

APPENDIX C

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION



RICHARD J. RIORDAN
Mayor

Commission
RICK J. CARUSO, *President*
KENNETH T. LOMBARD, *Vice President*
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DOMINICK W. RUBALCAVA
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JOHN C. BURMAHLN, *Secretary*

S. DAVID FREEMAN, *General Manager*

June 12, 2000

To: Interested Parties

Notice of Intent to Adopt a Negative Declaration
For the Mulholland Water Pipeline Project

Pursuant to the State of California Public Resources Code and Article 6 of the California Environmental Quality Act (CEQA), as amended, the City of Los Angeles Department of Water and Power, as the local lead agency, has prepared an Initial Study and proposed Negative Declaration for the project described below.

Project Description: The proposed project would consist of the construction of approximately 11,100 linear feet of 20-inch-diameter water pipeline and the replacement of approximately 3,500 linear feet of 12-inch-diameter water pipeline with new 16-inch-diameter water pipeline to improve water system service and reliability in the southwestern San Fernando Valley.

Project Location: The proposed project would be located in a portion of Mulholland Drive between Greenbriar Drive and Picasso Avenue in the Woodland Hills area of the City of Los Angeles.

Potential Significant Impacts: An Initial Study (enclosed) was prepared for the proposed project. Based on the findings of the Initial Study, no potential significant effects would occur to environmental resources from the proposed project.

Public Review Period: The public review period for the Initial Study/Proposed Negative Declaration for the proposed project extends from June 14 to July 14, 2000. Any comments should be submitted in writing to:

Charles Holloway
City of Los Angeles
Department of Water and Power
111 N. Hope Street, Room 1044
Los Angeles, CA 90012
Fax (213) 367-3582

Water and Power Conservation... a way of life



The Initial Study/Proposed Negative Declaration will also be available for review at the following address:

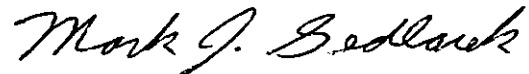
West Valley Regional Branch Library
19036 Vanowen Street
Reseda, CA 91335
(818) 345-4393

Hearing: The Board of Water and Power Commissioners is tentatively scheduled to consider adoption of the Negative Declaration and approve the proposed project on August 15, 2000. Hearing information is as follows:

DATE: Tuesday, August 15, 2000
TIME: 10:00 a.m.
LOCATION: LADWP Board Room
111 N. Hope Street, 15th Floor
Los Angeles, CA

If you have any questions, please contact Mr. Charles Holloway at (213) 367-0285.

Sincerely,



MARK J. SEDLACEK
Manager
Corporate Environmental Services

Enclosure

c: Mr. Charles Holloway

**Draft Negative Declaration
and
Initial Study**

for the

**MULHOLLAND WATER PIPELINE
PROJECT**

June 12, 2000

**City of Los Angeles
Department of Water and Power**

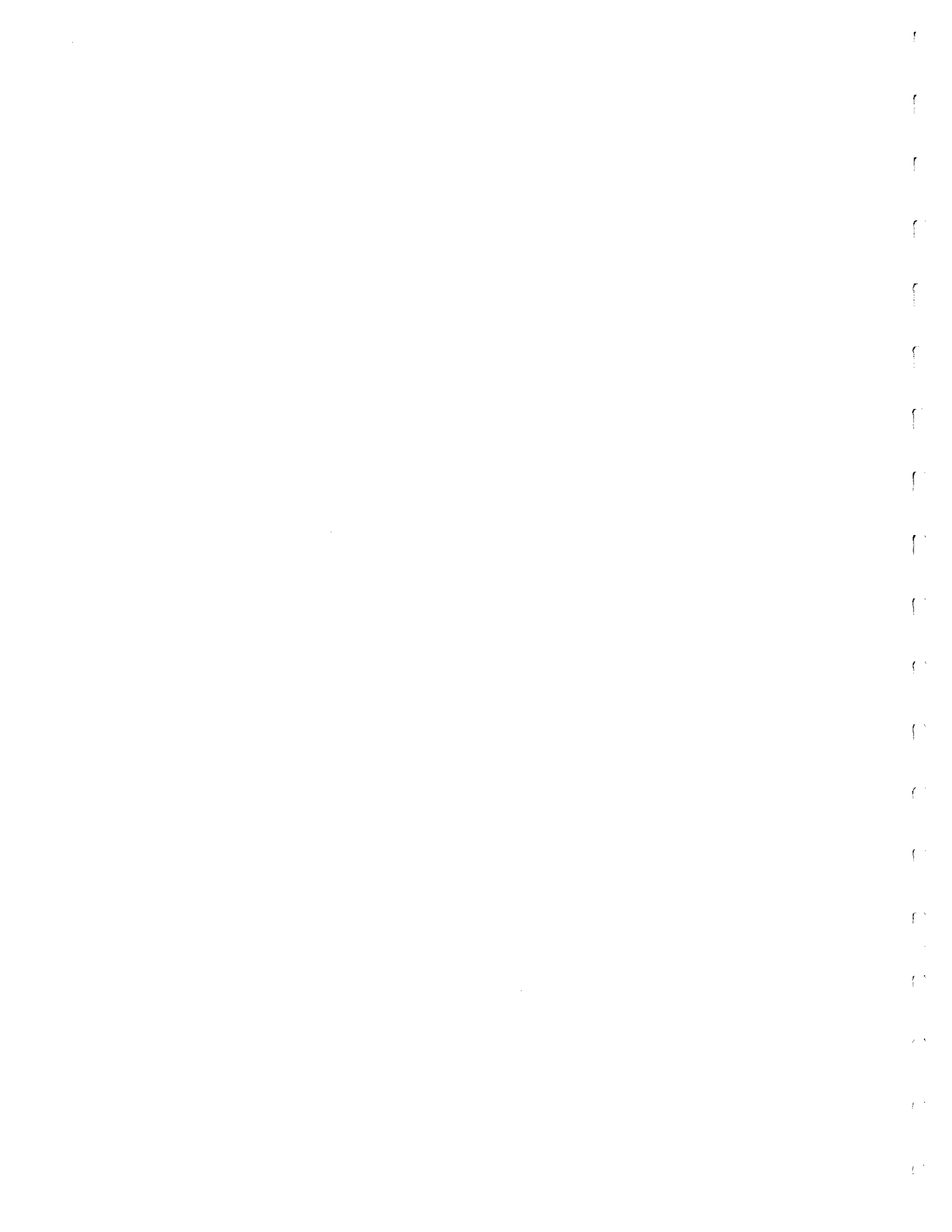
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JUN 14 2000

LOS ANGELES, COUNTY CLERK

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LOS ANGELES, COUNTY CLERK

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL EAST
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY
NEGATIVE DECLARATION
(Article V, City CEQA Guidelines)

DOCUMENT FILED
City Clerk's Office
No: *wp 213-00*
Certified by *[Signature]*
JUN 14 2000
Date:

LEAD CITY AGENCY: Los Angeles Department of Water and Power COUNCIL DISTRICT 11

PROJECT TITLE: Mulholland Water Pipeline CASE NO. WP-213-00

PROJECT LOCATION: Project is located in a portion of Mulholland Drive, in the Canoga Park-Winnetka-Woodland Hills community planning area of the City of the City of Los Angeles.

DESCRIPTION: The proposed project consists of the construction of approximately 11,100 linear feet of 20-inch-diameter water pipeline and the replacement of approximately 3,500 linear feet of 12-inch diameter water pipeline with new 16-inch-diameter water pipeline. The project would provide improved water service and reliability to users in the southwestern San Fernando Valley area.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

FINDING:

On _____, the Board of Water and Power Commissioners of the City of Los Angeles determined that this project will not have a significant effect on the environment for the following reasons:

See attached Initial Study.

SEE ATTACHED SHEETS FOR ANY MITIGATION MEASURES IMPOSED

Any written objections received during the public review period are attached together with the responses of the Lead City Agency.

THE INITIAL STUDY PREPARED FOR THIS DOCUMENT IS ATTACHED

NAME OF PERSON PREPARING THIS FORM: Charles Holloway	TITLE: Environmental Affairs Officer	PHONE: (213) 367-0285
ADDRESS: 111 N. Hope Street, Room 1044 Los Angeles, CA 90012	SIGNATURE (Official) Mark J. Sedlacek Manager Corporate Environmental Services	DATE

**CITY OF LOS ANGELES
DEPARTMENT OF WATER AND POWER**

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

INITIAL STUDY

(Article IV -- City CEQA Guidelines)

Council District: **11**

Date: June 12, 2000

Lead City Agency: City of Los Angeles
Department of Water and Power

Project Title: **Mulholland Water Pipeline**

I. PROJECT DESCRIPTION

The proposed project consists of the installation of approximately 11,100 linear feet of new 20-inch diameter water distribution pipeline and the replacement of approximately 3,500 linear feet of existing 12-inch-diameter water pipeline with new 16-inch-diameter water pipeline. The project would improve overall water system reliability to existing system users and provide water service to already approved development in the southwestern San Fernando Valley area of the City of Los Angeles. The Los Angeles Department of Water and Power (LADWP) has received 31 documented pressure complaints from water service customers in the southwestern San Fernando Valley since the early 1990s. The proposed project would provide additional water to this area thereby improving system pressures.

A. LOCATION

The proposed project would occur along Mulholland Drive, between Greenbriar Drive and Picasso Avenue (Thomas Guide Page 560 A5-E6; see Figure I), in the Woodland Hills area of the City of Los Angeles.

B. PURPOSE

Since the early 1990s, LADWP has received 31 documented pressure complaints from water service users in the southwestern San Fernando Valley. The proposed project would connect the existing water systems along the southern and western rims of the San Fernando Valley. (Figure 2 illustrates the proposed project in relation to the western San Fernando Valley water distribution system.) The proposed project would provide an additional source of water supply to the Department's 1337 (Girard Pump Station) service zone, which currently services a developed area adjacent to Mulholland Drive, between Marcos Road and San Feliciano Drive.

In addition to improving water system pressures to customers during times of high water usage, the proposed project would also provide a supplementary source of water to the Department's 1305 (Kittridge Tank) service zone during emergencies such as fire and earthquakes. The effects of the recent 1994 Northridge Earthquake reinforced the need to provide a supplementary source to support the water distribution system in this area. As a result of the earthquake, the major water pipeline providing water to the west San Fernando Valley (Granada Trunk Line) was severed. (Figure 3 illustrates the proposed project in relation to the Granada Trunk Line.) Approximately three days were required to mobilize a sufficient number of Los Angeles Fire Department pumper trucks to temporarily provide water service to limited portions of the western San Fernando Valley. The proposed project would reduce the need for this type of emergency measures.

No fire hydrants currently exist along the dirt portion of Mulholland Drive between Marcos Road and Greenbriar Drive. The proposed project would provide for the ability to install new fire hydrants, as needed, providing fire protection to this high-risk area of the Santa Monica Mountains. While this optional feature has been previously addressed in the 1985 Final Environmental Impact Report for the Mulholland Scenic Parkway Specific Plan, it is not being considered as part of the proposed project.

C. DESCRIPTION

Background

The proposed project is a component of the Corbin Tank Project. (Refer to the 1981 Final Environmental Impact Report for the Construction of Corbin Tank.) The Corbin Tank Project called for the installation of water mains (ranging in size from 12 inches to 24 inches in diameter) in Mulholland Drive to deliver water from Corbin Tank to area customers and fire hydrants. The Corbin Tank Project and the installation of 2.5-mile water main extension along Mulholland Drive easterly from Marcos Road were also discussed in the 1985 Final Environmental Impact Report for the Mulholland Scenic Parkway Specific Plan. The proposed project consists of the installation of two (2) miles of new water main along Mulholland Drive easterly from Marcos Road to convey from Corbin Tank to water system users in the southwestern San Fernando Valley.

General

The proposed project would involve the installation of approximately 11,100 linear feet of new 20-inch diameter welded steel water pipeline, and the replacement of approximately 3,500 of existing 12 to 16-inch ductile iron water pipeline with new 16-inch ductile iron water pipeline. Construction would also consist of the installation of a water regulating station and valves along Mulholland Drive. Construction would occur along Mulholland Drive between Greenbriar Drive and Picasso Avenue utilizing open trench methodology.

Construction Methodology and Schedule

The pipeline installation method would be open trench. Open trench methodology would consist of a moving construction zone involving the following construction sequence: 1) geologic assessment, 2) excavation (and pipe removal and/or relocation of substructures as applicable), 3) pipe placement, regulating station, and maintenance hole construction, 4) backfilling, and 5) surface restoration to condition prior to construction. Excavation would range from two and one-half (2.5) to five (5) feet in depth and approximately five (5) feet in width for pipeline placement and 10 feet in depth and eight (8) feet in width and 10 feet in length for regulating station construction. Construction is anticipated to progress at a rate of approximately 54 to 72 feet per day with no more than 500 linear feet of construction zone being active at any one time. Construction activities not completed by the close of the workday would be secured with all open excavations fenced off or covered with steel plates for the protection and safety of the public.

The proposed project would include installation of a regulating station and valves along the pipeline alignment for maintenance and operational purposes. The regulating station and valves would each require maintenance holes for operation and maintenance. Maintenance hole access covers are typically about 36 inches in diameter and are located directly above the valve or regulating station at the road surface. Because portions of Mulholland Drive are unpaved, covers located at the road surface may result in a differential erosion rate between the dirt road and the cover. This differential erosion would be relatively minor and would not be capable of resulting in topographical changes. However, in order to resolve any potential erosional impacts to the road surface, though minor, the maintenance for the valves may be located in the embankment adjacent to the roadway. To accommodate placement of the valves along the embankment, the maintenance hole would need to be approximately two feet above the surrounding ground elevation. Soil surrounding these maintenance holes would be landscaped with native vegetation to stabilize the ground surface. This landscaping would additionally shield the maintenance holes along the embankment from public view.

Construction activities for new pipeline installation are anticipated to commence in the end of 2000. The duration of construction is anticipated to take approximately 12 to 16 months. Working hours would be from 7:00 a.m. to 5:00 p.m. weekdays and Saturdays, as necessary. No Sunday or evening construction would occur.

Operational Characteristics

Under normal operations, the proposed project would improve the water pressure within the distribution system to customers during periods of high water usage, and defer the need for additional water storage facilities and the replacement of pipelines within currently developed areas.

Under emergency operations, the proposed project would be able to provide domestic and fire supply for the 1337 (Girard Pump Station - south) service zone, the westerly portion of the adjacent 1240 (Girard Pump Station - north) service

zone, or the southerly portion of the 1305 (Kittridge Tank) service zone. Figures 4 and 5 illustrate the proposed project's normal service area and proposed project's potential emergency service area, respectively.

The proposed project is needed to meet the water demands of existing development and developments approved by the City of Los Angeles, Department of City Planning, within the proposed project's service area, and to improve overall water service reliability. The proposed project would connect an existing water tank, Corbin Tank, to the existing water distribution infrastructure of the southwestern San Fernando Valley. The water pipeline is being appropriately sized to meet these needs and is not considered to be growth inducing.

Required Permits and Approvals

The following permits are anticipated for the proposed project:

City of Los Angeles, Department of Public Works – An Excavation and Class "A" Permanent Resurfacing Permit would need to be acquired. The Department of Public Works processes and issues permits for projects within the Mulholland Drive right-of-way.

State of California, Santa Monica Mountains Conservancy – An easement may need to be acquired for construction activities along that portion of Mulholland Road, which traverses State-owned lands.

City of Los Angeles, Department of City Planning – Projects located within the Mulholland Scenic Parkway are evaluated for compatibility with the Mulholland Scenic Parkway Specific Plan.

Unless otherwise stated, the proposed project would be designed, constructed and operated in accordance with all applicable laws, regulations and formally adopted City standards. Construction would adhere to uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., Standard Specifications for Public Works Construction) as specifically adopted by the City of Los Angeles.

II. EXISTING ENVIRONMENT

A. Mulholland Scenic Parkway

Mulholland Drive, which opened in 1924, extends from the Hollywood Freeway (I-101) westerly to the Los Angeles City-County boundary line. The road provides mountain, ocean, and city views, in addition to scenic and recreational opportunities. Recognizing the recreational and educational value of the Drive, the City Council adopted the Mulholland Scenic Parkway Specific Plan (Ordinance No. 167,943) on May 13, 1992. The primary purpose of the plan is to assure

maximum preservation and enhancement of the parkway's scenic features and resources.

The Parkway is delineated as having an inner and outer corridor. The Inner Corridor is defined as the Mulholland Scenic Parkway right-of-way plus the additional area extending 500 feet outwards from the edge of the right-of-way. The Outer Corridor is defined as that area which lies between the Inner Corridor's outermost boundary to one-half mile outward from the right-of-way. The right-of-way of Mulholland Drive is 100 feet wide from east of Laurel Canyon Boulevard to the Hollywood Freeway, and 200 feet wide from west of Laurel Canyon Boulevard to the Los Angeles City-County boundary. The proposed project would be located entirely within the existing right-of way.

The following land uses are permitted within the inner corridor, provided they conform to the requirements of the specific plan: single-family dwellings and related parking; accessory structures; fences, gates, walls; driveways, night lighting on private property, landscape materials and associated irrigation equipment, trails and vista points.

Utility related structures, such as power transmission lines, power distribution stations, telecommunications facilities, pumping stations, water tanks, water reservoirs, and water and gas lines are also permitted under the Specific Plan at the recommendation of the Director of Planning or his designated representative. Such recommendations are based on the findings set forth in Subdivision 2 of the Specific Plan, and based on whether feasible alternate locations do not exist outside the inner corridor and whether the facilities are designed, constructed and colored to minimize their visual intrusion on the parkway.

B. Project Impact Zone

The proposed project would involve the installation of approximately 11,100 linear feet of 20-inch diameter steel water pipeline along Mulholland Drive between Greenbriar Drive and Marcos Road. This portion of Mulholland Drive is an existing dirt road that traverses State-owned parklands and low density residential developments. The segment of Mulholland Drive between approximately Santa Maria Road and Greenbriar Drive is a fire access road and is closed to through-traffic. Due to the narrow road width, closure of the roadway segment in the immediate vicinity of active construction would be necessary.

Approximately 3,500 lineal feet of existing 12-inch-diameter, ductile iron pipeline, located along Mulholland Drive between Marcos Road and Picasso Avenue, would be replaced with 16-inch diameter ductile iron pipeline. This portion of Mulholland Drive consists of paved and unpaved portions located within a residentially developed area. Lane closures would be necessary during active construction, however through-traffic would be maintained at all times.

Construction activities would be limited to the road and nearby staging areas. By nature of its use, no sensitive biological resources exist on the roadway that would be subject to impact from proposed project.

III. ENVIRONMENTAL IMPACTS AND MITIGATION

A. Air Quality

The South Coast Air Quality Management District (SCAQMD) is the regional agency responsible for regulating stationary source emissions. The SCAQMD has established construction and operational emission thresholds for the South Coast Air Basin (SCAB) where the proposed project would be located. Air quality impacts from the proposed project would occur from construction activities only. SCAQMD emission thresholds for construction are presented in Table 1.

Table 1
SCAQMD Daily Construction Emission Thresholds

Criteria Pollutant	Units (pounds per day)
Reactive Organic Compounds (ROC)	75
Nitrogen Oxides (NOx)	100
Carbon Monoxide (CO)	550
Particulates (PM10)	150
Sulfur Oxides (Sox)	150

Construction related emissions would occur in two forms: 1) Primary effects – emissions from construction related activities, and 2) Secondary effects – emissions resulting from the effects of construction related activities.

1. Primary Effects – Construction Emissions

SCAQMD's CEQA Air Quality Handbook presents methodology for estimating construction exhaust emission based on the type of construction activity, the period of operation, and the type of equipment utilized. This methodology was used to estimate construction exhaust and fugitive dust emissions from the construction of the proposed project. Total construction exhaust emissions occurring from equipment and material hauling are presented in Table 2. Fugitive dust emissions from construction activities without and with the incorporation of mitigation measures are presented in Tables 3 and 4, respectively.

**TABLE 2
MULHOLLAND WATER LINE PROJECT
SUMMARY OF DAILY CONSTRUCTION EMISSIONS
(Fuel Combustion)**

Activity	Quantity	<i>Pounds per Day</i>				
		CO	ROG	NOx	SOx	PM10
Materials Transport	2 trucks @ 2-hrs each	7.2	0.76	16.68	1.81	1.04
Excavation	1 backhoe @ 5-hrs	2.86	1.15	9.50	0.91	0.85
Soil Hauling	1 trucks @ 1-hr	1.8	0.19	4.17	0.45	0.26
Pipe Placement (modified backhoe)	1 backhoe @ 5-hrs	2.86	1.15	9.50	0.91	0.85
Backfill	1 backhoe @ 5-hrs	2.86	1.15	9.50	0.91	0.85
Cement/Soil Slurry	1 truck @ 5-hrs	9.0	0.95	20.85	2.25	1.3
Finishing	1 roller/ compactor @ 2-hrs	0.60	0.13	1.74	0.13	0.10
Sweeper or Water Truck (as needed)	1 truck @ 2-hrs	0.36	0.38	8.34	0.90	0.52
Crane (misc. equip)	1 crane @ 8-hrs	5.4	1.2	13.6	1.14	1.12
Total Emissions		32.94	7.06	93.88	9.41	6.89
SCAQMD Threshold		550	75	100	150	150
Exceedance		NO	NO	NO	NO	NO

Source: Table A9-8-A, SCAQMD CEQA Handbook

Assumptions: All equipment is diesel operated.
All equipment would be stored at or near the job site.
For calculation purposes, the backhoe is treated as a wheeled loader.

**TABLE 3
MULHOLLAND WATER LINE PROJECT
ESTIMATED PM10 EMISSIONS FROM FUGITIVE DUST
No Mitigation Included**

Source	Total VMT/day	Emission Factor	Daily Emissions
Passenger Vehicles (worker travel) on paved roadways. 6 vehicles from the LADWP West Valley District @ 20 miles roundtrip.	120	0.33	40
Passenger vehicles (field inspection) on unpaved roadways. 2 vehicles @ no more than 2 miles roundtrip.	4	5.56	22.24
Trucks on paved roads. 6 trucks @ nearby staging area approximately 4 miles roundtrip	24	2.0	48.0
Trucks on unpaved roads. 6 trucks @ no more than 2 miles roundtrip.	12	23.00	276
Open Storage Piles (sq. ft. of area covered by storage pile/day).	1000 sq. ft.	1.97/1000 sq. ft.	1.97
Earthmoving (cut and cover operation) (open trench methodology).	0.015	4.3	0.06
Dirt Hauling with truck. (total miles traveled per day from source to disposal location). 3 trucks per day @ 6 miles to disposal location per truck	18	10	180
PM10 Emissions from Construction Equipment			6.89
Total Emissions w/o mitigation			575.16
SCAQMD Threshold			150

Source: SCAQMD CEQA Handbook, Table A9-9.

- Assumptions:
- Construction activity would progress at approximately 54-75 linear feet/day (0.015mile used for calculation purposes).
 - Excavated soils not used for backfill would be taken to a nearby location off-site for later use. Contaminated soils are not anticipated.
 - Soil displacement from pipe installation would be approximately 12 cubic yards/day for an 18-foot length of 20-inch diameter pipe. Approximately 3 lengths of pipeline would be installed/day.

**TABLE 4
MULHOLLAND WATER LINE
ESTIMATED PM10 EMISSIONS FROM FUGITIVE DUST
(Mitigation Measures Included)

Source	Total VMT/day	Emission Factor	Daily Emissions
Passenger Vehicles (worker travel) on paved roadways WITH STREET SWEEPING. 6 vehicles from LADWP's West Valley District Civic Center @ 20 miles roundtrip.	120	0.018	2.16
Passenger vehicles (field inspection) on unpaved roadways. 2 vehicles @ no more than 2 miles roundtrip. **(Reduce traffic speeds on all unpaved roads to 15 mph or less -- 40% control efficiency).	4	3.336 (5.56)X(0.6)	13.344
Trucks on paved roads WITH STREET SWEEPING. 2 trucks @ 7 miles roundtrip.	24	0.40	9.6
Trucks on unpaved roads. 6 trucks @ no more than 2 miles roundtrip. **(Reduce traffic speeds on all unpaved roads to 15 mph or less -- 40% control efficiency). **Further mitigation includes water-down of unpaved roads at least twice daily -- 34% control efficiency **Further mitigation includes washing of truck wheel wells prior to driving on paved roads -- 40% control efficiency	12	5.46 (23)X(0.6) X(0.66) X(0.6)	65.52
Open Storage Piles	1000 sq. ft.	1.97/1000 sq. ft.	1.97
Earthmoving	0.015	4.3	0.06
Dirt Hauling with truck **(securely cover truck beds - 7% control efficiency)	18	9.3 lbs/mile	167.4
PM10 Emissions from Construction Equipment			6.89
Total Emissions with mitigation			266.94
SCAQMD Threshold			150

Source: SCAQMD CEQA Handbook, Tables A9-9 and A11-9-A.

2. Secondary Effects – Traffic Diversion

Due to the likelihood of road closure along the dirt portion of Mulholland Drive, vehicles accessing utilizing Mulholland Drive as a primary access road would utilize alternative routes. The area surrounding this portion of the proposed project is not densely developed, therefore this incremental increase in local traffic is not considered to be significant.

Estimated vehicular emissions for passenger vehicles utilizing alternative routes were calculated using SCAQMD emission factors. These factors and the estimated increase in emissions are presented in Tables 5 and 6, respectively.

TABLE 5 Emission Factors for 1999 Vehicles Less than 6000 Pounds (passenger vehicles) Area 2 (Los Angeles)							
	CO	ROC	Nox	Sox	PM10	PM10	Lead
25 miles/hr (in grams/mile)	4.62	0.29	0.49	0.06	0.005	0.10	N/A

Source: SCAQMD Handbook, Table A9-5-J-5, A9-5-L

TABLE 6 Additional Vehicle Emissions from Vehicles Utilizing Alternative Routes							
	CO	ROC	Nox	Sox	PM10	PM10	Lead
Additional running exhaust and evaporative emissions from use of secondary access roads during project construction.	1.42	0.08	0.14	0.02	0.002	0.04	N/A

Source: SCAQMD Handbook, Tables A9-5-J-5, A9-5-L

- Assumptions:
- There are 24 homes along Santa Maria Avenue between Mulholland Drive and Topanga Canyon Road with an average number of 3 bedrooms per home
 - Average number of vehicles per home is 2
 - Vehicles closest to Mulholland Drive utilize it as their primary route. 33% of the total vehicles (48) utilize this road daily as their primary access, resulting in 16 vehicles per day that would take Topanga Canyon Boulevard as an alternative route during construction.
 - 8 additional miles would be traveled for each of the 16 vehicles via Topanga Canyon Boulevard rather than Mulholland Drive.
 - Running Exhaust and Evaporative Emissions = 160VMT X EF (#gms/1VMT)/454 gm/lb.
 - No changes in cold start, hot start, or hot soak emissions.

Thru-roads intersecting Mulholland Drive (Santa Maria Road, Canoga Avenue) are generally paved. As such, vehicles travelling to and from surrounding residences in adjacent areas secondarily utilizing these roads instead of unpaved Mulholland Drive would result in a net decrease in fugitive dust. Fugitive dust emissions resulting from this alteration of travel patterns and the estimated net travel distances have been quantified in TABLE 7.

<p style="text-align: center;">TABLE 7 MULHOLLAND WATER LINE PROJECT ESTIMATED SECONDARY IMPACT OF FUGITIVE DUST EMISSIONS DURING PROJECT CONSTRUCTION FROM USE OF ALTERNATIVE ACCESS ROADS</p>			
<i>Source</i>	Total VMT/day	Emission Factor	Daily Emissions
Passenger Vehicles on paved roadways. Assumption of 16 vehicles diverted to local paved streets during project construction @ 10 miles roundtrip.	160	0.33	53.3
Passenger vehicles on unpaved roadways. Assumption of 16 vehicles currently travelling on Mulholland Drive as primary access road @ no more than 2 miles roundtrip.	32	5.56	177.92
Net change in Fugitive Dust Emissions from secondary impacts of traffic pattern alteration during project construction.			-124.62

Calculations indicate that increases in passenger vehicle emissions resulting from increased miles traveled would be negligible and fugitive dust emissions resulting from vehicles utilizing paved alternative access routes would actually decrease during construction activities.

Overall impacts to air quality from construction of the proposed project would be temporary and intermittent. Emissions are not anticipated to exceed SCAQMD daily emission thresholds for all criteria pollutants except for fugitive dust. Fugitive dust emission control measures outlined in Table 4 additive with the secondary benefit of vehicles travelling on paved roadways, quantified in Table 7, would have net fugitive dust emissions within SCAQMD thresholds and are therefore not considered to be significant.

IV. ENVIRONMENTAL EVALUATION AND CHECKLIST

An environmental checklist follows showing the environmental parameters considered in the evaluation of potential environmental effects resulting from the proposed project.

Appendix I

ENVIRONMENTAL CHECKLIST FORM

1. Project title:

Mulholland Water Pipeline

2. Lead agency name and address:

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

3. Contact person and phone number:

Charles Holloway
City of Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, California 90012
Phone: (213) 367-0285

4. Project location:

The proposed project would occur along Mulholland Drive between Greenbriar Drive and Picasso Avenue in the Woodland Hills area of the City of Los Angeles.

5. Project sponsor's name and address:

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

6. General plan designation: Scenic Highway

Surrounding uses include minimum and very low density residential and open space.

7. Zoning: A1, A2, RE40, RE20, RA, RE15, RE11, OS

8. Description of project:

The proposed project would consist of the installation of approximately 11,100 linear feet of 20-inch-diameter welded steel water pipeline and the replacement of approximately 3,500 linear feet of existing 12-inch water pipeline with new 16-inch-diameter ductile iron water pipeline.

9. Surrounding land uses and setting: (Briefly describe the project's surroundings)

Mulholland Drive is designated as a Scenic Major Highway by the Canoga Park – Winnetka – Woodland Hills Community Plan of the City of Los Angeles. Surrounding land uses consist primarily of open space (e.g., parkland) and very low density residential.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

City of Los Angeles, Department of City Planning
City of Los Angeles, Department of Public Works
State of California, Santa Monica Mountains Conservancy

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- Land Use and Planning
- Population and Housing
- Geological Problems
- Water
- Air Quality
- Transportation/Circulation
- Biological Resources
- Energy and Mineral Resources
- Hazards
- Noise
- Mandatory Findings of Significance
- Public Services
- Utilities and Service Systems
- Aesthetics
- Cultural Resources
- Recreation

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature Charles C. Holloway Date 6/13/00
 Printed name Charles C. Holloway For: Environmental Assessment, LADWP

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. See the sample question below. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) This is only a suggested form, and lead agencies are free to use different ones.

ENVIRONMENTAL IMPACTS:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
I. LAND USE AND PLANNING. <i>Would the proposal:</i>				
a) Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No. Mulholland Drive is designated as a Scenic Major Highway by the Los Angeles General Plan. The construction of utility related structures are permitted under the Mulholland Scenic Parkway Specific Plan.				
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No. The proposed project is being constructed to improve the existing water demands in the project service area and improve system reliability.				
c) Be incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No. See responses to I.a) and I.b), above.				
d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No. Construction activities would occur along an existing roadway. There are no known agricultural resources or operations occurring in the area that would be subject to impact from the proposed project.				
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No. The proposed project is a subsurface water pipeline and would not create any physical barriers to existing communities.				

II. POPULATION AND HOUSING. Would the proposal:

Potentially Significant Impact Potentially Significant Unless Mitigation Incorporated Less than Significant Impact No Impact

- a) Cumulatively exceed official regional or local population projections?

No. The proposed project is a water pipeline designed to improve overall water system service and reliability to existing and already approved developments by the City of Los Angeles, Department of City Planning in the southwestern San Fernando Valley area.

- b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?

No. The proposed project is needed to meet the existing water demands of the project's service area and to improve water service reliability. The proposed project would connect an existing water tank, Corbin Tank, to the existing water distribution infrastructure of an existing developed area of the southwestern San Fernando Valley. The proposed project would not induce growth in this area. Any new developments require the approval of the City of Los Angeles, Department of City Planning.

- c) Displace existing housing, especially affordable housing?

No. Construction activities would occur along an existing roadway. There is no housing on or near the proposed project site that would be subject to displacement by the proposed project.

III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:

Potentially Significant Impact Potentially Significant Unless Mitigation Incorporated Less than Significant Impact No Impact

- a) Fault rupture?

There are no known or mapped "active" faults transecting the proposed project alignment. However, Southern California is a seismically active area, and seismically induced ground shaking would likely be felt by the proposed project during its lifetime. All Uniform Building Codes will be applied to the design and construction of all structures associated with the proposed project.

- b) Seismic ground shaking?

The Los Angeles area is seismically active and subject to varying degrees of ground shaking from seismic events. The proposed project would be designed and constructed with these considerations. This effect is not considered to be significant.

- c) Seismic ground failure, including liquefaction?

The California Department of Conservation, Division of Mines and Geology (Canoga Park Quadrangle) lists the proposed project site as a potential liquefaction area. Liquefaction is a phenomenon associated with fine to medium sized cohesionless sand in a relatively loose state and saturated with water. Since the project site is a bedrock site on a hill top location where groundwater is not present, and the project would be shallow in depth, this potential is negligible.

- d) Seiche, tsunami, or volcanic hazard?

No. The proposed project would be located at a high elevation and is not near any water bodies sufficiently large enough for a seiche to form. No active volcanoes are known to exist in the project area.

- e) Landslides or mudflows?

The California Department of Conservation, Division of Mines and Geology (Canoga Park Quadrangle) lists the region of the proposed project site as a potential earthquake-induced landslide area. Project construction would not affect the regional geomorphology of the area. There would be a temporary exposure of workers to this potential during the period of construction only. This effect is not considered to be significant.

- f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?

The proposed project would be constructed away from the downward slope edge of the road. Open trench activities, although relatively shallow, would expose soils to potential increased wind and water erosion. This effect would be short-term and occur only during construction. Standard Specifications for Public Works Construction measures would be employed. This temporary effect is not considered significant. Construction of maintenance holes for system operation and maintenance along the unpaved portion of Mulholland Drive at the road surface would create a potential for increased erosion around the immediate perimeter of these structures. This effect would be relatively minor and incapable of resulting in topographical changes, and is therefore not considered to be significant.

- g) Subsidence of land?

No. The proposed project site is not an area of known subsidence.

- h) Expansive soils?

No. Expansive soils are typically associated with high clay content. Geologic surveys reveal that the composition of the project site is primarily semi-friable sandstone with intermittent layers of siltstone and shale. Such conditions are not conducive to expansive soils.

- i) Unique geologic or physical features?

No. Excavation activities would occur along an existing roadway. No alterations to the existing slope face are proposed as a part of the proposed project. The road surface would be restored after project construction. There are no known unique geologic or physical features located on the project site that could be affected by the proposed project's construction or operation.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. WATER. Would the proposal result in:

- a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?

The proposed project involves the installation of a new water line beneath an existing roadway. Temporary disturbance of the roadway during project construction would have minor impact on surface runoff patterns, and is not considered to be significant.

- b) Exposure of people or property to water related hazards such as flooding?

Project construction may expose workers and property to the potential for landslides resulting from unusually high rainfall events. Since construction activities are not anticipated to occur during such events, this potential is not considered to be significant.

- c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?

No. Excavation activities would range from approximately two and one-half (2.5) to eight (8) feet in depth. No ground water is expected to be encountered and no dewatering activities would occur. Consequently, discharges into surface waters or into the storm drain system are not anticipated.

- d) Changes in the amount of surface water in any water body?

The proposed water pipeline is part of a larger water distribution system that supplies water to the City of Los Angeles. Project operation is not anticipated to result in changes to existing surface water bodies.

- e) Changes in currents, or the course or direction of water movements?

No. No water courses are in the vicinity of the proposed project that would be subject to impact.

- f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?

No. Open trench excavations would be relatively shallow (2.5 to eight feet in depth) and would not penetrate the groundwater table.

- g) Altered direction or rate of flow of groundwater?

No. See IV.f) above.

- h) Impacts to groundwater quality?

No. The proposed project is a potable water distribution line and would have no effect on groundwater quality.

- i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?

No. See IV.d) and IV.f) above.

V. AIR QUALITY. Would the proposal:

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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- a) Violate any air quality standard or contribute to an existing or projected air quality violation?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Construction activities could exceed State air emission thresholds. This effect would be temporary, intermittent, and responsive to the implementation of mitigation measures. Measures include: prohibition of construction activities during stage 3 smog alerts, limiting construction vehicle speeds on unpaved roads to 15 mph, and water down provisions for the control of fugitive dust. This issue is further addressed in the attached Initial Study.

- b) Expose sensitive receptors to pollutants?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Much of the construction activity would occur along a scenic parkway, which is open to pedestrians. As such, it is difficult to ascertain where pedestrians would be in proximity to the construction zone. It is anticipated that these individuals would avoid construction zones when possible. This effect would be temporary and is not considered to be significant.

- c) Alter air movement, moisture, or temperature, or cause any change in climate?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No. The proposed project is a subsurface pipeline. Neither its construction nor operation would affect local or regional climate.

- d) Create objectionable odors?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Odors would result from the use of diesel and gasoline powered equipment during construction that may be considered objectionable to some individuals. These odors would be similar to those experienced on local streets. This effect would be temporary and is not considered to be significant.

See also, item V.b) above.

VI. TRANSPORTATION/CIRCULATION. Would the proposal result in:

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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- a) Increased vehicle trips or traffic congestion?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A portion of the proposed construction site is currently closed to vehicle traffic. There would be a slight increase in local traffic resulting from the daily movements of the construction vehicles traveling to and from the construction site. Some changes in local traffic patterns are anticipated during the construction of the proposed project from vehicles utilizing alternative access roads to and from the project site. That portion of the project site subject to road closure is not densely populated, and overall increases on local streets is not considered to be significant. Secondary effects of modified traffic patterns on air quality during the construction period are further addressed in the Initial Study.

- b) Hazards to safety from design features (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"/>
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No. The proposed project is a subsurface pipeline and would not involve changes to the existing roadway alignment.

- c) Inadequate emergency access or access to nearby uses?

Project construction would result in a temporary impedence to emergency access from Mulholland Drive. Local emergency providers would be notified prior to project construction. This temporary impact is not considered to be significant.

- d) Insufficient parking capacity on-site or off-site?

No. No parking is currently permitted along the proposed project alignment that would be subject to impact. Staging would not occur on public parking sites. Consequently, no impact is anticipated.

- e) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No. The proposed project is an underground pipeline and would have no impact on policies supporting alternative transportation.

- f) Result in hazards or barriers for pedestrians or bicyclists?

The proposed project would occur along a portion of Mulholland Drive, a designated scenic parkway. The presence of active construction equipment does pose the potential for hazards or barriers to pedestrians and bicyclists utilizing the parkway. Unauthorized personnel are not permitted in active construction areas and Standard Specifications for Public Works Construction provide that safe and adequate pedestrian zones be maintained during construction. This temporary effect is therefore not considered to be significant.

- g) Rail, waterborne or air traffic impacts?

No. The proposed project would have no impact on rail, waterborne or air traffic impacts.

VII. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to:*

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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- a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?

No. The proposed project construction zone is limited to the existing roadway. No endangered, threatened or rare species or their habitats are known to exist that would be subject to impact from the proposed project.

- b) Locally designated species (e.g., heritage trees)?

No. No heritage trees exist within the proposed project alignment.

- c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?

Only the road itself would be subject to impact from the proposed project. No natural communities would be subject to impact from the proposed project.

- d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?

No. No wetlands exist in or adjacent to the project site.

- e) Wildlife dispersal or migration corridors?

No. Construction activities would occur along an existing road. No impacts to any existing wildlife dispersal or migration corridors are anticipated.

VIII. ENERGY AND MINERAL RESOURCES. Would the proposal:

Potentially Significant Impact Potentially Significant Unless Mitigation Incorporated Less than Significant Impact No Impact

- a) Conflict with adopted energy conservation plans?

No. The proposed water line would have no effect on adopted energy conservation plans.

- b) Use nonrenewable resources in a wasteful and inefficient manner?

Construction activities would require the use of gasoline and diesel fuel. Construction equipment not in active use would be turned off to avoid extended idling. This effect is not considered to be significant.

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

No. No mineral resources are known to be present under the project site.

IX. HAZARDS. Would the proposal involve:

Potentially Significant Impact Potentially Significant Unless Mitigation Incorporated Less than Significant Impact No Impact

- a) A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?

The presence of construction equipment would result in a temporary incremental increase in the potential for explosion from diesel powered equipment. This temporary effect is considered negligible and not significant.

- b) Possible interference with an emergency response plan or emergency evacuation plan?

Construction of the proposed project would occur along an existing road that would result in a temporary interference with existing local emergency response and evacuation plans. Emergency service providers and local residents would be notified prior to construction activities. This temporary effect is not considered to be significant.

- c) The creation of any health hazard or potential health hazard?

No. The proposed project consists of the construction of a new water pipeline along an existing roadway, and would not create any new or potential health hazard.

- d) Exposure of people to existing sources of potential health hazards?

No. The proposed consists of the installation of new water pipeline and the replacement of existing water pipeline, and would not result in the exposure of people to existing sources of potential health hazards.

- e) Increased fire hazard in areas with flammable brush, grass, or trees?

The presence of combustible fueled construction equipment does pose the increased potential for fire. This effect is problematic and is limited to the period of construction only, and is therefore, not considered to be significant.

X. NOISE. *Would the proposal result in:*

- a) Increases in existing noise levels?

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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Construction activities would result in a temporary increase in existing noise levels.

No sensitive receptors (e.g., schools, hospitals, day care centers, etc.) exist along the project alignment. However, due to the aesthetic nature of the surrounding area, pedestrians and park patrons in the immediate vicinity of active construction may find construction noise annoying, and would likely avoid active construction areas wherever possible. This effect would be temporary and is not considered to be significant.

- b) Exposure of people to severe noise levels?

Cal-OSHA standards would be adhered to for the protection of workers. Members of the public are not expected to be in the immediate vicinity of active construction. This effect would be temporary and is not considered significant.

XI. PUBLIC SERVICES. *Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:*

- a) Fire protection?

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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Construction of the proposed project would require temporary closure of the road to thru-traffic. Access would still be available to points along the road from the west and east of the active construction zone. Existing fire hydrants located between Marcos Road and Picasso Avenue may be temporarily impacted during project construction. Local fire and police departments would be notified at least two weeks prior to the start of construction. This impact is not considered significant.

- b) Police protection?

See XI.a) above.

- c) Schools?

No. There are no schools near the proposed project that would be subject to impact.

- d) Maintenance of public facilities, including roads?

The proposed water pipeline would be a new public facility that would be maintained by existing service providers. The road surface would be restored to existing conditions after project construction.

- e) Other government services?

No. No other government services are known to exist that would be affected by the proposed project.

XII. UTILITIES AND SERVICE SYSTEMS. *Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:*

- | | <i>Potentially Significant Impact</i> | <i>Potentially Significant Unless Mitigation Incorporated</i> | <i>Less than Significant Impact</i> | <i>No Impact</i> |
|--------------------------|---------------------------------------|---|-------------------------------------|-------------------------------------|
| a) Power or natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No. The proposed project would connect to the existing water distribution system. No additional power systems (including natural gas) would be required for the proposed project.

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|----------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Communications systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

No. The proposed project is being designed to avoid conflicts with existing utility systems. No interruption in service is anticipated.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Local or regional water treatment or distribution facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project is a new water distribution pipeline that would convey water from existing water distribution systems.

- | | | | | |
|---------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Sewer or septic tanks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project would be designed to avoid conflicts with existing substructures. Should relocation of existing sewer be necessary, local system users would be notified of any short-term disruptions of sewer service. This effect is unlikely and is not considered significant.

- | | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Storm water drainage? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project would be designed to avoid conflicts with existing substructures. Should relocation of existing storm drains be necessary, local system users would be notified of any short-term disruptions of service. This effect is unlikely and is not considered significant.

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| f) Solid waste disposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No. Construction of the proposed pipeline is not anticipated to have an effect on solid waste disposal services.

- | | | | | |
|--------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Local or regional water supplies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

No. The proposed project is a new water pipeline that would convey available water to surrounding service users.

XIII. AESTHETICS. Would the proposal:

a) Affect a scenic vista or scenic highway?

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project is a subsurface water distribution pipeline located within the roadway (Mulholland Drive) of the existing Mulholland Scenic Parkway. The proposed utility related structure is consistent with the uses outlined in Section 5. A. 5 of the Mulholland Scenic Parkway Specific Plan (Ordinance No. 167,943). Construction activities would result in a temporary inconvenience to pedestrians and vehicles utilizing the roadway. This effect would be temporary and is not considered to be significant.

b) Have a demonstrable negative aesthetic effect?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Any exposed structures (e.g. maintenance holes) would be within the existing right-of-way and level with the road surface or along the embankment immediately adjacent to the road. Placement of maintenance hole covers at the road surface, along "dirt" Mulholland Drive is not considered to have a significant effect on the visual character of the road surface. Placement of maintenance hole covers along the embankment would be shielded from view with plantings of native vegetation and is not considered to have a significant effect on the scenic views of or from the Mulholland Scenic Parkway.

c) Create light or glare?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No. No nighttime construction activities would occur.

XIV. CULTURAL RESOURCES. Would the proposal:

a) Disturb paleontological resources?

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Mulholland Scenic Parkway Specific Plan provides for the protection of paleontological and archaeological resources. Construction activities would involve excavation along an existing roadway to a depth of approximately eight (8) feet. The site is an existing roadway, which by nature has been previously disturbed. The project site has been further disturbed by the presence of two oil pipelines currently existing under the road surface. No paleontological or archaeological resources are anticipated, and this effect is not considered to be significant.

Should paleontological or archaeological resources be encountered, Standard Specifications for Public Works Construction require that construction activities be ceased until appropriate recovery measures have been considered.

b) Disturb archaeological resources?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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See Item XIV.a), above.

c) Have the potential to cause a physical change, which would affect unique ethnic cultural values?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No. No unique ethnic cultural values are known to exist that would be subject to impact from the proposed project. The road surface would be restored to existing conditions upon project completion.

- d) Restrict existing religious or sacred uses within the potential impact area?

No. There are no known religious or sacred uses that exist in the project area that would be subject to impact from the proposed water line.

XV. RECREATION. Would the proposal:

Potentially Significant Impact Potentially Significant Unless Mitigation Incorporated Less than Significant Impact No Impact

- a) Increase the demand for neighborhood or regional parks or other recreational facilities?

No. Construction of the proposed pipeline would not increase the demand for recreational uses in the area.

- b) Affect existing recreational opportunities?

The proposed project would occur within a portion of Mulholland Scenic Parkway. Construction activities would result in a temporary inconvenience to recreational opportunities along the parkway in the form of road closure along Mulholland Drive in the immediate vicinity of the construction zone. This temporary impact is not considered to be significant.

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

Potentially Significant Impact Potentially Significant Unless 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?

No. The proposed project would result in the construction of a subsurface water pipeline, and the replacement of an existing water pipeline, beneath an existing roadway. No impacts to natural resources are anticipated.

- b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

No. The proposed project would provide additional water within an existing water service area. No impacts to long-term environmental goals are anticipated from the proposed project.

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

No. The proposed project is part of the City's potable water infrastructure. Construction of the proposed project and its operation, are not considered to result in a cumulatively considerable impact on the City's water service system.

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

No. The proposed project consists of the construction of a new water pipeline and would have no substantial adverse effects on human beings, either directly or indirectly.

XVII. EARLIER ANALYSES.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

a) Earlier analyses used. Identify earlier analyses and state where they are available for review.

b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures, which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Authority: Public Resources Code Sections 21083 and 21087.

Reference: Public Resources Code Sections 21080(c), 21080.1, 21083, 21083.3, 21093, 21094, 21151; Sundstrum v. County of Mendocino, 202

Cal.App.3d 296 (1988); Leonoff v. Monterey Board of Supervisors, 222 Cal.App.3d 1337 (1990).

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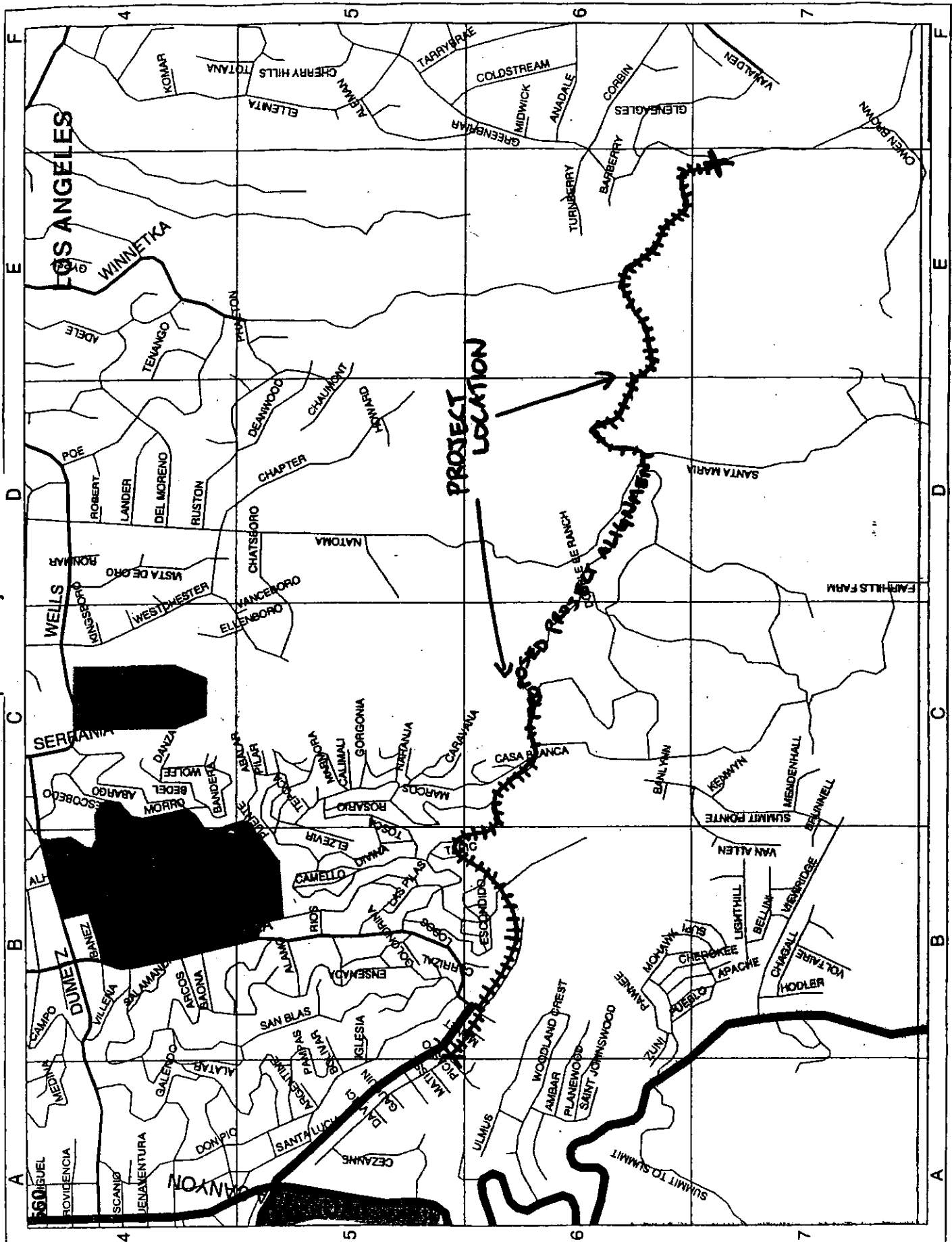
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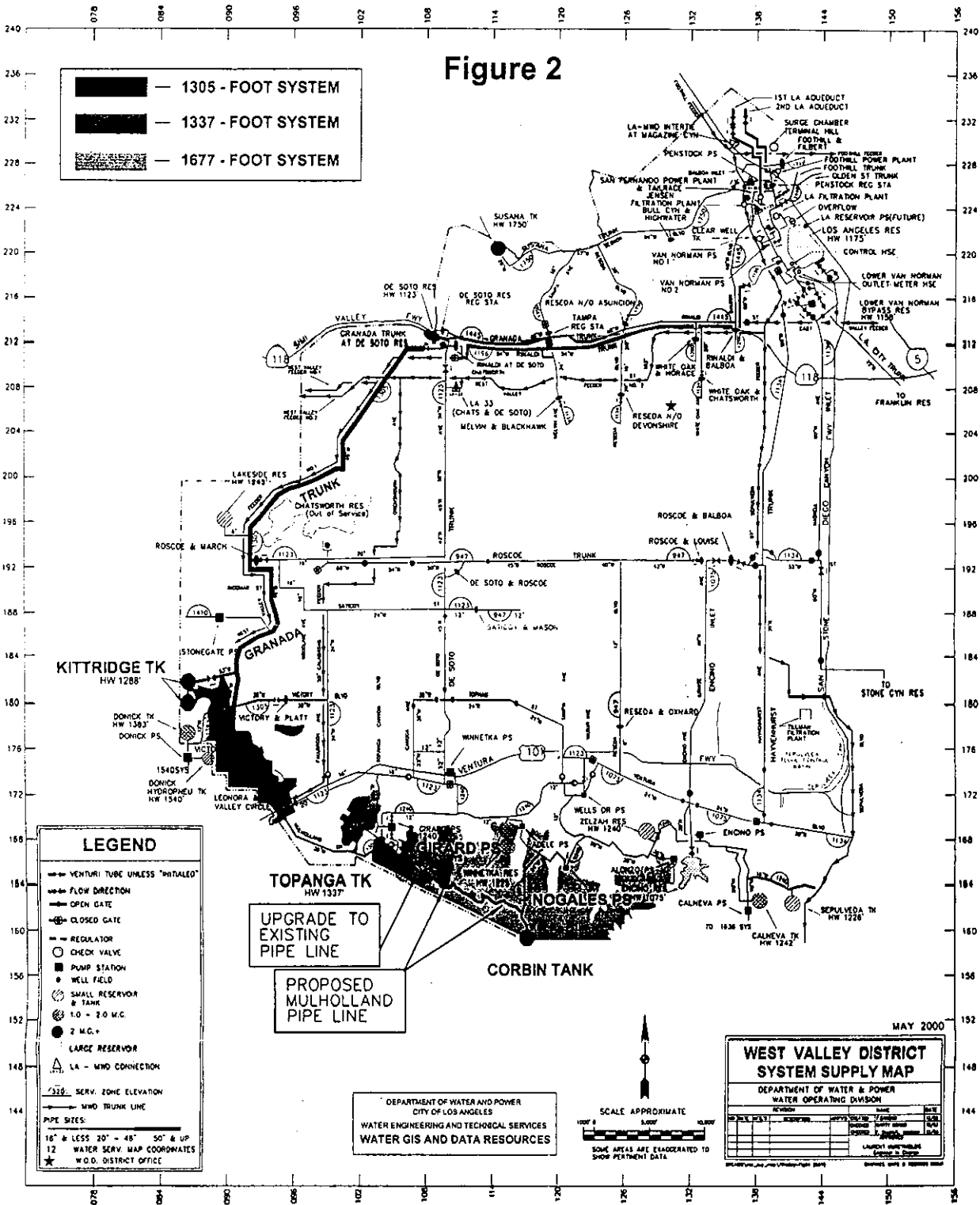


Fig 1 Proposed Project Location



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Figure 2



— 1305 - FOOT SYSTEM
 — 1337 - FOOT SYSTEM
 — 1677 - FOOT SYSTEM

LEGEND

- VENTURI TUBE UNLESS "INITIALED"
- FLOW DIRECTION
- OPEN GATE
- CLOSED GATE
- REGULATOR
- CHECK VALVE
- PUMP STATION
- WELL FIELD
- SMALL RESERVOIR & TANK
- 1.0 - 2.0 M.C.
- 2 M.C. +
- LARGE RESERVOIR
- △ LA - WMO CONNECTION
- SERV. ZONE ELEVATION
- WMO TRUNK LINE

PIPE SIZES:
 16" & LESS 20" - 48" 50" & UP
 12 WATER SERV. MAP COORDINATES
 W.O.D. DISTRICT OFFICE

TOPANGA TK
 HW 1337
 UPGRADE TO
 EXISTING
 PIPE LINE
 PROPOSED
 MULHOLLAND
 PIPE LINE

DEPARTMENT OF WATER AND POWER
 CITY OF LOS ANGELES
 WATER ENGINEERING AND TECHNICAL SERVICES
 WATER GIS AND DATA RESOURCES

MAY 2000

**WEST VALLEY DISTRICT
SYSTEM SUPPLY MAP**

DEPARTMENT OF WATER & POWER
WATER OPERATING DIVISION

NO.	DATE	REVISION	BY	CHECKED	DATE




LAUNCH: HARTMANN
 CHECKED: [Name]
 DATE: [Date]

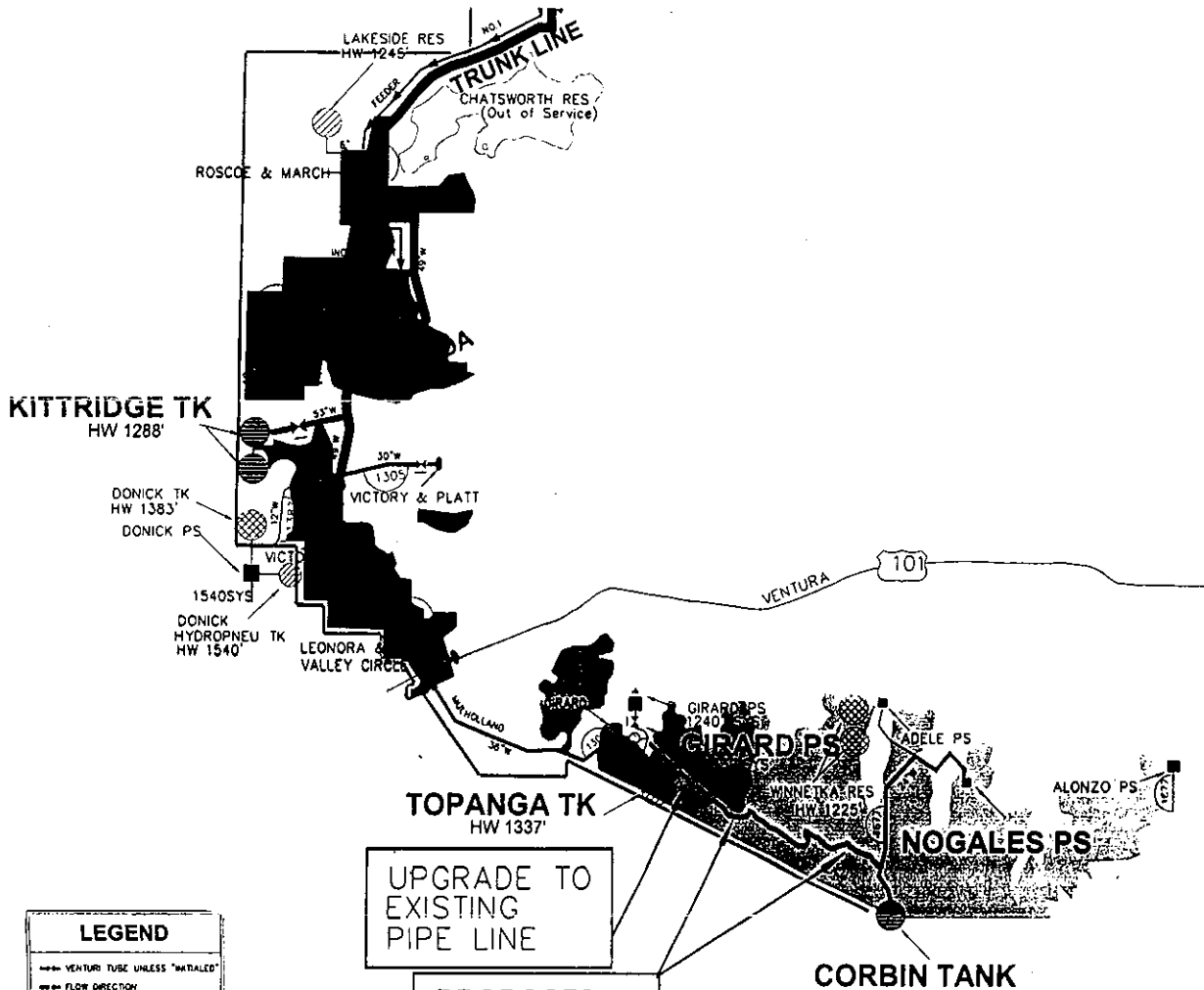
SCALE APPROXIMATE

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














SOME AREAS ARE ENLARGED TO SHOW PERTINENT DATA

Figure 3

	— 1305 - FOOT SYSTEM
	— 1337 - FOOT SYSTEM
	— 1677 - FOOT SYSTEM



LEGEND

-  VENTURI TUBE UNLESS "MATED"
-  FLOW DIRECTION
-  OPEN GATE
-  CLOSED GATE
-  REGULATOR
-  CHECK VALVE
-  PUMP STATION
-  WELL FIELD
-  SMALL RESERVOIR & TANK
-  10 - 20 M.G.
-  2 M.G. +
-  LARGE RESERVOIR
-  LA - MWD CONNECTION
-  SERV. ZONE ELEVATION
-  MWD TRUNK LINE

PIPE SIZES:

18" & LESS 20' - 48' 30" & UP
 12 WATER SERV. MAP COORDINATES
 W.O.D. DISTRICT OFFICE

UPGRADE TO EXISTING PIPE LINE

PROPOSED MULHOLLAND PIPE LINE

DEPARTMENT OF WATER AND POWER
 CITY OF LOS ANGELES
 WATER ENGINEERING AND TECHNICAL SERVICES
 WATER GIS AND DATA RESOURCES



MAY 2000

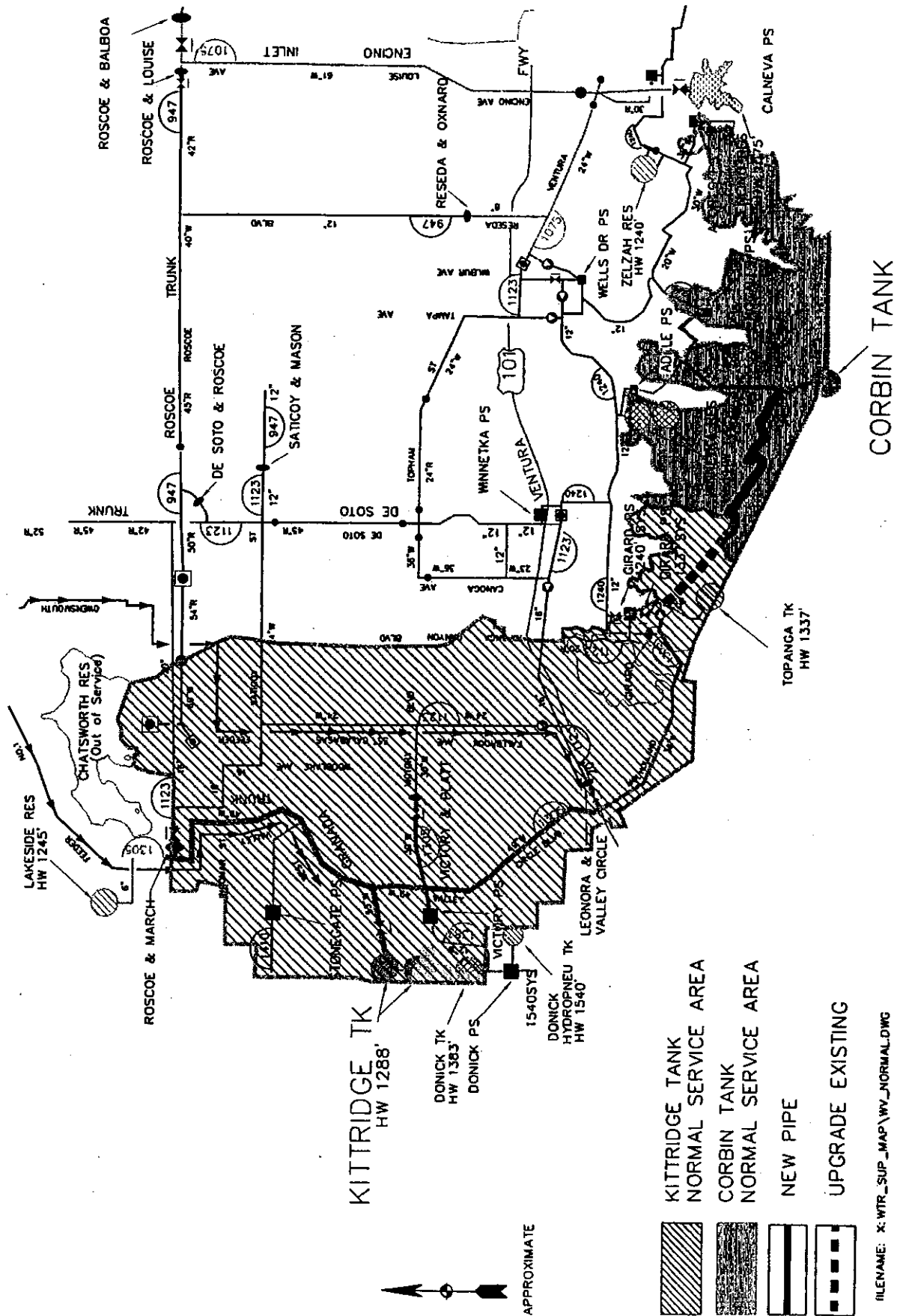
WEST VALLEY DISTRICT SYSTEM SUPPLY MAP





DEPARTMENT OF WATER & POWER
 WATER OPERATING DIVISION

NO.	DATE	BY	REVISION	DATE

SAUNDERS ENGINEERING
 10000 WILSON BLVD
 VAN NUYS, CA 91411
 (818) 708-1111

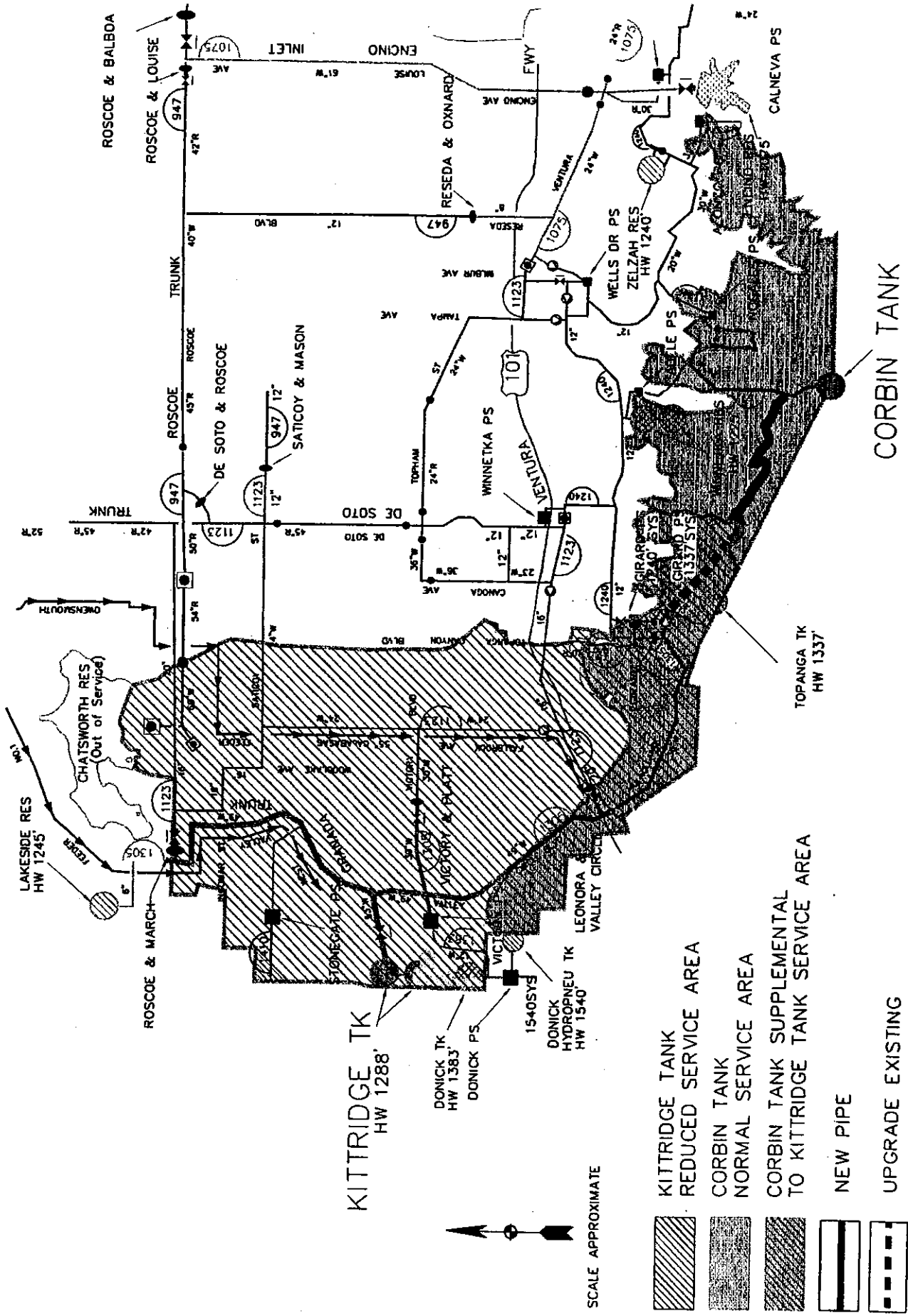
Figure 4
NORMAL SERVICE AREA



-  KITTRIDGE TANK NORMAL SERVICE AREA
-  CORBIN TANK NORMAL SERVICE AREA
-  NEW PIPE
-  UPGRADE EXISTING

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Figure 5 EMERGENCY SERVICE AREA



APPENDIX D

**SUMMARY OF COMMENTS RECEIVED ON
DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)
AND NOTICE OF PREPARATION (NOP)**

**SUMMARY OF COMMENTS RECEIVED ON
NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
FOR
MULHOLLAND WATER PIPELINE PROJECT**

Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
I. GENERAL	Santa Monica Mountains Conservancy	X	X	<p>NOP:</p> <ul style="list-style-type: none"> Need more-detailed impact analysis of larger water system issues independent of existing environmental documentation for the Corbin Water Tank and Relocation projects. Advises that permission from the Conservancy will not be granted. <p>MND:</p> <ul style="list-style-type: none"> Request extension of comment period. 	<p>Section 1.2</p> <p>Section 3.7</p> <p>Section 1.1</p> <p>Section 1.6</p>
	TOSCO		X	<ul style="list-style-type: none"> Facilities associated with the refining company are present in the project area. Requests 48-hour work notification prior to excavation activities. 	Section 3.5
	State Assemblywoman – Sheila Kuehl	X		<ul style="list-style-type: none"> Need for a Focused EIR. 	Section 1.1
	Mulholland Tomorrow	X		<ul style="list-style-type: none"> Need to change significance findings concerning the threat to plant and animal communities, short and long term impacts, and cumulative environmental impacts. 	Section 4.1.2
	The Federation of Hillside and Canyon Associations, Inc.	X		<ul style="list-style-type: none"> Requests preparation of full EIR with detailed maps, drilling reports, letters of complaints, copies of all memos, correspondence and reports and detailed budgets. Requests notification of public meetings. 	<p>Section 1.1</p> <p>Section 2.1</p> <p>Appendix B and C</p>
	WHHO	X		<ul style="list-style-type: none"> Questions efficacy of construction of Corbin Tank due to its inoperation because of unstable land. Requests preparation of full EIR. 	<p>Section 2.1.3</p> <p>Section 1.1</p>

**SUMMARY OF COMMENTS RECEIVED ON
NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
FOR
MULHOLLAND WATER PIPELINE PROJECT**

Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
				<ul style="list-style-type: none"> • Claims that project is subsidizing private developer. • Need to change significance findings regarding impacts to biological resources, water capacity of the pipelines, and cumulative impacts. 	<p>Section 1.2</p> <p>Section 4.1.2</p> <p>Section 2.1</p>
	Councilwoman – Cindy Miscikowski	X		<ul style="list-style-type: none"> • Questions notification process and requested extension of public comment period as well as rescheduling of public hearing on the project. 	<p>Section 1.1</p> <p>Section 1.6</p>
	California Department of Parks and Recreation	X		<ul style="list-style-type: none"> • Requests approval of project be delayed until easement from Santa Monica Conservancy is granted. 	Section 3.7
	Roscomare Valley Association	X		<ul style="list-style-type: none"> • Requests preparation of full EIR. 	Section 1.1
	Tarzana Property Owners Association, Inc.	X		<ul style="list-style-type: none"> • Requests preparation of full EIR. 	Section 1.1
	Friends of the Santa Monica Mountains' Park & Seashore	X		<ul style="list-style-type: none"> • Requests preparation of full EIR. 	Section 1.1
	Rosemary Dealey Woodlock (for WHHO)	X		<ul style="list-style-type: none"> • Challenges public notification process; claims that residents of Santa Maria Ave. not notified and copy of documents not provided to local library (Woodland Hills Public Library). • Requests preparation of full EIR and alternatives analysis. • Challenges adequacy of previous environmental documentation of existing pipelines. 	<p>Section 1.6</p> <p>Section 1.1</p> <p>Section 2.1.3</p> <p>Section 1.4</p> <p>Section 1.2</p>

**SUMMARY OF COMMENTS RECEIVED ON
NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
FOR
MULHOLLAND WATER PIPELINE PROJECT**

Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
				<ul style="list-style-type: none"> States that Mulholland Scenic Parkway Specific Plan does not address improvements or paving of 'Dirt' Mulholland Dr. Provides history and background of pipeline approval along Mulholland Dr. 	
	D.W. and Virginia Truslow	X		<ul style="list-style-type: none"> Were informed of project one day after the close of public comment period. 	Section 1.6
	CORBA	X		<ul style="list-style-type: none"> Claims there is a cumulative impact and that the preparation of an EIR is needed. 	Section 1.1
	Christine Stockham	X		<ul style="list-style-type: none"> Challenges adequacy of public notification process. 	Section 1.6
	Jim Hasenauer	X		<ul style="list-style-type: none"> Claims project inflates the cost of potential parkland by raising property value with proposed proximity to water. Requests preparation of full EIR; claims long term environmental goal of preserving and protecting open space is compromised by the project. Claims there would be cumulative impact. 	Section 1.1 Section 3.0 Section 4.0
	Jon Stout	X		<ul style="list-style-type: none"> Supports project. 	Noted
	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> Suggests revising mandatory findings to reflect threat to plant and animals as well as impacts to recreational users. Inquires about current demands of present water users. Requests that location of regulating stations be disclosed in subsequent documentation States that anticipated start date for construction coincides with the rainy/winter season. 	Section 4.1.2 Section 1.3 Section 2.1 Section 2.1.4

**SUMMARY OF COMMENTS RECEIVED ON
NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
FOR
MULHOLLAND WATER PIPELINE PROJECT**

Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
2. PURPOSE AND NEED	Mulholland Tomorrow	X		<ul style="list-style-type: none"> • Goals of the project unsubstantiated/unquantified. • Need to elaborate on the nature of the 31 complaints (ie. over what period, after a significant event, independent complaints, etc.). • Unreliability of current water system unsubstantiated. • Need to describe future demand of planned development. 	<p>Section 1.3</p> <p>Section 1.3</p> <p>Section 1.3</p> <p>Section 2.1</p>
	WHHO	X	X	<p>NOP:</p> <ul style="list-style-type: none"> • Claims that need for project is driven by approved development. • Asserts that developer must provide for water source and not at public's expense. <p>MND:</p> <ul style="list-style-type: none"> • Calls into question priority status of project and references letter prepared by General Manager of Department of Water and Power stating that project is not a high priority. • Proposes upgrading existing and degraded system. • Claims that faults in existing lines not replaced thereby stressing the entire system. • Questions legitimacy and severity of the 31 complaints. 	<p>Section 1.3</p> <p>Section 1.2</p> <p>LADWP now considers the proposed project a priority due to availability of resources</p> <p>Upgrading of existing piping and expansion of existing water tanks is considered as part of Alternative 3.</p> <p>Noted. LADWP has an established monitoring program for the City's existing</p>

**SUMMARY OF COMMENTS RECEIVED ON
NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
FOR
MULHOLLAND WATER PIPELINE PROJECT**

Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
					<p>pipeline network involving on-site inspection and data collection. Observations of defective pipelines are repaired in accordance with LADWP protocol.</p>
	Santa Monica Mountains Conservancy	X	X	<ul style="list-style-type: none"> • Asserts that the need for a replacement Topanga Tank is not mentioned in Draft ND and that remaining water deficiencies and/or needs are not clearly substantiated. • Requests further clarification on how Woodland Hills Estates and Mulholland Hills Associates are dependent on the project. 	<p>Section 1.3 Section 2.2.3 Section 1.3 Section 1.2</p>
	James and Joan Moser	X		<ul style="list-style-type: none"> • Asserts that the purpose of the project is to develop 'dirt' Mulholland and surrounding open space as well as provide through traffic between the I-405 and Topanga Blvd. 	Section 1.2
	Rosemary Dealey Woodlock (for WHHO)	X		<ul style="list-style-type: none"> • Concerned about ability of project to meet project purpose. • Questions the need for an expansion to Topanga Tank. • Challenges DWP's own concerns about the proposed pipeline route in the 1992 Woodlands Hills Estates Subdivision FEIR. • Challenges necessity of fire hydrants and 	<p>Section 2.1 Section 1.3 LADWP has prepared a focused EIR, which is the subject of this report, to identify the extent</p>

**SUMMARY OF COMMENTS RECEIVED ON
NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
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MULHOLLAND WATER PIPELINE PROJECT**

Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
				<ul style="list-style-type: none"> • subsequent need for pipeline. • Claims no 'real requirement for fire protection.' 	<p>of issues and impacts associated with the proposed pipeline.</p> <p>Section 1.2</p> <p>Section 1.2</p>
	Friends of the Santa Monica Mountains' Park & Seashore	X		<ul style="list-style-type: none"> • Questions funding source and in what way the public will benefit from project. • Highlights constituency opposition to paving 'Dirt' Mulholland Dr. • Urges the city to deed right of way to State Park Department of National Park Service. • Claims that Corbin Tank is not a reliable source of water and that potential fires could be extinguished by super scooper planes and nearby swimming pools. 	<p>Section 1.2</p> <p>Paving of 'Dirt' Mulholland Dr. is not an element of the project.</p> <p>LADWP does not have jurisdiction over the roadway to be able to dedicate it to any state or local agency.</p>
	Colleen and Tony Palermo	X		<ul style="list-style-type: none"> • Claims known developer is trying to circumvent the Homeowner's Association and conservancy and questions the Department's funding of the project. 	<p>Section 2.1.1.3</p> <p>Section 1.2</p>
	Christine Stockham	X		<ul style="list-style-type: none"> • Claims financing/funding of project is misrepresented. • Questions legitimacy of public need for project. 	<p>Section 1.2</p> <p>Section 1.3</p>

**SUMMARY OF COMMENTS RECEIVED ON
NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
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MULHOLLAND WATER PIPELINE PROJECT**

Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
	Albert A. Friss	X		<ul style="list-style-type: none"> • Claims project is “sham of developers.” 	Section 1.2
	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> • Asserts that the Corbin Tank project was supposed to improve water pressure reliability. • Asserts that project is to benefit planned development and not existing residents. 	The project is an integral component of the Corbin Tank project which would ultimately improve water pressure reliability.
3. PROJECT DESCRIPTION	Mulholland Tomorrow	X		<ul style="list-style-type: none"> • Need to explain extent of resurfacing. • Need to clarify relationship to the installation of fire hydrants as part of other plans and projects. • Need to elaborate on the specifics of the pipeline’s operation (ie. how much water will be conveyed, by how much will water pressure be increased, how much of the water conveyed would be allocated to planned development and to existing development, etc.) 	Section 1.2 and 1.3 Section 2.1 Section 1.2 Section 2.1
	Santa Monica Mountains Conservancy	X	X	<ul style="list-style-type: none"> • Requests clarification of funding source and contribution of benefiting landowners, if any. 	Section 1.2
	WHHO	X		<ul style="list-style-type: none"> • Identifies inaccuracy in description of developments near Trinidad Rd. 	Section 1.4
	Rosemary Dealey Woodlock (for WHHO)	X		<ul style="list-style-type: none"> • Claims that project is a ratepayer subsidy and that this funding source was not disclosed. • Cites mitigation measure requiring developer to provide for off-site and on-site supply and distribution mains. 	Section 1.2 Section 1.4 Section 1.2

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NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
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MULHOLLAND WATER PIPELINE PROJECT**

Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
				<ul style="list-style-type: none"> • Questions cost of pipeline once estimated at \$3.8 million, whereas, DWP settled for \$500K. • Requests disclosure of location of oil pipelines and relation of water pipeline. • Need to disclose location of regulating stations and maintenance holes. 	<p>The oil pipeline is privately owned and the its precise location can not be publicly disclosed.</p> <p>Section 3.5</p>
	California Department of Health Services – Drinking Water Field Operations Branch	X		<ul style="list-style-type: none"> • Recommends compliance with American Water Works Association (AWWA) standards, guidelines provided for water main separation, flushing, air release valves, isolation valves, water main valve construction, water main pressure, and pipeline disinfection. 	<p>Design and construction of the project will comply with AWWA standards known as Standard Specifications for Public Works Construction (SSPWC), and City standards.</p>
4. ALTERNATIVES	Mulholland Tomorrow	X	X	<p>NOP:</p> <ul style="list-style-type: none"> • Recommends two independent projects to address goals of improving water service and emergency use. • Need to discuss feasibility of project alternatives. • Sould consider other alternatives as well (ie. tie-in to LA County/Topanga Canyon trunk line, tie-in to MWD, expansion of Kittridge tanks, purchase of emergency equipment and pumper trucks, construction of water tank for Tract 33454 development, expansion of 	<p>Section 2.2.3</p> <p>Section 3.0 and 4.0</p> <p>Section 2.2.1, 2.2.2, 2.2.3 and 2.2.4</p> <p>Section 3.0 and 4.0</p> <p>Section 2.4</p>

**SUMMARY OF COMMENTS RECEIVED ON
NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
FOR
MULHOLLAND WATER PIPELINE PROJECT**

Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
				existing water pipeline). MND: <ul style="list-style-type: none"> • Need to provide discussion of alternatives analysis. • Supports Alternative 3. 	
	Friends of Caballero Canyon WHHO		X	<ul style="list-style-type: none"> • Supports No Action Alternative as first choice and Alternative 2 as second choice. 	Noted
	Santa Monica Mountains Conservancy	X	X	<ul style="list-style-type: none"> • Need for discussion of alternatives and analysis and consideration of other alternatives (ie. placement of a tank at upper end – disturbed bowl - of project site) 	Section 2.4 Section 3.0 and 4.0
	Jeffer, Mangels, Butler & Marmaro LLP		X	<ul style="list-style-type: none"> • Asserts that Alternative 3 would not achieve improvements to water service and that proposed elevation for the tank is too low to serve the approved development VTTM 33454. 	Section 3.0
	California Department of Fish and Game		X	<ul style="list-style-type: none"> • Need for discussion of alternatives and analysis and consideration of other alternatives (ie. consider areas with lower resource sensitivity). 	Section 2.4 Section 3.0 and 4.0
	City Councilwoman- Cindy Miscikowski	X		<ul style="list-style-type: none"> • Need to re-examine range of alternatives considered (ie. those identified in the Department's 1997 Mulholland Pipeline report). 	Section 2.4 Section 3.0 and 4.0
	Rosemary Dealey Woodlock (for WHHO)	X		<ul style="list-style-type: none"> • Need for detailed analysis of alternatives. • Suggests considering the use of the Super Scooper airplane to fight fires. 	Section 3.0 and 4.0 Fire fighting methods is outside the

**SUMMARY OF COMMENTS RECEIVED ON
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Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
5. AESTHETICS/VISUAL	Mulholland Tomorrow	X	X	<ul style="list-style-type: none"> Concerned about influence of construction equipment and subsequent erosion on views. 	jurisdiction of LADWP. Section 3.1
	California Department of Parks and Recreation	X		<ul style="list-style-type: none"> Claims that the installation of fire hydrants conflicts with natural environment, reducing aesthetic quality. 	Section 3.1
	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> Hydrants and regulating stations are urban features in a natural setting affecting aesthetic value. 	Section 3.1
6. AIR QUALITY	Mulholland Tomorrow	X	X	<p>NOP:</p> <ul style="list-style-type: none"> Need for more detailed analysis of project and mitigation measures. <p>MND:</p> <ul style="list-style-type: none"> Concerned about location of staging areas. Need for more detailed analysis of project and mitigation measures. 	Section 3.2 Section 2.1.4 Section 3.2
	Colleen and Tony Palermo	X		<ul style="list-style-type: none"> Concerned about dust and debris from 12-16 months of construction, particularly to their children. 	Section 3.2
	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> Concerned about exceedance of State air emission thresholds. 	Section 3.2
7. BIOLOGY	Mulholland Tomorrow	X	X	<ul style="list-style-type: none"> Disruption of wildlife habitat and movement. Concerns raised re: wildlife value of Dirt Mulholland. Need for biological survey and coordination with local area environmental groups. Concerns re: introduction and maintenance of landscaping. 	Section 3.3 Section 3.3 Appendix B Section 3.3
	Friends of Caballero		X	<ul style="list-style-type: none"> Concerned about "fragile habitat linkages." 	Section 3.3

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Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
	Canyon				
	WHHO	X	X	<ul style="list-style-type: none"> Concerned about disturbance to wildlife and its corridors. 	Section 3.3
	California Department of Fish and Game	X	X	<p>NOP:</p> <ul style="list-style-type: none"> Recommends conducting a 'recent' flora and fauna assessment utilizing the Department's May 1984 guidelines (provided). The assessment should emphasize endangered, threatened and locally unique species. Focused and species-specific surveys should be conducted to coincide with season; appropriate avoidance and mitigation measures should be provided in FEIR. CNDDDB should be contacted for updated species and habitat information. SEAs and ESHAs should be confirmed with the County of Los Angeles and local jurisdictional authorities and groups. A thorough cumulative impacts analysis should be conducted (see comment letter for specifications). Consider appropriate mitigation measures, necessary 'take' permits, and agency coordination and agreements (see comment letter). <p>MND:</p> <ul style="list-style-type: none"> Recommends need for monitor to inspect trenches for trapped wildlife (ie. Coast Horned Lizard) and conducting construction outside bird breeding season. 	<p>Appendix B</p> <p>Section 3.3</p> <p>Section 3.3</p> <p>Section 3.3</p>

**SUMMARY OF COMMENTS RECEIVED ON
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Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
	Sarah Priest	X		<ul style="list-style-type: none"> Concerned over destruction of natural environment. 	Section 3.3
	State Assemblywoman – Sheila Kuehl	X		<ul style="list-style-type: none"> Concerned over 'dwindling natural habitat areas.' 	Section 3.3 and 4.3.2
	Rosemary Dealey Woodlock (for WHHO)	X		<ul style="list-style-type: none"> Concerned over damage to plant communities from installation of regulating station. 	Section 3.3
	Laurane Ruth	X		<ul style="list-style-type: none"> Concerned about encroachment into wild land from planned development. 	Section 4.3.2
	CORBA	X		<ul style="list-style-type: none"> Claims impacts on plant and wildlife omitted. 	Section 3.3
	Christine Stockham	X		<ul style="list-style-type: none"> Claims impacts on plant and wildlife omitted. 	Section 3.3
	Jim Hasenauer	X		<ul style="list-style-type: none"> Claims omission of plant and animal impacts. 	Section 3.3
	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> Suggests that depth of excavation (2.5-8 feet) is hazardous to both people and animals. Concerned about absence of biological surveys. Claims that 'Dirt' Mulholland Dr. is a Wildlife Corridor. Alleges Department's lack of use of native vegetation in other projects. 	Section 3.5 Section 3.3 and Appendix B Section 3.3
8. CULTURAL RESOURCES	Mulholland Tomorrow	X	X	<ul style="list-style-type: none"> States that Mulholland Drive has been proposed for nomination to the National Registry of Historic Places. 	Noted. LADWP incorporate the use of native vegetation to the maximum extent feasible where appropriate. Section 3.4
	USDI National Park Service	X		<ul style="list-style-type: none"> Claims that 'Dirt' Mulholland Drive may be eligible for both the California and National 	Section 3.4

**SUMMARY OF COMMENTS RECEIVED ON
NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
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MULHOLLAND WATER PIPELINE PROJECT**

Topic	Commentator	MND	NOP	NOP Issue/Comment	Section Where Addressed in EIR
				Registers of Historic Places. <ul style="list-style-type: none"> Asserts that potential paving of roadway would compromise historical integrity of roadway. Requests assurance that 'dirt' Mulholland would not be paved. Concerned over loss of historical integrity of area. 	Section 3.4 Section 3.4
	Sarah Priest	X			Section 3.4
	Rosemary Dealey Woodlock	X		Concerned over historic status of 'Dirt' Mulholland Dr.	Section 3.4
	WHHO	X		Need to address known paleontological resources at the Corbin Tank site.	Section 3.4
	Friends of Caballero Canyon	X		Challenges the purported non-existence of archaeo/paleo resources in area; recommends conducting a survey for resources.	Section 3.4
9. GEOLOGY AND SOILS	Mulholland Tomorrow	X	X	<ul style="list-style-type: none"> Installation of maintenance hole covers would subject embankment to erosion. Concerned about fault ruptures, seismic shaking, and ground failure as evidenced by previous ruptures of the Corbin Tank. Potential for landslides and mudflows. 	Section 4.2 Section 4.2 Section 4.2
	WHHO	X	X	NOP: <ul style="list-style-type: none"> Claims that formations are highly unstable and unable to support weight of tank proposed in Alternative 3. Concerned about roadbed erosion. MND: <ul style="list-style-type: none"> Claims that all areas of 'Dirt' Mulholland Dr. suffered from landslides in 1994 earthquake. Concerned about liquefaction, unstable soils, 	Section 4.2 Section 4.2 Section 4.2 Section 4.2 Section 4.2

**SUMMARY OF COMMENTS RECEIVED ON
NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
FOR
MULHOLLAND WATER PIPELINE PROJECT**

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				fractured bedding plane potential in area. <ul style="list-style-type: none"> • Recommends soil testing be conducted. 	
	Rosemary Dealey Woodlock (for WHHO)	X		<ul style="list-style-type: none"> • Erosion concerns and topsoil loss during winter storms. • Concerned about potential for landslides. 	Section 4.2
	Robert and Lois Harrison Resident	X		<ul style="list-style-type: none"> • Concerned about the potential for erosion. 	Section 4.2
		X		<ul style="list-style-type: none"> • Concerned about possible paving of 'Dirt' Mulholland Dr. and potential conflicts with recreational activities. 	Section 4.2
	California Department of Parks and Recreation	X		<ul style="list-style-type: none"> • Concerned about seismic groundshaking and the potential for significant erosion and landslides. • Highlights erosion impact in Topanga State Park from 1994 earthquake. 	Section 4.2 Section 4.2
	Tarzana Property Owners Association, Inc.	X		<ul style="list-style-type: none"> • Requests further geologic hazards analysis and provides a report on the geologic aspects of the project. 	Section 4.2
	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> • Concerns raised about ruptured Corbin Tank from 1994 earthquake and response by DWP to repair it. • Emphasizes landslide potential of 'Dirt' Mulholland Dr. given that road is built on a ridge of mostly bedrock. 	Section 4.2
10. HAZARDS	Mulholland Tomorrow	X	X	<ul style="list-style-type: none"> • Concerned about the potential for leaks and line failures. 	Section 3.5
	James Woodlock	X		<ul style="list-style-type: none"> • Concerned about possible rupture of oil pipelines in the area. 	Section 3.5
	Rosemary Dealey Woodlock	X		<ul style="list-style-type: none"> • Concerned about potential conflicts with existing oil pipelines and possible ruptures. 	Section 3.5
	Christine Stockham	X		<ul style="list-style-type: none"> • Claims that construction activities pose a 	Section 3.5

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NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
FOR
MULHOLLAND WATER PIPELINE PROJECT**

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				potential hazard to recreational users (e.g. pedestrians and bicyclists).	
	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> Believes there is possible threat of injury to evening and daytime users of 'Dirt' Mulholland Dr. from construction equipment. Concerned over the potential for vandalism of unguarded equipment. 	Section 3.5 Section 3.5
11. LAND USE	Mulholland Tomorrow	X	X	<ul style="list-style-type: none"> Need to check consistency with Mulholland Scenic Parkway Specific Plan and other applicable environmental plans, as well as compatibility with existing land uses. Potential conflict with land use designation as parkland and open space. 	Section 3.7 Section 3.7
	WHHO	X	X	<p>NOP:</p> <ul style="list-style-type: none"> Claims developer violated Subdivision Map Act. <p>MND:</p> <ul style="list-style-type: none"> Clarifies existing land use as open space and parkland. 	Outside of scope Section 3.7
	CORBA	X		<ul style="list-style-type: none"> Emphasizes project area as public parkland; Claims project is incompatible with existing land use (ie. open space preservation, resource protection, and backcountry recreation). 	Section 3.7 Section 3.7
	Jim Hasenauer	X		<ul style="list-style-type: none"> Claims project conflicts with existing land use and diminishes open space. 	Section 3.7 and 4.3
	Albert A. Friss	X		<ul style="list-style-type: none"> Concerned regarding possible paving of 'Dirt' Mulholland Dr. and conflict with existing land use. 	Section 3.4

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MULHOLLAND WATER PIPELINE PROJECT**

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	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> Claims land use incompatibility and questions why State Parks Department was not contacted. 	Section 8.0
12. NOISE	Colleen and Tony Palermo	X		<ul style="list-style-type: none"> Concerned about noise from 12-16 months of construction. 	Section 3.9
13. POPULATION AND HOUSING	Mulholland Tomorrow	X	X	<ul style="list-style-type: none"> Potential for significant increase in local area population beyond local plan projections. Concerned about direct and indirect growth inducement effects in the West San Fernando Valley and on adjacent areas in Los Angeles County. 	Section 4.3 Section 4.3
	Santa Monica Mountains Conservancy	X	X	<ul style="list-style-type: none"> Requests further clarification and evidence that project would not induce substantial growth in area either directly or indirectly. 	Section 4.3
	USDI National Park Service	X		<ul style="list-style-type: none"> Concerned that growth inducement not adequately addressed in MND. 	Section 4.3
	State Assemblywoman – Sheila Kuehl	X		<ul style="list-style-type: none"> Requests more detailed analysis of growth inducement impacts. 	Section 4.3
	City Councilwoman – Cindy Miscikowski	X		<ul style="list-style-type: none"> Requests more detailed analysis of growth inducement impacts. 	Section 4.3
	California Department of Parks and Recreation	X		<ul style="list-style-type: none"> Claims indirect and direct growth impacts. 	Section 4.3
	Tarzana Property Owners Association, Inc.	X		<ul style="list-style-type: none"> Questions the potential for growth inducement by the project. 	Section 4.3
	Rosemary Dealey Woodlock (for WHHO)	X		<ul style="list-style-type: none"> Questions the potential for growth inducement by the project. 	Section 4.3
	Friends of the Santa Monica Mountains' Park & Seashore	X		<ul style="list-style-type: none"> Questions the potential for growth inducement by the project. 	Section 4.3
	Laurane Ruth	X		<ul style="list-style-type: none"> Challenges claim that project would not 	Section 4.3

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MULHOLLAND WATER PIPELINE PROJECT**

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				induce substantial growth.	
	CORBA	X		<ul style="list-style-type: none"> Claims that the project abets development and raises property value at public expense. 	Section 4.3
	Christine Stockham	X		<ul style="list-style-type: none"> Challenges claim that project would not induce substantial growth. 	Section 4.3
	Jim Hasenauer	X		<ul style="list-style-type: none"> Challenges claim that project would not induce substantial growth. 	Section 4.3
	Albert A. Friss	X		<ul style="list-style-type: none"> Claims the project will induce growth and development in area. 	Section 4.3
	Charles R. Milbourne	X		<ul style="list-style-type: none"> Claims the project will induce growth and development in area. 	Section 4.3
	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> Claims the project will induce growth and development in area. 	Section 4.3
14. RECREATION	Mulholland Tomorrow	X	X	<ul style="list-style-type: none"> Concerned over potential for short and long term recreational impacts from construction activities and growth inducement. 	Section 3.1.1
	USDI National Parks Service	X		<ul style="list-style-type: none"> Claims the potential for erosion around maintenance holes may necessitate paving 'Dirt' Mulholland Drive which would be incompatible with current park use (ie. walking, biking, equestrian use). A paved roadway would bisect parkland. Requests assurance that 'Dirt' Mulholland would not be paved. 	<p>Outside of scope</p> <p>Section 3.4</p> <p>Section 3.4. Paving of 'Dirt' Mulholland Drive is not an element of the proposed project.</p> <p>Section 4.3 and 3.7</p>
	State Assemblywoman – Sheila Kuehl	X		<ul style="list-style-type: none"> Requests more detailed analysis of impacts to adjacent park land. 	Section 4.3 and 3.1.1
	James Woodlock	X		<ul style="list-style-type: none"> Concerned about possible paving of 'Dirt' Mulholland Dr. and potential conflicts with recreational activities. 	Section 3.4 and 3.1.1

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NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
FOR
MULHOLLAND WATER PIPELINE PROJECT**

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	Robert and Lois Harrison	X		<ul style="list-style-type: none"> Concerned about possible paving of 'Dirt' Mulholland Dr. and potential conflicts with recreational activities. 	Section 3.4 and 3.11
	Resident	X		<ul style="list-style-type: none"> Concerned about possible paving of 'Dirt' Mulholland Dr. and potential conflicts with recreational activities. 	Section 3.4 and 3.11
	Jim Hasenauer	X		<ul style="list-style-type: none"> Claims project would discourage recreation. 	Section 3.11
	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> Disagrees with temporary and insignificant impact to recreational users. 	Noted
15. TRANSPORTATION	Mulholland Tomorrow	X	X	<ul style="list-style-type: none"> Concerned about increased vehicular activity from construction activities. 	Section 3.12
	Wolf, Rifkin & Shapiro, LLP (Fair Hills Farms)	X		<ul style="list-style-type: none"> Concerned about closure of 'Dirt' Mulholland Drive and access restrictions to Fair Hills Farms property. 	Section 1.2.4
	Fair Hills Farms	X		<ul style="list-style-type: none"> Concerned about closure of 'Dirt' Mulholland Drive and access restrictions to Fair Hills Farms property. 	Section 1.2.4
	Joan and David Quandt	X		<ul style="list-style-type: none"> Use of Santa Maria Rd. for alternative access to Trinidad Rd. is unacceptable to resident. Claims that Santa Maria Rd. is incapable of supporting non-local construction vehicles. 	Section 3.12
	James Woodlock	X		<ul style="list-style-type: none"> Use of Santa Maria Rd. for alternative access to Trinidad Rd. is unacceptable to resident. Claims that Santa Maria Rd. is incapable of supporting non-local construction vehicles. 	Section 3.12
	Caroline Rose	X		<ul style="list-style-type: none"> Concerns about restricted access to their property on Mulholland Dr. Santa Monica Rd. is a private road and may not be made available. 	Section 3.12
	Judy Cherpín	X		<ul style="list-style-type: none"> Concerns about restricted access to their 	Section 3.12

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NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
FOR
MULHOLLAND WATER PIPELINE PROJECT**

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				property on Mulholland Dr. Santa Monica Rd. is a private road and may not be made available.	
	Robert and Lois Harrison	X		<ul style="list-style-type: none"> Concerned about restricted access to Trinidad Rd. 	Section 3.12
	Resident	X		<ul style="list-style-type: none"> Concerned about possible paving of 'Dirt' Mulholland Dr. and potential conflicts with recreational activities. 	Section 3.4
	D.W. and Virginia Truslow	X		<ul style="list-style-type: none"> Residents are located on Santa Maria Rd. and write that they oppose any use of this road, which is a private road, for ingress or egress use by public or construction related travel. 	Section 2.1.4
	Colleen and Tony Palermo	X		<ul style="list-style-type: none"> Concerned about traffic congestion from 12-16 months of construction. 	Section 3.12
	Albert A. Friss	X		<ul style="list-style-type: none"> Concerned regarding increased traffic on standard roads. 	Section 3.12
	California Department of Transportation	X		<ul style="list-style-type: none"> Recommends limited construction traffic on SR-27, Topanga Canyon Blvd. and US 101 to off-peak commute periods. 	Section 3.12
	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> Possible restriction of use of Santa Maria Rd. as temporary access during construction period. 	Section 3.12
16. UTILITIES AND SERVICE SYSTEMS	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> Claims a potentially significant impact and relies on rationale of Corbin Tank for fulfilling project need. 	Section 3.13
17. WATER QUALITY	Mulholland Tomorrow	X		<ul style="list-style-type: none"> Concerns raised about impacts from truck washing activities. Changes in absorption rates and potential differential effects may result in runoff and erosion, landslides. Concerned over changes in watercourse from 	Section 3.6

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NOTICE TO PROCEED (NOP) AND MITIGATED NEGATIVE DECLARATION (MND)
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MULHOLLAND WATER PIPELINE PROJECT**

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				erosion.	
	Rosemary Dealey Woodlock (for WHHO)	X		<ul style="list-style-type: none"> Concerned about erosion potential from installation of regulating stations. 	Section 4.2
	Friends of the Santa Monica Mountains' Park & Seashore	X		<ul style="list-style-type: none"> Emphasizes that area is key watershed to Los Angeles River and any build-out would increase flood run-off. Claims flood control channel not capable of accommodating a 100 year flood. 	<p>Outside of scope</p> <p>Outside of scope</p>
	Colleen and Tony Palermo	X		<ul style="list-style-type: none"> Claims the Department is unresponsive to repairs needed for water pipeline damaged in 1994 earthquake that is leaking and creating stagnant puddles on Monet and Mulholland Dr. Claims potable water is being lost. 	<p>In emergency situations, LADWP conducts repairs as feasibly practical.</p> <p>According to LADWP records between 1993 and 1999, there is no evidence which indicates any leakage of the City's system in the vicinity of Monet Ave. and Mulholland Dr.</p>
	Friends of Caballero Canyon	X		<ul style="list-style-type: none"> Suggests that the existing roadway should be clearly described as a 'dirt road' with the potential for erosion. 	Section 2.1 and 4.2