in each direction were reduced to one-half lane in each direction for the purpose of this analysis. Table B shows the existing surface street characteristics for all 24 analyzed street segments. The functional classification, number of lanes in each direction, the median type, the existing parking restrictions, and the posted speed limits (where available) are also noted in Table B. Table C, Table D, and Table E show the Existing, Future No Build, and Future with Project Volumes and LOS, respectively. All identified impacts shown in Table E are deemed to be adverse but not significant due to the temporary nature of this construction project. The duration of the identified adverse impacts at any given location is expected to be between one and five days at most locations.

The following measures are recommended to reduce the temporary adverse impacts associated with construction-period activity near each construction zone. The implementation of the following measures would minimize project related traffic impacts to the greatest extent possible.

A site-specific construction work site traffic control plan shall be prepared for each construction site and submitted to the city for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures

would not be allowed, local traffic detours, protective devices and traffic controls (such as barricades, cones, flagmen, lights, warning beacons, temporary traffic signals, warning signs), access to abutting properties, and provisions to maintain emergency access through construction work areas.

Fully utilize available street space to minimize lane reductions on affected streets, including elimination of on-street parking where necessary. Implement left-turn restrictions as appropriate on re-striped street segments to facilitate the movement of through traffic. Only eliminate travel lanes when absolutely necessary.

Provide signage indicating alternative pedestrian and bicycle access routes where existing facilities would be affected.

Provide advance notice to any affected residents, businesses and property owners in the vicinity of each construction site and, where existing property access will be temporarily reduced and identify alternative means of access where appropriate.

Two segments of the project alignment run along school passenger loading zones; Inglewood Boulevard between Lindblade Street and Braddock Drive and Manchester Avenue between Park Hill Drive and Hastings Avenue. Construction activity should be coordinated as much as possible with school calendars to avoid conflicting with school pick-up and drop-off traffic activity. To the extent that construction activity can be conducted on these segments during the summer months, or other times when school is out of session, disruption to normal traffic patterns would be minimized.

Coordinate with emergency service providers (police, fire, ambulance, and paramedic services) to provide advance notice of any lane closures, construction hours, and changes to local access and to identify alternative routes where appropriate.

Coordinate with public transit providers (Metro, LADOT Commuter Express, Santa Monica Big Blue Bus, Culver CityBus, or other) to provide advance notice of any lane closures, construction hours and, where necessary, to identify sites for temporary bus stops within a reasonable walking distance of any displaced bus stops.

Long-term operation of the proposed project would likely require periodic monitoring; however, this monitoring would be conducted by existing LADWP personnel and would be expected to occur in conjunction with existing monitoring, inspection and maintenance of other utility lines and facilities. Therefore, no permanent increase in existing traffic conditions of the proposed project area or its surrounding road network would occur.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways, with the exception that the duration of in-street construction adjacent to the bridges would be between 1 week and 1 month. Implementation of the measures identified above would minimize project-related impacts to the greatest extent possible. As determined for the rest of the proposed project, long-term operation of this portion of the underground transmission line would not result in a permanent increase in existing traffic conditions of the proposed project area or its surrounding road network.

- b. *Would the project cause, either individually or cumulatively, a level-of-service standard established by the county congestion management agency for designated roads or highways to be exceeded?***

NO IMPACT. Due to the short-term and temporary nature of the proposed construction project, the level-of-service standard established by the county congestion management agency for designated road or highways would not be exceeded. Congestion Management Program (CMP) mainline freeway segment analysis is required for all freeway monitoring stations where the proposed project will add 150 or more directional peak hour trips and at CMP monitoring intersections where the proposed project would add more than 50 peak hour trips. As discussed above, the proposed project would generate up to approximately 60 trips per day during construction. As such, no CMP mainline freeway segment or monitoring intersection impacts are identified.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways, with the exception that the duration of in-street construction adjacent to the bridges would be between 1 week and 1 month. Therefore, directional drilling activities would be short-term and temporary in nature, and would not impact a CMP mainline freeway segment or monitoring intersection.

- c. *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

NO IMPACT. The proposed project, including the directional drilling option, would not affect air traffic patterns or safety. No mitigation measures are required.

- d. *Would the project substantially increase hazards because of a design feature or incompatible uses?***

LESS-THAN-SIGNIFICANT IMPACT. Short-term construction activities would cause increased levels of traffic congestion within the proposed project area. Increased safety risks for vehicles, bicyclists and pedestrians could result from construction activities within or adjacent to streets. Local pedestrian or vehicular access for residences and businesses immediately adjacent to the open-trench construction may be restricted between 7:00 a.m. and 5:00 p.m. for portions of the project within the City of Los Angeles, and 8:00 a.m. and 5:00 p.m. for portions of the project within the City of Culver City. However, local pedestrian and vehicular access would be maintained by fencing off the construction areas to provide access to these properties outside of active construction hours during the temporary construction period of up to five days at any given location. Worksite Traffic Control Plans will be prepared and implemented to ensure that any construction-related effects are minimized to the greatest extent possible.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways, with the exception that the duration of in-street construction adjacent to the bridges would be between 1 week and 1 month, depending on soil conditions. As with the in-roadway construction activities discussed above, local pedestrian or vehicular access may be restricted during directional drilling activities. With implementation of Worksite Traffic Control Plans, construction-related effects are minimized to the greatest extent possible. Impacts would be less than significant.

e. Would the project result in inadequate emergency access?

LESS-THAN-SIGNIFICANT IMPACT. The proposed project, including the directional drilling option, could result in temporary daytime driveway access restrictions along the proposed alignment during construction. Through traffic in each direction, however, would be maintained. As discussed above, all construction activities would be carried out in accordance with the city’s emergency access requirements, and emergency access would be maintained during construction and the impact would be less than significant.

f. Would the project result in inadequate parking capacity?

LESS-THAN-SIGNIFICANT IMPACT. Construction of the proposed project, including the directional drilling option, may generate a temporary increase in demand for parking as construction workers will park personal vehicles at a staging yard and take construction vehicles and/or carpool to the construction site. A temporary prohibition of on-street parking in the immediate area around construction zones (less than one block) may be required. Because of the limited increase in parking demand and reduction in supply, and because of the short-term nature of these changes at any given location, the impact is found to be less than significant and no mitigation is necessary.

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

NO IMPACT. The proposed project, including the directional drilling option, would not conflict with adopted policies that support alternative transportation. No bicycle lanes are present on the street segments that lie on the proposed alignment. The temporary activities associated with project construction would take place entirely within the existing street right-of-ways and would not require the permanent removal or relocation of alternative transportation facilities (i.e., bus stops and bike lanes). Where necessary, existing bus stops may be temporarily relocated within a reasonable walking distance to accommodate construction of the project. Once construction activities are complete in a work area, routine maintenance and inspection of the circuit is anticipated. Accordingly, no impacts to alternative transportation would occur and no mitigation measures are necessary.

3.16 Utilities and Service Systems

| UTILITIES AND SERVICE SYSTEMS - Would the project: | | | | |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
| 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Result in a determination by the wastewater treatment provider, which serves or may serve the project determined 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"/> |

UTILITIES AND SERVICE SYSTEMS - Would the project:

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 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"/> |

Responses to Questions:

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

NO IMPACT. The proposed project, including the directional drilling option, would not introduce any residential, industrial, or commercial development or require additional staffing that would increase demand on wastewater service in the area. During construction, the contractor may use minimal amounts of water for dust control and cleanup activities. In addition, dewatering activities would be necessary in areas with a high groundwater table, and the project proponent would either use a vacuum truck to collect and transfer the construction water to an LADWP facility for proper disposal or develop a dewatering plan to submit to the Los Angeles Regional Water Quality Control Board for a Discharges of Groundwater from Construction Dewatering to Surface Waters. Water generated during construction and dewatering activities would either be collected by a vacuum truck and transferred to an LADWP facility for proper disposal or discharged to the existing stormwater drainage system or to natural water bodies in the vicinity of construction activities. Construction water would not be discharged to the existing wastewater treatment system. No impact would occur, and no further study is required.

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

NO IMPACT. The proposed project, including the directional drilling option, would not introduce any residential, industrial, or commercial development or require additional staffing that would increase demand on or require new water or wastewater treatment facilities. As discussed in Section 3.16 (a), construction activities may generate wastewater through dust control and cleanup activities, as well as through dewatering activities. Wastewater generated during construction would be temporary for the duration of construction, and would be collected using a vacuum truck for transfer to an LADWP facility for proper disposal or discharged to the existing stormwater drainage system or to natural water bodies in the vicinity of construction activities. Water generated during construction would not be discharged to the wastewater treatment system. Therefore, the proposed project would not require new or physically altered wastewater treatment facilities, and no impact would occur.

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

NO IMPACT. As discussed in Section 3.16 (a), construction activities, including the directional drilling option, may generate wastewater through dust control and cleanup activities, as well as through dewatering activities. Wastewater generated during construction would be temporary for the duration of construction and would be collected using a vacuum truck and transferred to an LADWP facility for proper disposal or discharged to the existing stormwater drainage system or to natural water bodies in the vicinity of construction activities. Construction and dewatering activities would not occur during wet-weather events, and the water that would be generated through construction and dewatering activities related to the proposed project would be of substantially less volume and duration than that generated during average storm events in the region. Therefore, the volume of water generated through construction and dewatering activities would not exceed the capacity of the stormwater drainage systems. Furthermore, operation of the proposed project would not alter the amount of permeable

surface within the proposed project area and would not result in any proposed project features that would alter the direction or amount of existing stormwater drainage facilities. The proposed project would not require the construction of new stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects. No impact would occur, and no further study is required.

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

NO IMPACT. As discussed in Section 3.16 (a), construction activities may use a minimal amount of water for dust control and cleanup activities and would only be necessary for the duration of construction activities. Operation of the proposed project consists of an underground electrical transmission line and would not introduce any residential, industrial, or commercial development that would require water or additional staffing that would increase demand on water supplies. Therefore, the proposed project would not require new or physically altered water supplies or entitlements. No impact would occur, and no further study is required.

Directional Drilling Option

The use of directional drilling techniques to place the conduit and transmission line beneath the Ballona and Centinela Creek channels would result in similar impacts to those identified above for construction that occurs within existing roadways. Activities related to directional drilling would require a minimal amount of water for dust control and cleanup activities as well as for use in extracting drilling mud, however this would only be required for the duration of drilling activities which would occur for a duration of approximately 1 week to 1 month. Operation of this portion of the transmission line would be the same as other portions of the proposed project, which would not introduce any residential, industrial, or commercial development or result in additional staffing that would increase demand on water supplies. No impact would occur.

e. *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

NO IMPACT. Operation of the proposed project, including the directional drilling option, would not introduce any residential, industrial, or commercial development to the area or require additional staffing that could increase demand on wastewater treatment facilities. As discussed in Section 3.16 (a), construction activities may generate wastewater through dust control and cleanup activities as well as through dewatering activities. Wastewater generated during construction would be temporary for the duration of construction and would be collected using a vacuum truck and transferred to an LADWP facility for proper disposal or the necessary permits would be obtained from the RWQCB to discharge to the existing stormwater drainage system or to natural water bodies in the vicinity of construction activities. Water generated during construction would not be discharged to the wastewater treatment system, unless a dewatering permit is approved. Therefore, it would not exceed existing capacity of the wastewater treatment system, and it would not trigger a need for an increase in capacity. No impact would occur, and no further study is required.

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

LESS-THAN-SIGNIFICANT IMPACT. Construction of the proposed project would entail excavation of approximately 58,000 cubic yards of soil from trenching activities. Excavated material would be hauled away from the construction sites by dump truck, and LADWP would beneficially reuse uncontaminated excavated material at other project sites, where possible, or would transfer the material to a facility that

would be able to beneficially reuse as much of the material as possible. Uncontaminated material that could not be beneficially reused would be sent to a transfer station and ultimately disposed of at a landfill. At most, the project would dispose of 126 cubic yards per day for a 2-year period. If LADWP cannot beneficially reuse this material, it would be sent to Nu-Way Arrow Reclamation/Waste Management at 1270 E. Arrow Highway in Irwindale or Vulcan Materials Company at 3200 San Fernando Road in Los Angeles. Nu-Way Arrow Reclamation/Waste Management has a remaining capacity of 3 million cubic yards and no daily capacity limit and would be able to accept this soil. Other solid waste generated during construction activities would be minimal and would be recycled or disposed of by the construction contractor at an appropriate facility. During operation, the proposed project would not introduce any residential, industrial, or commercial development to the area and would not require additional staffing that could increase demand on solid waste disposal facilities. Therefore, the proposed project would not exceed the permitted capacity of existing solid waste disposal facilities. Impacts would be less than significant, and no further study is required.

Directional Drilling Option

The directional drilling option would not introduce any residential, industrial, or commercial development or otherwise increase staffing levels that would increase demand on solid waste disposal in the area. Activities related to directional drilling could potentially result in approximately 120 cubic yards of excavated soil at the Ballona Creek crossing, and approximately 80 cubic yards of excavated soil at the Centinela Creek crossing. Excavated soil would be tested for contaminants and recycled or disposed of by the construction contractor at an appropriate facility in compliance with federal, state and local regulations. If soil is contaminated, it would likely be disposed of at a facility like RS-D at 5950 Venice Boulevard. Operation of this portion of the transmission line would be the same as other portions of the proposed project, which would not introduce any residential, industrial, or commercial development or result in additional staffing that would increase demand on solid waste disposal services. Impacts would be less than significant.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

NO IMPACT. As discussed in Section 3.16 (f), construction of the proposed project would generate approximately 45,200 cubic yards of soil through excavation activities that would be hauled away by dump trucks for beneficial reuse or disposal. Other solid wastes generated during construction activities are expected to be minimal. Soil excavated and replaced by imported soil during construction would be beneficially reused or disposed of at a nearby landfill. Prior to reuse or disposal, the soil would be analyzed for contaminants. If the soil was determined to be contaminated, it would be transferred to and disposed of at a hazardous waste treatment facility, most likely the RS-D facility at 5950 Venice Boulevard, using appropriately licensed hauling equipment according to federal, state, and local regulations. Furthermore, operation of the proposed project would not involve new residential housing components and would not require additional staffing that could increase demand on solid waste disposal facilities. Therefore, no conflicts with federal, state, and local statutes and regulations related to solid waste would be anticipated. No impact would occur, and no further study is required.

Directional Drilling Option

The directional drilling option would not introduce any residential, industrial, or commercial development or otherwise increase staffing levels that would increase demand on solid waste disposal in the area. Activities related to directional drilling could potentially result in approximately 120 cubic yards of excavated soil at the Ballona Creek crossing, and approximately 80 cubic yards of excavated soil at the Centinela Creek crossing. Excavated soil would be tested for contaminants and recycled or disposed of by the construction contractor at an appropriate facility, most likely the RS-D facility at 5950 Venice Boulevard, in compliance with federal, state and local regulations. Operation of this portion of the transmission line would be the same as other portions of the proposed project, which

would not introduce any residential, industrial, or commercial development or result in additional staffing that would increase demand on solid waste disposal services. No impact would occur.

3.17 Mandatory Findings of Significance

| MANDATORY FINDINGS OF SIGNIFICANCE | | | | |
|---|--------------------------------|--|------------------------------|--------------------------|
| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
| a. Does the project have the potential to 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Responses to Questions:

- 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?**

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The proposed project, including the directional drilling option, may adversely impact biological resources, cultural resources, noise, and traffic. However, implementation of Mitigation Measures MM A-1, MM B-1 through MM B-5, MM C-1 through MM C-2, and MM N-1 through MM N-10 would reduce the significance of these impacts to a less-than-significant level.

- 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.)**

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The proposed project, including the directional drilling option, includes construction of an underground electrical transmission line. The nature of the potential impacts to all resource areas would be localized and of short duration. Consequently, for these impacts to act cumulatively on any past, present, or reasonably foreseeable future projects (cumulative projects), the cumulative projects would need to cause individual impacts in the same resource areas at the same time and in the same localized area as the proposed project. For example, available records from the City of Santa Monica and two recent traffic studies were consulted to identify any cumulative projects located within a 1-mile radius of the proposed project (1 mile is the furthest extent that related projects are likely to have a cumulative traffic impact; proposed project-related impacts in the other resource areas would be unlikely to be distinguishable at any greater

distance). Thirteen cumulative projects were identified within a 1-mile radius of the proposed project alignment, as listed in Table 3.17-1 and as shown in Figure 13. With implementation of Mitigation Measures MM A-1, MM B-1 through MM B-5, MM C-1 through MM C-2, and MM N-1 through MM N-10, the proposed project would not have any cumulatively considerable effects in relation to any or all of these related projects.

Table 3.17-1. Cumulative Projects List

| Map Number | Project | Location | Use | Size | Average Daily Trips (Weekday) |
|------------|---|--------------------------------------|---|--|-------------------------------|
| 1 | Storage ¹ | 1707 Cloverfield Blvd | Additional self-storage | 31.4 KSF | 0 |
| 2 | Condominium ¹ | 1940 Cloverfield Blvd | Condominium | 16 DU | 94 |
| 3 | Residential ¹ | 2345 Virginia Ave 1942 High Place | Condominiums/ Apartments remove existing use | 92 DU 27 DU | 580 -181 |
| 4 | Condominium ¹ | 2323 28th Street | Residential remove existing use | 8 DU -2 DU | 47 -19 |
| 5 | Lantana East ¹ | 3030 Olympic Blvd. | Entertainment post production | 61.1 KSF | 513 |
| 6 | Lantana South ¹ | 3131 Exposition | Entertainment post production | 99 KSF | 1,454 |
| 7 | New Roads ¹ | 3131 Olympic Blvd. | Private school | 115.3 KSF | 842 |
| 8 | Condominium ¹ | 2301 33rd Street | Residential | 6 DU | 35 |
| 9 | Mixed-Use ¹ | 3205 Pico Blvd. | Residential | 1 DU | 7 |
| 10 | Airport Park Expansion ¹ | Santa Monica Airport | City park Dog park Recreation field remove existing shuttle lot | 4acre 1 acre 1 acre -310 spaces | 205 225 198 -946 |
| 11 | Playa Vista Phase II - Mixed Use ² | s/o Jefferson; Westlawn Ave | mixed use Office Apartment Shopping Center Community Serving Uses | 175 KSF 2600 DU 150 KSF 40 KSF | 24,220 |
| 12 | Mixed Use ³ | 3025 Olympic Blvd | Mixed use Residential Live/Work Retail/Restaurant | 184 DU 56 DU 5 KSF | 2,439 |
| 13 | Retail ³ | 11840 Olympic Blvd. | Retail (with credit for existing use) | 86 KSF | 5,536 |
| Total: | | | | | 35,249 ADT |

Notes:

¹ Project data taken from City of Santa Monica Traffix Database and corresponding Cumulative Developments Project List as of December 8, 2008.

| Map Number | Project | Location | Use | Size | Average Daily Trips (Weekday) |
|--|---------|----------|-----|------|-------------------------------|
| ² Project data taken from <i>Traffic Impact Study for the Project at Lincoln Boulevard/Manchester Ave</i> , Crain & Associates, September 2008. | | | | | |
| ³ Project data taken from <i>Westside Medical - Stonebridge</i> , Hirsch/Green Transportation Consultants, March 2007. | | | | | |

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

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As discussed in Sections 3.11 and 3.15, above, construction of the proposed project, including the directional drilling option, could cause temporary noise and traffic impacts to residents in the vicinity of the proposed project alignment; however, implementation of Mitigation Measures MM A-1 and MM N-1 through MM N-10 would reduce these impacts to a less-than-significant level. No other direct or indirect adverse effects on human beings have been identified in this initial study and mitigated negative declaration.

4. References

3.1 Aesthetics

California Department of Transportation. 2008. Officially Designated State Scenic Highways and Historic Parkways. Available: <http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm>. Accessed September 2, 2008.

3.2 Agricultural Resources

California Department of Conservation. 2006. Division of Land Resources Protection, Farmland Mapping and Monitoring Program. Available: <<http://www.consrv.ca.gov/DLRP/fmmp/index.htm>>. Accessed May 1, 2009.

City of Los Angeles. 2009a. ZIMAS – Zoning Information and Map Access System. Available: <<http://zimas.lacity.org>>. Accessed: April 29, 2009.

California Department of Conservation. 2005. Williamson Act GIS Data. July 27.

3.4 Biological Resources

Anderson, D. W., and F. Gress. 1983. Status of a northern population of California brown pelicans. Condor 85: 79-88.

California Department of Fish and Game (CDFG). 2003 (September). List of California Terrestrial Natural Communities Recognized by the California Natural Diversity Database. California Department of Fish and Game, Wildlife and Habitat Data Analysis Branch. Sacramento, CA.

City of Los Angeles. 1992. Los Angeles Airport/El Segundo Dunes Specific Plan. Los Angeles, California. June 28.

City of Los Angeles Department of Airports. 2004. Final Environmental Impact Report for the LAX Master Plan. Appendix J1 Biological Assessment Technical Report. Available: <http://www.laxmasterplan.org/pub_finalEIR.cfm>.

Garrett, K., and Dunn, J. 1981. Birds of Southern California: Status and Distribution. Los Angeles Audubon Society, Los Angeles, California.

Sawyer, J.O. and T. Keeler-Wolf. 1995. A Manual of California Vegetation. California Native Plant Society. Sacramento, CA.

South Coast Wildlands. 2008. South Coast Missing Linkages: A Wildland Network for the South Coast Ecoregion. Accessed at: <http://www.scwildlands.org/reports/SCMLRegionalReport.pdf>.

SWCA Environmental Consultants, Los Angeles Audubon, and Santa Monica Bay Audubon. 2007. The Western Snowy Plover in Los Angeles County, California: Winter–Spring 2007. Prepared for the California Department of Fish and Game Office of Spill Prevention and Response. Available: <http://www.losangelesaudubon.org/pdf/LACountySnowyPloverReport_web.pdf>.

U.S. Fish and Wildlife Service. 2005. Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the Pacific Coast Population of the Western Snowy Plover Federal Register 70 (188): 56969-57018.

U.S. Fish and Wildlife Service. 2008. Endangered and Threatened Wildlife and Plants; 12 Month Petition Finding and Proposed Rule To Remove the Brown Pelican (*Pelecanus occidentalis*) From the Federal List of Endangered and Threatened Wildlife; Proposed Rule. Federal Register 73 (34): 9407-9433.

3.5 Cultural Resources

Cogstone. 2009. Cultural Resources Assessment for the Scattergood Olympic Line 1 Project, Cogstone. June 2009.

3.6 Geology and Soils

California Department of Conservation, Division of Mines and Geology. 1999a. Seismic Hazard Zones Official Map, Beverly Hills Quadrangle, 7.5-Minute Series: Scale 1:24,000, Open-File Report 98-14, dated March 25.

California Department of Conservation, Division of Mines and Geology. 1999b. Seismic Hazard Zones Official Map, Venice Quadrangle, 7.5-Minute Series: Scale 1:24,000, Open-File Report 98-27, dated March 25.

City of Los Angeles Department of Public Works. 2003. Brown Book. Section S-601.

Ninyo and Moore. 2009. Preliminary Geotechnical Evaluation, Scattergood – Olympic Line 1 Transmission Line, LADWP. June 17.

3.7 Hazards and hazardous Materials

California Department of Toxic Substances Control. 2009. Envirostor Database. Available: <<http://www.envirostor.dtsc.ca.gov/public/>>. Accessed, May 4, 2009.

Los Angeles County Airport Land Use Commission. 1991. County of Los Angeles Airport Land Use Plan. Adopted December 19. Revised December 1, 2004.

3.9 Land Use and Planning

City of Culver City. 2009. Culver City Municipal Code. CHAPTER 17.210: RESIDENTIAL ZONING DISTRICTS and CHAPTER 17.220: COMMERCIAL ZONING DISTRICTS. Available: http://www.amlegal.com/culvercity_ca/. Accessed May 5, 2009.

City of Los Angeles. 2008b. General Plan Framework Element, Chapter 9 Infrastructure. Available: <<http://www.lacity.org/pln/Cwd/Framwk/chapters/09/09.htm>>. Accessed: September 4, 2008.

3.10 Mineral Resources

City of Los Angeles. 2001. General Plan, Conservation Element. September 26.

3.11 Noise

City of Los Angeles. 1999. *Los Angeles General Plan Noise Element*. Document. Department of City Planning. Los Angeles, CA.

City of Los Angeles. 2009. *City of Los Angeles Municipal Codes*. Document. Department of City Planning. Los Angeles, CA.

City of Culver City. 2009. *City of Culver City Municipal Codes*. Document. Department of City Planning. Los Angeles, CA.

U.S. Environmental Protection Agency and Bolt, Beranek & Newman. 1971. Noise from construction equipment and operations, building equipment, and home appliances. December 31. Prepared under contract by Bolt, Beranek & Newman. Boston, MA.

3.15 Transportation and Traffic

City of Los Angeles. 2006. L.A. CEQA Thresholds Guide.

Fehr & Peers. 2009. Traffic Study for the Scattergood Olympic Powerline Project. June 2009.

3.16 Utilities and Service Systems

Anderson, Brent. District manager. Nu-Way Arrow Reclamation/Waste Management, Irwindale, CA.

September 15, 2009—telephone conversation with Lynze Milne, ICF Jones & Stokes.5. Report Preparation

5. List of Preparers

5.1 Los Angeles Department of Water and Power

| | |
|---------------------|--|
| Vincent Curci | Electrical Engineer, Underground Transmission Design |
| Kishan Kasondra | Project Manager, Underground Transmission Design |
| Charles C. Holloway | Manager, Environmental Planning and Assessment |
| Adrene K. Briones | Project Manager, Environmental Planning and Assessment |

5.2 ICF Jones & Stokes

| | |
|------------------------------------|---|
| Rachel Struglia, Ph.D, AICP | Project Manager |
| Charles Smith, AICP | Project Director |
| Aaron Carter | Environmental Planner |
| Lynze Milne | Environmental Planner |
| Mikael Romich | Biological Resources |
| Mindy Higginson | Technical Editor |
| Soraya Mustain | GIS |
| Cogstone Resource Management, Inc. | Paleontological and Archaeological Resources Specialist |
| Fehr & Peers | Transportation Consultants |
| Ninyo & Moore | Geotechnical and Environmental Sciences Consultants |