Mitigated Negative Declaration

Elysian Park-Downtown Water Recycling Projects

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

September 2012

CEQA Initial Study and Mitigated Negative Declaration

Elysian Park-Downtown Water Recycling Projects

September 2012

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COUNTY CLERK'S USE

CITY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED
MITIGATED NEGATIVE DECLARATION
(Article I, City CEQA Guidelines)

LEAD CITY AGENCY: Los Angeles Department of Water and Power (LADWP) 111 North Hope Street, Room 1044 Los Angeles, CA 90012	**COUNCIL DISTRICT** 1, 8, 9, 13, and 14
PROJECT TITLE: Elysian Park/USC Water Recycling Project	**CASE NO.**

PROJECT LOCATION: The proposed Elysian Park/USC Water Recycling Project (WRP) would be implemented in two phases. Phase I (Elysian Park WRP) of the proposed project would be located within Elysian Park, which is located approximately 1.5 miles north of downtown Los Angeles. Elysian Park is bounded by interstate 5 on the north, State Route 110 and Solano Canyon on the east, the community of Chinatown on the south, and the community of Echo Park on the west. Phase II (USC WRP) of the proposed project would be located within the public street in the urbanized and fully developed communities of Chinatown, downtown Los Angeles, Exposition Park, and Boyle Heights.

DESCRIPTION: The Los Angeles Department of Water and Power proposes to maximize the use of recycled water to replace potable sources for irrigation and industrial uses extending the existing recycled water pipeline network, which currently terminates near Taylor Yard and the Cornfields Park, to serve Elysian Park and customers in central Los Angeles. This project is being undertaken in accordance with the 2010 Urban Water Management Plan and the Recycled Water Master Plan. The proposed project would be implemented in two phases: the Elysian Park WRP includes installation of recycled water pipeline, backup potable water pipeline, storage tanks, and a new water pumping stations in Elysian Park; the USC WRP would be located within the public roadways of central Los Angeles and includes installation of approximately 10 miles of recycled water pipeline.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY: n/a

FINDING:

See attached Initial Study.

SEE INITIAL STUDY FOR MITIGATION MEASURES IMPOSED

THE INITIAL STUDY PREPARED FOR THIS DOCUMENT IS ATTACHED

NAME OF PERSON PREPARING THIS FORM: Irene Paul	**TITLE:** Environmental Project Manager	**PHONE:** (213) 367-3509
ADDRESS: 111 N. Hope Street, Room 1044 Los Angeles, CA 90012	**SIGNATURE (Official)** Charles C. Holloway Charles C. Holloway, Manager of Environmental Planning and Assessment	**DATE** July 2, 2012

Form Gen. 157 (Appendix C)

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TECHNICAL APPENDICES

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Acronyms and Abbreviations

AFY	acre-feet per year
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CH_4	methane
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
DBA	a-weighted decibel
DHS	California Department of Health Services
GHG	greenhouse gas emissions
GPM	gallons per minute
I-5	Interstate 5, Golden State Freeway
I-10	Interstate 10, Santa Monica Freeway
LADOT	City of Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAPD	Los Angeles Police Department
LARAP	City of Los Angeles Department of Recreation and Parks
L_{eq}	community noise equivalent level
LOS	level of service
MOU	memorandum of understanding
MG	million gallons
MWD	Metropolitan Water District
N_2O	nitrous oxide
NO_x	nitrogen oxide
O_3	ozone
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter 10 microns in diameter or less
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SO_x	sulfur oxide
SR 110	State Route 110, Pasadena Freeway
TAC	toxic air contaminant
TMP	Traffic Management Plan
US 101	U.S. Highway 101, Hollywood Freeway
USC	University of Southern California
USFWS	U.S. Fish and Wildlife Service
V/C	volume-to-capacity ratio
VOC	volatile organic compound
WRP	water recycling project

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SECTION 1
PROJECT DESCRIPTION

1.1 Overview of the Project

The Los Angeles Department of Water and Power (LADWP) proposes to maximize the use of recycled water to replace potable sources for irrigation and industrial uses by extending the recycled water pipeline network to Elysian Park and downtown Los Angeles. This project is being undertaken in accordance with the 2010 Urban Water Management Plan and the Recycled Water Master Plan. The proposed project would be implemented in two phases.

The first phase of the project involves the delivery of recycled water to Elysian Park (Elysian Park Water Recycling Project [WRP]). A new 16-inch recycled water pipeline would be constructed from the existing recycled water pipeline serving Taylor Yard, totaling approximately 8,400 linear feet. The proposed Elysian Park recycled water pipeline would connect to a proposed new approximately 2 million gallon (MG) recycled water storage tank located on the hilltop near Elysian Fields within Elysian Park via a proposed new recycled water pumping station located on the west side of Interstate 5 (I-5, Golden State Freeway) just inside Elysian Park. The proposed route for the recycled water pipeline would roughly follow Stadium Way. In addition, to provide for the potable water uses within Elysian Park (e.g., restrooms and drinking fountains), approximately 7,300 linear feet of 12-inch potable water pipeline would be constructed from Park Drive to a proposed new 5,000 gallon potable water storage tank located on a hilltop near Elysian Fields via a proposed new potable water pumping station located near the Grace E. Simons Lodge.

The second phase of the project involves constructing approximately 10 miles of new 16-inch recycled water pipeline from the proposed terminus at Mesnagers Street near Los Angeles State Historic Park (also known as the Cornfields Park) to customers located in Chinatown, downtown Los Angeles, Exposition Park, and Boyle Heights (Downtown WRP). The mainline would roughly follow Broadway south to Exposition Boulevard. To reach Boyle Heights, the pipeline would roughly follow 16th Street to Washington Boulevard to Olympic Boulevard.

1.2 California Environmental Quality Act

The California Environmental Quality Act (CEQA) applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed WRPs constitute a project as defined by CEQA (California Public Resources Code Section 21000 et seq.). CEQA Guidelines Section 15367 states that a “Lead Agency” is “the public agency which has the principal responsibility for carrying out or approving a project.” Therefore, LADWP is the lead agency responsible for compliance with CEQA for the proposed project.

As lead agency for the proposed project, LADWP must complete an environmental review to determine if implementation of the proposed project would result in significant adverse environmental impacts. To fulfill the purpose of CEQA, an Initial Study has been prepared to assist in making that determination. Based on the nature and scope of the proposed project and the evaluation contained in the Initial Study environmental checklist (contained herein), LADWP, as the lead agency, has concluded that a Mitigated Negative Declaration is the

proper level of environmental documentation for this project. The Initial Study shows that impacts caused by the proposed project are either less than significant or significant but mitigable with incorporation of appropriate mitigation measures as defined herein. This conclusion is supported by CEQA Guidelines Section 15070, which states that a Mitigated Negative Declaration can be prepared when "(a) the initial study shows that there is not substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) the initial study identifies potentially significant effects, but (1) revisions in the project plans or proposals made by, or agreed to by the applicant, before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment."

1.3 Project Location and Setting

Phase I of the proposed project would be located within Elysian Park, which is located approximately 1.5 miles north of downtown Los Angeles. Dedicated in 1886 and consisting of 575 acres, Elysian Park is the oldest and second largest park in the City. The park is owned by the City of Los Angeles and maintained by the Los Angeles Department of Recreation and Parks (LARAP). Elysian Park is bounded by I-5 on the north, State Route 110 (Pasadena Freeway, SR 110) and Solano Canyon on the east, the community of Chinatown on the south, and the community of Echo Park on the west. Access to Elysian Park is provided via Stadium Way, Academy Road, and Solano Avenue.

Phase II of the proposed project would be located within public streets in the urbanized and fully developed communities of Chinatown, downtown Los Angeles, Exposition Park, and Boyle Heights. The Phase II segments abut commercial, residential, and public facilities uses. The proposed alignment would begin at the termination point of the Los Angeles State Historic Park WRP, which is located on Spring Street at Mesnagers Street, approximately 0.5 miles south of Dodger Stadium. The mainline segment of the Downtown WRP would extend approximately 3,000 feet south from the termination point of the Los Angeles State Historic Park WRP on Spring Street to Alpine Street, approximately 650 feet west on Alpine Street to Broadway, approximately 20,750 feet south on Broadway to 37th Street, approximately 2,150 feet west on 37th Street to Exposition Boulevard, and approximately 1,650 feet west on Exposition Boulevard to Exposition Park. The mainline segment would terminate at Exposition Park, located approximately 2 miles south of downtown Los Angeles, near USC's main campus. Various segments are proposed originating from the mainline segment to serve specific known customers.

The Atlas Carpet segment would extend from the mainline segment approximately 800 feet south on Avenue 18 from Spring Street to Albion Street, approximately 400 feet west on Albion Street to Avenue 17, and 500 feet south on Avenue 17. It would terminate at the Atlas Carpet Mills, Inc., located at 340 South Avenue 17, east of the Los Angeles River and west of I-5.

The Twin Towers Correctional Facilities segment would extend approximately 1,650 feet east of the mainline segment on Vignes Street from Spring Street to Avila Street terminating at the Los Angeles County Sheriff's Department Twin Towers Correctional Facility, located at 450 Bauchet Street.

The Trigen-LA Bunker Hill segment would extend from the mainline segment approximately 1,700 feet west on 3rd Street from Broadway to Hope Street. It would terminate at Veolia Energy facility (formerly Trigen-LA).

The Los Angeles Convention Center segment would extend from the mainline segment approximately 2,500 feet west on Pico Boulevard from Broadway to LA Live Way. It would terminate at the Los Angeles Convention Center, located at 1201 South Figueroa Street adjacent to the SR 110/Interstate 10 (Santa Monica Freeway, I-10) interchange.

The Dye House and Washington Garment segment would extend from the mainline segment approximately 5,400 feet east on Venice Boulevard/16th Street from Broadway to Central Avenue, approximately 560 feet south on Central Avenue to 18th Street, and approximately 700 feet east on 18th Street. It would terminate at Washington Garment, located at 1332 East 18th Street just south of I-10.

The Boyle Heights Mixed Use Project segment would extend approximately 350 feet east on 18th Street from Washington Garment to Naomi Avenue, approximately 300 feet south on Naomi Avenue to Washington Boulevard, approximately 5,800 feet east on Washington Boulevard to Santa Fe Avenue, approximately 2,450 feet north on Santa Fe Avenue to Olympic Boulevard, and approximately 5,200 feet east on Olympic Boulevard to Evergreen Avenue, including a 1,750-foot bridge crossing on Olympic Boulevard. It would terminate at a 68.8 acre site proposed to be redeveloped as a mixed-use community located approximately 2 miles southeast of downtown Los Angeles. The Boyle Heights Mixed Use Project site is generally bounded by East 8th Street to the north, Grande Vista Avenue to the east, Olympic Boulevard to the south, and South Soto Street to the west.

Figure 1 shows the regional location of the proposed project, while Figures 2a and 2b show the proposed alignments for Phases I and II, respectively.

1.4 Project Background

The City relies on four sources to meet its water needs: (1) snow-melt runoff from the Eastern Sierra conveyed by the Los Angeles Aqueduct (an average of 35.4 percent of the total supply over the last five years); (2) local groundwater (11.4 percent); (3) purchases from the Metropolitan Water District of Southern California (MWD) conveyed from the Colorado River through the Colorado River Aqueduct and the State Water Project via the California Aqueduct (52.3 percent); and (4) recycled water for non-potable uses (1 percent). Although these water resources have served the City well for decades, several factors have converged that threaten the long-term reliability of these supplies. Climate conditions, such as consecutive years of below-normal snowfall and drought, and environmental commitments have severely impacted historical water supply sources.

- *Eastern Sierra Watershed:* The City's right to export water from the Eastern Sierra is based on approximately 188 water right licenses from various rivers, lakes and creeks in the Mono Basin and Owens Valley. The City's water rights are on file with the California State Water Resources Control Board. The City also owns the majority of land (approximately 315,000 acres) and associated riparian water rights in the Owens Valley. Los Angeles Aqueduct deliveries from the Eastern Sierra vary with snowpack conditions. In addition, over the last two decades, the City's water deliveries from the Los Angeles Aqueduct have dropped substantially due to

reallocation of water for environmental mitigation and enhancement activities. Among these environmental commitments are the State Water Resources Control Board's Mono Lake Decision, which reduced LADWP's ability to export water from the Mono Basin from 90,000 acre-feet per year (AFY) to 16,000 AFY; implementation of the Owens Lake Dust Mitigation Program, to which the LADWP is currently delivering 80,000 AFY, but is expected to increase to 95,000 AFY; implementation of the 1997 Memorandum of Understanding (MOU) between LADWP and the MOU Ad Hoc Group, which commits LADWP to supply 1,600 AFY for mitigation identified in the 1991 Water from the Owens Valley to Supply the Second Los Aqueduct Environmental Impact Report; and rewatering of the Lower Owens River, where losses are approximately 17,000 AFY.

- *Local Groundwater:* The City owns groundwater rights in three Upper Los Angeles River Area groundwater basins – the San Fernando, Sylmar, and Eagle Rock basins – as well as the Central and West Coast Basins, as determined by separate judgments by the Superior Court of the State of California. However, groundwater contamination in the San Fernando Basin, where the majority of the City's groundwater supply is produced, has severely limited the City's ability to pump groundwater.

- *Purchased Water:* MWD's sources of water – the Colorado River, State Water Project, local surface and groundwater storage, and stored/transferred water with Central Valley and Colorado River agencies – are subject to great uncertainty due to climate variability and environmental issues. The current environmental crisis in the Sacramento-San Joaquin Bay-Delta led to a Federal Court decision that resulted in MWD receiving up to 30 percent less of its anticipated State Water Project deliveries. Between April 2009 and April 2011, MWD implemented an allocation plan that limited supplies to member agencies and imposed penalties for exceeding water usage targets.

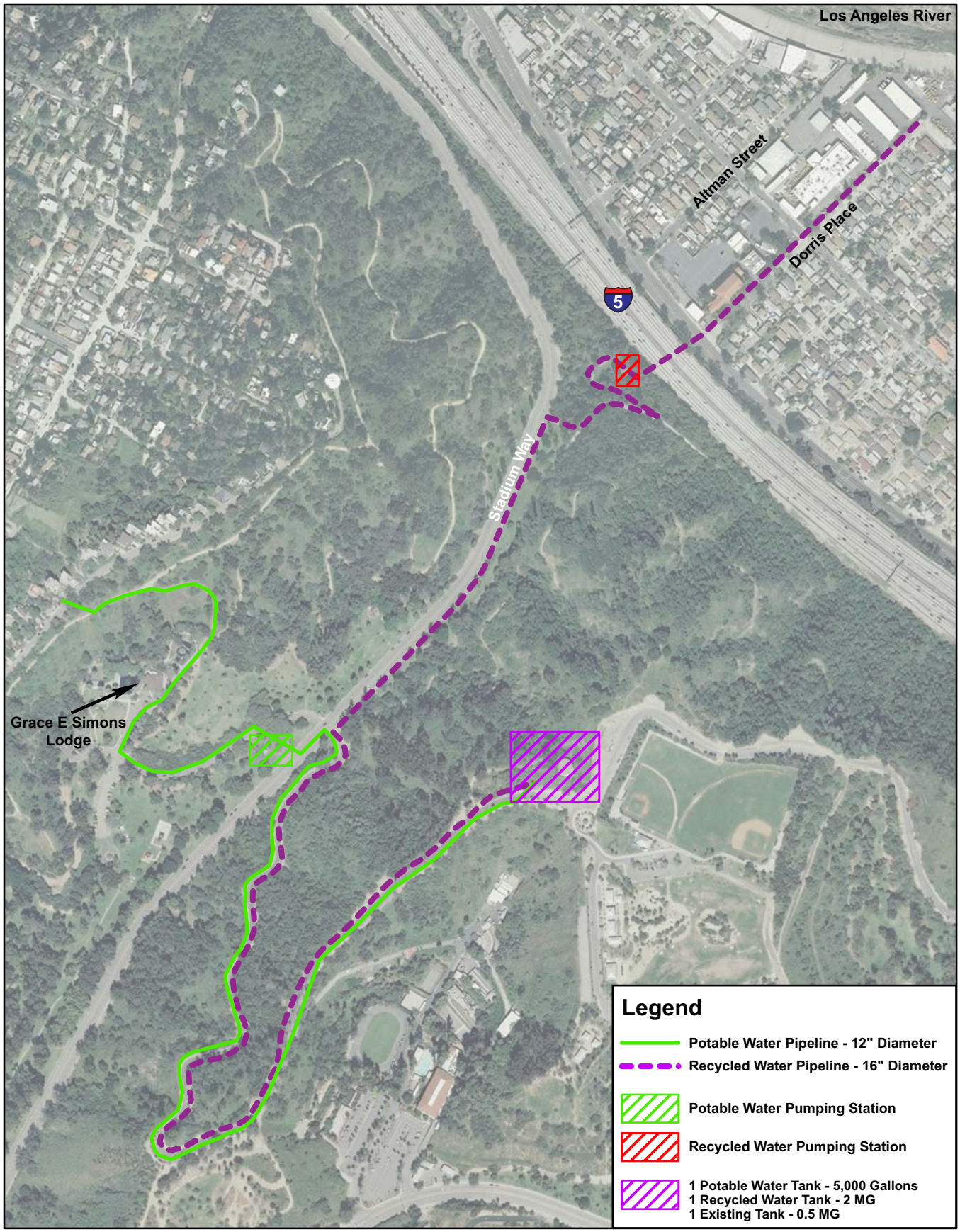
In response to the challenges facing the City's water supply, LADWP has embarked upon an aggressive effort to create reliable and sustainable sources of water for the future of Los Angeles. A key component is to maximize the use of recycled water.

Recycled water is municipal wastewater that has gone through various treatment processes to meet specific water quality criteria with the intent of being used in a beneficial manner. It is conveyed to customers with facilities similar to the potable water system (i.e., pump stations, pipelines, and tanks), but the non-potable facilities are designated by a purple color and/or labeled as recycled water. As a result, non-potable reuse projects are commonly referred to as "purple pipe" projects.

LADWP's 2010 Urban Water Management Plan set a goal of 59,000 AFY of potable water supplies to be replaced by recycled water by 2035 to meet non-potable demand. The City has existing non-potable reuse projects with an average annual reuse of 8,000 AFY and has "Planned" non-potable reuse projects that are under construction or in planning/design with planned construction by fiscal year 2015 with an average reuse of 11,350 AFY. The total potable water offset capacity of these purple pipe projects is 19,350 AFY. The goal of new recycled water projects is to offset the remaining 39,650 AFY of potable water. The non-potable reuse projects that make up the part of this goal are referred to as "Potential."

Source: California Geospatial Information Library (2003-5)

Figure 1
Regional Location Map



Source: ESRI 2012 Basemap Imagery

N

0 250 500 750 1,000 Feet

Figure 2a
Project Location Map-Phase I

Atlas Carpet

Twin Towers Correctional Facility

LA County Central Heating and Refrigeration Plant

Veolia Energy (Formerly Trigent-LA)

Convention Center & Event Center

Dye House, Inc

Washington Garment

Boyle Heights Mixed Use Project

USC Main Campus

Matchmaster

Legend

- Cornfields WRP (Not a part of this project)
- Proposed Pipeline
- Customers
- Channel Crossing
- Rail Crossing
- 3rd Street Tunnel
- Bridge

Source: ESRI 2012 Imagery

N

0 0.25 0.5 0.75 1 Miles

Figure 2b
Project Location Map-Phase II

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1.5 Project Objectives

The objectives of the project are to:

- Improve the reliability of the City of Los Angeles water supply through increased recycled water use
- Comply with LADWP's 2010 Urban Water Management Plan outlining the steps to sustain a reliable water supply to meet current and future demand
- Construct the necessary infrastructure to convey recycled water to the various industrial and irrigation customers in the central Los Angeles Area
- Provide recycled water to some of the City of Los Angeles' largest water customers, and where feasible, switch their potable water connection to recycled water for non-potable uses

1.6 Description of the Proposed Project

In order to achieve the objectives of the project to expand the existing recycled water pipeline network from its current termini near Taylor Yard (Rio de Los Angeles) and Los Angeles State Historic Park to serve Elysian Park and customers in central Los Angeles, the proposed project would be implemented in two phases. The proposed project is a standalone project and is not related to any other project(s) along the proposed alignment within Elysian Park, downtown Los Angeles, Exposition Park, or Boyle Heights.

Phase 1 Elysian Park WRP

The first phase of the project involves the delivery of recycled water to Elysian Park (Elysian Park WRP). LARAP has committed to utilizing the recycled water supply that would become available via these new facilities to irrigate Elysian Park.

Potable and Recycled Water Pipeline Installation

A new 16-inch recycled water pipeline would be constructed beginning on Dorris Place on the west side of the Los Angeles River in the Elysian Valley neighborhood, which is the termination point of the Taylor Yard WRP. A total of approximately 8,400 linear feet of pipe would be installed connecting the Taylor Yard WRP with a proposed new 2 MG recycled water storage tank located near Elysian Fields via a proposed new 3,000 gallon per minute (gpm) recycled water pump station located on the west side of I-5 just inside Elysian Park.

Installation of the recycled water pipeline within Dorris Place, Stadium Way, and Academy Road would use trench construction known as "cut and cover." An approximately 3-foot wide by 4.5-foot deep trench would be excavated within the roadway that could be covered with metal plates during periods of the day when construction is not ongoing. Once the pipeline has been installed within a segment, the trench would be backfilled with imported slurry and returned to its original condition. Recycled water pipeline installation would necessitate restrictions on-street parking and closure of up to two lanes of the roadway, depending on the location of construction. Installation of the recycled water pipeline from Dorris Place

across I-5 would require a trenchless form of construction called “microtunneling” so as not to affect traffic on the freeway. A tunnel less than 1,000 linear feet would be excavated beneath the freeway via a procedure called “pipe jacking”. Launching and receiving pits would be located on either end of the tunnel. Hydraulic jacks would drive pipes through the ground. Excavated soil and other material would be removed from the pits and disposed of at an appropriate regional landfill. The pits would be backfilled with imported slurry and the roadway returned to its original condition.

As discussed in further detail below, a new recycled water pumping station would be installed near Stadium Way and Elysian Park Drive. From the recycled water pumping station, the recycled water pipeline would be trenched along Stadium Way to Angels Point Road past the Police Academy to a hilltop adjacent to Elysian Fields. It would supply a proposed new 2 MG recycled water storage tank located on a hilltop near Elysian Fields north of Angels Point Road. To provide for the potable water needs of Elysian Park, such as for restroom facilities and drinking fountains, a proposed new 5,000 gallon potable water tank would be constructed adjacent to the proposed new recycled water storage tank.

Approximately 7,300 linear feet of 12-inch potable water pipeline would be installed to connect the proposed new 5,000 gallon potable water storage tank to an existing potable water service pipeline located outside of Elysian Park within Park Drive in the Echo Park neighborhood. Trenching would occur within an existing fire road from Park Drive to Grace E. Simons Lodge where it would connect to Elysian Park Drive and Angels Point Road. An approximately 2.5-foot wide by 4-foot deep trench would be excavated for the potable water pipeline. Once the pipeline has been installed within a segment, the trench would be backfilled with imported slurry and returned to its existing condition.

The potable water pipeline would be connected to a proposed new potable water pumping station, which would be installed at the southwest corner of Stadium Way and Elysian Park Drive adjacent to an existing pumping station.

Above-ground Structures

As discussed above, Phase I of the proposed project would include the installation of four new, permanent above-ground structures, including a 3,000 gpm recycled water pumping station at the park’s boundary near I-5; a 2 MG recycled water storage tank and a 5,000 gallon potable water storage tank on a hilltop near Elysian Fields; and a 2,000 gpm potable water pumping station near Stadium Way and Elysian Park Drive.

For the proposed new recycled water pumping station, a flat pad of approximately 65 feet long by 30 feet wide would be cleared and graded on which to place a slab foundation and the pumping station. The pumping station would be an exposed facility secured by chain link fencing and standing less than 5 feet in height. Clearing of vegetation in the area would be necessary prior to construction of the concrete pad. There is an existing road that would be used to access the proposed recycled water pumping station location. The recycled water pumping station would be located next to an existing pumping station in a portion of the park that is not used for active recreation, picnic facilities, or passive hiking.

The recycled water pumping station would supply a proposed new 2 MG recycled water storage tank, which would be constructed on a hilltop near Elysian Fields north of Angels Point Road. A flat pad would be cleared and graded on which to place the 85-foot diameter recycled water storage tank. The tank would be a steel structure approximately 48 feet tall.

The proposed new 5,000 gallon potable water tank would be constructed adjacent to the proposed new recycled water storage tank. The new potable water tank would be approximately 14 feet in diameter and 10 feet tall, and constructed of steel. The recycled and potable water storage tanks would be located in an area that is not used for active recreation within the park and already contains a 0.5 MG water tank. The existing tank is not planned to be removed as part of this project.

A proposed new potable water pumping station capable of pumping 2,000 gpm would be installed at the southwest corner of Stadium Way and Elysian Park Drive. This area of the park is currently used for passive recreation and it contains an existing pumping station. A flat pad would be cleared and graded to accommodate the proposed new potable water pumping station, which would be installed adjacent to the existing pumping station. Additionally, the new pumping station would be constructed of a similar material as the existing pump house and stand approximately 10 feet tall, similar to the height of the existing structure.

All areas within Elysian Park temporarily cleared or disturbed during construction, including those areas used for materials and equipment staging, would be restored at the completion of the Phase I construction process. All public roads where trenching is to occur and any park roads or other roads indirectly damaged during construction would be repaired at the end of construction.

Phase 2 Downtown WRP

The second phase of the project involves the delivery of recycled water to customers located in downtown Los Angeles, Exposition Park, and Boyle Heights. These customers have committed to using recycled water for non-potable uses. A new 16-inch recycled water pipeline would be constructed from the recycled water pipeline serving Los Angeles State Historic Park, which terminates on Spring Street at Mesnagers Street. Approximately 10 miles of new pipeline would ultimately be installed as part of the Downtown WRP.

The Phase II mainline segment would total approximately 28,200 linear feet, stretching from Los Angeles State Historic Park to Exposition Park through downtown Los Angeles. It would generally travel south along Spring Street to Alpine Street, west along Alpine Street to Broadway, south on Broadway to 37th Street, west along 37th Street to Exposition Boulevard, and west on Exposition Boulevard terminating in Exposition Park near USC's main campus. In order to cross State Route 101 (Hollywood Freeway, SR 101) on Broadway, it would be necessary to install the pipeline along the side of the roadway bridging the freeway instead of trenching (approximately 150 linear feet). In addition, there are two light rail crossings on the mainline segment. The pipeline would cross the Metro Blue Line light rail tracks located at Broadway and Washington Boulevard, and the Metro Expo Line light rail tracks at Exposition Boulevard and Figueroa Street. Light rail crossings would require trenchless construction, such as tunneling, so as not to affect rail operations.

From the mainline segment, extensions would serve specific known customers. The Atlas Carpet segment would extend approximately 1,700 linear feet from the mainline segment south from Spring Street along Avenue 18 to Albion Street and then west on Albion Street to Avenue 17 where it would terminate at the Atlas Carpet Mills, Inc.

The Twin Towers Correctional Facility segment would extend from the mainline segment approximately 1,650 feet east from Spring Street along Vignes Street to Avila Street, where it would terminate at the Los Angeles County Sheriff's Department Twin Towers Correctional Facility.

The Trigen-LA Bunker Hill segment would extend from the mainline segment approximately 1,700 feet west from Broadway along 3rd Street to Hope Street, where it would terminate at Veolia Energy facility (formerly Trigen-LA). This route includes trenching within the 3rd Street Tunnel.

The Los Angeles Convention Center segment would extend from the mainline segment approximately 2,500 feet west from Broadway along Pico Boulevard to LA Live Way, where it would terminate at the Los Angeles Convention Center. The pipeline would cross the Metro Blue Line light rail tracks located at Pico Boulevard and Flower Street, requiring trenchless construction.

The Dye House and Washington Garment segment would extend approximately 6,660 linear feet from the mainline segment approximately 5,400 feet east from Broadway along Venice Boulevard/16th Street to Central Avenue, south on Central Avenue to 18th Street, and east on 18th Street terminating at Washington Garment.

The Boyle Heights Mixed Use Project segment would extend approximately 14,100 linear feet from Washington Garment along 18th Street to Naomi Avenue, south on Naomi Avenue to Washington Boulevard, east on Washington Boulevard to Santa Fe Avenue, north on Santa Fe Avenue to Olympic Boulevard, and east on Olympic Boulevard to Evergreen Avenue. The pipeline would cross the Metro Blue Line light rail tracks located at Washington Boulevard and Long Beach Avenue, and railroad tracks located approximately 900 feet west of Santa Fe Avenue serving an industrial complex. Trenchless construction would be required for rail crossings. In addition, the Boyle Heights Mixed Use Project segment would require a bridge crossing on Olympic Boulevard totaling 1,750 linear feet over the Los Angeles River. As discussed above, the pipeline would be hung below or along the side of the bridge.

Installation of the recycled water pipeline would mostly occur within public roads and would use cut and cover trenching. An approximately 2.5-foot wide by 5-foot deep trench would be excavated within the roadway that could be covered with metal plates during periods of the day when construction is not ongoing. Once the pipeline has been installed within a segment, the trench would be backfilled with the imported slurry and the roadway returned to its original condition. Recycled water pipeline installation would necessitate restrictions to on-street parking and closure of up to two lanes of the roadway depending on the location of construction. In general, approximately 90 linear feet of pipeline would be installed each day. Construction would occur sequentially along the alignment to minimize long-term disruption within an area. Materials and equipment staging and construction worker parking would use City facilities and public parking lots located along or near the proposed alignments.

Rail crossings would require tunneling instead of trenching. As described above, launching and receiving pits would be located on either end of the tunnel. Hydraulic jacks would drive pipes through the ground. Excess soil that cannot be reused as backfill material would be disposed of at an appropriate regional landfill. The launching and receiving pits would be backfilled with the imported slurry and the area returned to its original condition.

1.7 Construction Schedule and Procedures

Construction of Phase I is anticipated to begin in summer 2016 and take approximately two years to complete, concluding in summer 2018. Construction of Phase II is anticipated to begin following completion of Phase I in fall 2018. It would take approximately 2.5 years to complete Phase II, concluding in spring 2021.

Generally, in accordance with the Noise Ordinance, construction activity would occur Mondays through Fridays from 7:00 a.m. to approximately 3:30 p.m. The City of Los Angeles Mayor's Directive #2 prohibits construction on major roads during rush hour periods (6:00 a.m. to 9:00 a.m. and 3:30 p.m. to 7:00 p.m.). However, due to the nature of construction activities within public roadways, construction activity could occur during rush hour periods. Therefore, LADWP would request a variance to Directive #2. Additionally, construction activity may occur on Saturdays, or at night in non-residential areas in order to complete construction of the proposed project in a timely manner. Construction of Phase I would also be coordinated with the Dodgers organization and the City of Los Angeles Department of Transportation (LADOT) to minimize traffic disturbances on game days.

Spreadsheets that reflect the various construction activities by month for Phase I and Phase II are included as Appendix A.

An appropriate combination of monitoring and resource impact avoidance would be employed during all phases of the proposed project, including implementation of the following Best Management Practices:

- The proposed project would implement Rule 403 dust control measures required by the South Coast Air Quality Management District (SCAQMD), which would include the following:
    - Water shall be applied to exposed surfaces at least two times per day to prevent generation of dust plumes.
    - The construction contractor shall utilize at least one of the following measures at each vehicle egress from the project site to a paved public road:
        a. Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;
        b. Pave the surface extending at least 100 feet and at least 20 feet wide;
        c. Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or
        d. Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.
    - All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
    - Construction activity on exposed or unpaved dirt surfaces shall be suspended when wind speed exceeds 25 miles per hour (such as instantaneous gusts).
    - Ground cover in disturbed areas shall be replaced in a timely fashion when work is completed in the area.
    - A community liaison shall be identified concerning on-site construction activity including resolution of issues related to PM_{10} generation.

- Non-toxic soil stabilizers shall be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Traffic speeds on all unpaved roads shall be limited to 15 mph or less.
- Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, water sweepers with reclaimed water shall be used.

- The construction contractor would develop and implement an erosion control plan and Storm Water Pollution Prevention Plan for construction activities. Erosion control and grading plans may include, but would not be limited to, the following:
  - Minimizing the extent of disturbed areas and duration of exposure;
  - Stabilizing and protecting disturbed areas;
  - Keeping runoff velocities low; and
  - Retaining sediment within the construction area.
  - Construction erosion control Best Management Practices may include the following:
    a. Temporary desilting basins;
    b. Silt fences;
    c. Gravel bag barriers;
    d. Temporary soil stabilization with mattresses and mulching;
    e. Temporary drainage inlet protection; and
    f. Diversion dikes and interceptor swales.

- The proposed project would comply with the Regional Water Quality Control Board's National Pollution Discharge Elimination System Phase II Rule.

- The pipeline alignment would not be located within 15 feet of a residential or institutional building, or within 12 feet of a commercial building to minimize vibration induced building damage.

- Residences and businesses near the pipeline alignment would be notified prior to the start of construction (e.g., via flyers) of lane closures and parking restrictions in their vicinity. The notices would include a telephone number for comments or questions related to construction activities.

- The proposed project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance.

1.8 Required Permits and Approvals

Numerous approvals and/or permits would be required to implement the proposed project. The environmental documentation for the project would be used to facilitate compliance with federal and state laws and the granting of permits by various state and local agencies having jurisdiction over one or more aspects of the project. These approvals and permits may include, but may not be limited, to the following:

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

- Excavation Permit
- Grading Permit

City of Los Angeles Department of Building and Safety

- Building Permit

City of Los Angeles Department of Public Works, Bureau of Sanitation, Stormwater Management Division

- Discharge permit for construction dewatering and hydrostatic test water discharge in storm drains

City of Los Angeles Department of Transportation

- Approval of Traffic Management Plan
- Approval of temporary road closures

Los Angeles Metropolitan Transportation Agency

- Right-of-Way Encroachment Permit

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

- Underground Classification Permit for tunneling and jacking locations

State of California Department of Transportation

- Encroachment Permit

State of California, Los Angeles Regional Water Quality Control Board

- National Pollution Discharge Elimination System Permit for construction dewatering and hydrostatic test water discharge

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SECTION 2
INITIAL STUDY CHECKLIST

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the CEQA Guidelines (2012) to determine if the proposed project may have a significant effect on the environment.

CEQA INITIAL STUDY FORM

Project Title:
Elysian Park-Downtown Water Recycling Projects

Lead Agency Name and Address:
Los Angeles Department of Water and Power
Environmental Planning and Assessment
111 North Hope Street, Room 1044
Los Angeles, CA 90012

Contact Person and Phone Number:
Irene Paul
Environmental Planning and Assessment
Los Angeles Department of Water and Power
(213) 367-3509

Project Sponsor's Name and Address:
Los Angeles Department of Water and Power
Water Engineering and Technical Services
111 North Hope Street
Los Angeles, CA 90012

Project Location:
Phase I would be located within Elysian Park. Phase II would be located in central Los Angeles with the pipeline alignment generally traveling south along Broadway to Exposition Park and east to Boyle Heights.

City Council District:
Phase I of the proposed project would be located within Council Districts 1 and 13. The alignment of the pipeline installed in Phase II would pass through Council Districts 8, 9, and 14.

Neighborhood Council District:
Phase I of the proposed project would be located within the Elysian Valley Riverside and the Greater Echo Park Elysian Neighborhood Council Districts. Phase II of the proposed project would pass through the following neighborhood council districts: Lincoln Heights, Historic Cultural, Downtown Los Angeles, South Central, Empowerment Congress North Area, and Boyle Heights.

General Plan Designation:
Phase I of the proposed project would begin on Dorris Place and continue into Elysian Park. Land uses on the northwest side of Dorris Place are designated as Public Facilities, while uses on the southeast side are designated as Low Density Residential. Elysian Park is designated as Open Space. Phase II of the proposed project would be located entirely within the existing road right-of-way. The properties adjacent to the Phase II alignment include the following designations: Light Manufacturing, Heavy Manufacturing, Public Facilities, Regional Commercial, Regional Center Commercial, Low Medium II Residential, and High Medium Residential.

Phase I of the proposed project would be located within the Silver Lake – Echo Park – Elysian Valley Community Plan area. Phase II of the proposed project would be located within the Northeast Los Angeles, Central City North, Central City, Southeast Los Angeles, South Los Angeles, and Boyle Heights Community Plan areas.

Zoning:
The zoning designations for Phase I include Public Facilities (PF) along the northwest side of Dorris Place, One-Family Residential (R1) along the southeast side of Dorris Place, and Open Space (OS) in Elysian Park. The properties along the alignment in Phase II are zoned PF, Light Manufacturing (M1 and MR2), Heavy Manufacturing (M3), Alameda District Specific Plan (ADP), Regional Commercial (C2), Regional Center Commercial (C5), Low Medium II Residential (RD 1.5), and High Medium Residential (R5).

Description of Project:
The first phase of the proposed project involves the delivery of recycled water to Elysian Park (Elysian Park WRP). A new 16-inch recycled water pipeline would be constructed from the termination point of the Taylor Yard WRP, totaling approximately 8,400 linear feet. The proposed Elysian Park recycled water pipeline would connect to a proposed new approximately 2 million gallon (MG) recycled water storage tank located on the hilltop near Elysian Fields within Elysian Park via a proposed new recycled water pumping station located on the west side of I-5 just inside Elysian Park. The proposed route for the recycled water pipeline would roughly follow Stadium Way. In addition, to provide for the potable water uses within Elysian Park (e.g., restrooms and drinking fountains), approximately 7,300 linear feet of 12-inch potable water pipeline would be constructed from Park Drive to a proposed new 5,000 gallon potable water storage tank located on a hilltop near Elysian Fields via a proposed new potable water pumping station located near the Grace E. Simons Lodge.

The second phase of the proposed project involves constructing approximately 10 miles of new 16-inch recycled water pipeline from the proposed terminus on Spring Street at Mesnagers Street near Los Angeles State Historic Park to customers located in downtown Los Angeles, Exposition Park, and Boyle Heights (Downtown WRP). The mainline would roughly follow Broadway south to Exposition Boulevard. To reach Boyle Heights, the pipeline would roughly follow 16th Street to Washington Boulevard to Olympic Boulevard.

Surrounding Land Uses and Setting:
Phase I of the proposed project would primarily take place within Elysian Park. However, some construction would occur in the Elysian Valley neighborhood along Dorris Place adjacent to Dorris Place Elementary School and on Park Drive within the Echo Park

neighborhood. Installation of the Elysian Park WRP would require tunneling beneath I-5. Phase I would abut residential, public facilities, and open space uses.

Phase II would occur in public streets in the urbanized and fully developed communities of Chinatown, downtown Los Angeles, Exposition Park, and Boyle Heights. Construction would abut commercial, residential, light industrial, public facilities, and open space uses.

Responsible/Trustee Agencies:

- State of California, Los Angeles Regional Water Quality Control Board
- State of California, Department of Transportation
- State of California Department of Industrial Relations, Division of Occupational Safety and Health, Mining and Tunneling Unit
- Los Angeles Metropolitan Transportation Agency

Reviewing Agencies:

- City of Los Angeles Department of Public Works, Bureau of Engineering
- City of Los Angeles Department of Transportation
- City of Los Angeles Department of Planning
- City of Los Angeles Department of Fire

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 Environmental Impacts discussion in Section 3.

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

DETERMINATION

On the basis of this initial evaluation:

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

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

☐ I find that the proposed project MAY have a significant effect on the environment, and an environmental impact report is required.

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier 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, nothing further is required.

Nadia J. Paun — 9-12-12

Signature — Date

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

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS**. Would the project:				
a.	Have a substantial adverse effect on a scenic vista?			**X**	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		**X**		
d.	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			**X**	
II.	**AGRICULTURE AND FORESTRY RESOURCES**. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b.	Conflict with existing zoning for agricultural use, or a Williamson act contract?				**X**
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY**. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			**X**	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			**X**	
d.	Expose sensitive receptors to substantial pollutant concentrations?			**X**	
e.	Create objectionable odors affecting a substantial number of people?			**X**	
IV.	**BIOLOGICAL RESOURCES**. Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		**X**		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		**X**		
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			**X**	
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**CULTURAL RESOURCES**. Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?		**X**		
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?		**X**		
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		**X**		
d.	Disturb any human remains, including those interred outside of formal cemeteries?			**X**	
VI.	**GEOLOGY AND SOILS**. Would the project:				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	
	ii) Strong seismic ground shaking?			**X**	
	iii) Seismic-related ground failure, including liquefaction?			**X**	
	iv) Landslides?			**X**	
b.	Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			**X**	
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			**X**	
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				**X**
VII.	**GREENHOUSE GAS EMISSIONS**: Would the project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impacts on the environment?			**X**	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				**X**

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**HAZARDS AND HAZARDOUS MATERIALS**: Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			**X**	
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				**X**
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				**X**
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				**X**
IX.	**HYDROLOGY AND WATER QUALITY**. Would the project:				
a.	Violate any water quality standards or waste discharge requirements?			**X**	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			**X**	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			**X**	

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f.	Otherwise substantially degrade water quality?			X	
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j.	Inundation by seiche, tsunami, or mudflow?			X	
X.	**LAND USE AND PLANNING**. Would the project:				
a.	Physically divide an established community?				X
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI.	**MINERAL RESOURCES**. Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XII.	**NOISE**. Would the project result in:				
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		**X**		
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				**X**
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				**X**
XIII.	**POPULATION AND HOUSING**. Would the project:				
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				**X**
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				**X**
XIV.	**PUBLIC SERVICES**.				
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i) Fire protection?			**X**	
	ii) Police protection?			**X**	
	iii) Schools?				**X**
	iv) Parks?				**X**
	v) Other public facilities?				**X**
XV.	**RECREATION**.				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				**X**
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				**X**

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		**X**		
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				**X**
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				**X**
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				**X**
e. Result in inadequate emergency access?			**X**	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		**X**		
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			**X**	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				**X**
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			**X**	
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				**X**
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			**X**	

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			X	
XVIII.	**MANDATORY FINDINGS OF SIGNIFICANCE**.				
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?		X		
b.	Does the project have impacts that are individually limited, but cumulatively considerable? “Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.		X		
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X		

SECTION 3
ENVIRONMENTAL IMPACT ASSESSMENT

INTRODUCTION

The following discussion addresses impacts to various environmental resources per the Initial Study checklist questions contained in Appendix G of the CEQA Guidelines.

I. AESTHETICS

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The proposed project would not have an adverse effect on a scenic vista. Scenic views or vistas are panoramic public views to various natural features, including the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views may be from park lands, private and publicly owned sites, and public right-of-way.[1]

Phase I

Phase I would include some permanent above-ground structures, all of which would be located within Elysian Park. Above-ground structures proposed in Phase I of the project include a potable water pumping station near Stadium Way and Elysian Park Drive; a recycled water pumping station at the park's boundary near I-5; and new potable and recycled water tanks on a hilltop near Elysian Fields. The Silver Lake – Echo Park – Elysian Valley Community Plan does not identify any official scenic vistas at or near the proposed locations for any of these structures.[2]

The recycled water pumping station located on the west side of I-5 within Elysian Park would not be visible from public viewpoints because of intervening vegetation between the pumping station and the residential community located in the Elysian Valley neighborhood. It would not be visible from I-5 due to intervening vegetation and the higher speeds of travel of motorists on the freeway. Similarly, views of the proposed recycled water pumping station are obstructed from Stadium Way by intervening vegetation. There are no park facilities that would have a view of the proposed recycled water pumping station and the Final Draft of the Elysian Park Master Plan does not identify a scenic vista in this area of the park.[3] Therefore, there would be no impact to a scenic vista.

The area near Grace E. Simons Lodge where the potable water pumping station would be constructed is not identified in the Final Draft of the Elysian Park Master Plan as a scenic viewpoint or viewshed.[4] Nonetheless, the potable water pumping station would be visible from Stadium Way, the Grace E. Simons Lodge, and nearby

1 City of Los Angeles Department of City Planning, *City of Los Angeles General Plan, Conservation Element*, adopted September 26, 2001.
2 City of Los Angeles Department of City Planning, *Silver Lake – Echo Park – Elysian Valley Community Plan*, adopted August 11, 2004.
3 City of Los Angeles Department of Recreation and Parks, *Final Draft Elysian Park Master Plan*, June 2006.
4 Ibid.

recreational and picnic facilities. It would be constructed adjacent to an existing pump house. As discussed in Section 1.6 above, the proposed new potable water pumping station would be the same height as the existing pump house and would be constructed of similar materials. Although there would be no impact to a scenic vista, these design features would further reduce a non-significant impact.

The Final Draft Elysian Park Master Plan identifies Elysian Fields as providing a scenic overlook of the Elysian Valley and plans to establish a permanent viewpoint from this location.[5] The viewshed is directed to the southeast, south, and southwest away from the location of the proposed recycled and potable water tanks. Further, the proposed new potable water tank and recycled water tank would be constructed adjacent to the existing potable water storage tank. Although the tanks would be visible from this location, they would not be part of the scenic vista. Therefore, the impact to the scenic vista would be less than significant.

Phase II

Phase II of the proposed project does not involve construction and operation of any permanent above-ground structures. Following installation of the recycled water pipeline, the existing roadways would be returned to their existing condition. Therefore, no impact to scenic vistas would occur with implementation of Phase II of the proposed project.

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

No Impact. Implementation of the proposed project would not damage scenic resources within a state scenic highway. There are no state- or City-designated Scenic Highways in the vicinity of either phase of the proposed project.[6,7] Therefore, the proposed project would not have the potential to damage scenic resources within a designated scenic highway, and no impact would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact with Mitigation Incorporated. The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings with incorporation of mitigation.

Phase I

The recycled water pipeline would be installed primarily within Stadium Way and other park roads. All roadways disturbed during construction would be returned to their existing conditions. Therefore, pipeline construction would have a less than significant impact to the visual character of Elysian Park.

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5 Ibid.

6 State of California Department of Transportation. *State Scenic Highway Program*. Website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm, accessed June 5, 2012.

7 City of Los Angeles Department of City Planning, *City of Los Angeles General Plan, Transportation Element*, adopted September 8, 1999.

As discussed in Section I(a) above, Phase I would include permanent above-ground structures, all of which would be located within Elysian Park. The recycled water pumping station located on the west side of I-5 just inside Elysian Park would not be visible from public viewpoints. It would be naturally screened by surrounding vegetation from motorists along I-5 and Stadium Way, from recreational users, and from the residential community in Elysian Valley. It would be located in a portion of the park that is not used for active recreation, picnic facilities, or passive hiking. Therefore, it is not likely to be viewed and would not substantially degrade the existing visual character of the surrounding portions of the park. The impact would be less than significant.

The potable water pumping station located near Stadium Way and Elysian Park Drive would be visible from both of these streets and viewed by park users, numerous motorists on a daily basis using Stadium Way to access downtown Los Angeles, and motorists traveling to Dodger Stadium for a game or event. As discussed in Section I(a) above, the proposed new potable water pumping station would be located next to an existing pump house and would be housed in a structure designed to mimic the height, size, and finish of the existing pump house. As such, the potable water pumping station would not substantially change the visual character of the site or its surroundings. The impact would be less than significant.

One new 5,000 gallon potable water tank and one 2 MG recycled water tank would be installed on a hilltop near Elysian Fields. These tanks would be visible from the fields and from Angels Point Road within the park. The active recreation facilities and picnic areas within Elysian Fields are heavily utilized, as well as providing a scenic viewpoint to the southeast, south, and southwest of the Elysian Valley. There is an existing 5,000 gallon potable water tank currently located on this hilltop. The two new tanks would be constructed adjacent to the existing tank. The proposed new tanks would be larger and taller than the existing tank. In addition, clearing of vegetation in the area would be necessary prior to construction of the concrete pad associated with the new recycled water storage tank. The proposed new tanks and the associated vegetation removal would diminish the visual character of surrounding areas of Elysian Park. Implementation of mitigation measures VIS-1 and VIS-2 are required to reduce the impact to a less than significant level.

Mitigation Measures

VIS-1 At the completion of construction of Phase I, LADWP, in coordination with LARAP shall paint the proposed new potable water tank and recycled water tank in a neutral color chosen to blend in with the existing potable water tank and the surrounding park setting. The final design shall be reviewed by a qualified architectural historian. Interested parties, including LARAP, shall be contacted to solicit input on the design of the recycled water pump station.

VIS-2 At the completion of construction of Phase I, LADWP, in coordination with LARAP, shall install trees, shrubs, or other vegetation between the proposed tanks and Angels Point Drive to screen the tanks from view from the roadway and Elysian Fields. Interested parties, including LARAP, shall be contacted to solicit input on the design of the recycled water pump station.

Phase II

Phase II of the proposed project does not involve any permanent above-ground structures. Following installation of the recycled water pipeline, the existing roadways would be returned to their existing conditions. Therefore, no impact to the existing visual character or quality of the site and its surroundings would occur with implementation of Phase II of the proposed project.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Implementation of the proposed project would not create a new source of light or glare that would adversely affect day or nighttime views. As discussed in Section 1.7, nighttime construction could occur for both phases of the proposed project, which may require the use of temporary night lighting. However, nighttime construction activities, should they be necessary, would only occur in non-residential areas and any lighting would be focused on the project sites. Thus, night lighting during construction would not adversely affect nighttime views in the area.

Materials used in the permanent above-ground facilities in Phase I would be non-reflective and would be similar to those in use on existing facilities in the project area. Phase II does not include any permanent above-ground structures. No new sources of glare would be introduced that would adversely affect views. Therefore, impacts related to light and glare would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:

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

No Impact. The majority of the pipeline alignment and other improvements in Phase I of the proposed project would be located within Elysian Park, which is zoned for open space uses and developed as a park. The area surrounding the portion of the Phase I pipeline alignment along Dorris Place is zoned for public facilities and residential uses, and is currently developed with school facilities and residences. Additionally, the area surrounding the Phase II pipeline alignment is currently zoned for and developed with manufacturing, residential, commercial, and public facilities uses. The project sites for both phases of the proposed project are designated as Urban and Built-Up Land on the "Important Farmland in California" map prepared by the California Resources Agency pursuant to the Farmland Mapping and Monitoring Program. Thus, no part of either phase of the proposed project would be located on or near Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[8] Additionally, the project sites are not developed for farming or agricultural use.

[8] State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping & Monitoring Program, *Important Farmland in California, 2008* map. Website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2008/fmmp2008_08_11.pdf, accessed May 14, 2012.

Therefore, the proposed project would not convert farmland to a non-agricultural use, and no impact to farmland would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As discussed in Section II(a) above, the areas surrounding the project sites are zoned for and developed with open space, public facilities, residential, manufacturing, and commercial uses. The project sites are not zoned or developed for agricultural use. Furthermore, the County of Los Angeles does not offer Williamson Act contracts.[9] Therefore, the proposed project would not conflict with existing zoning or a Williamson Act contract. No impact would occur.

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

No Impact. The project sites are zoned for open space, public facilities, residential, manufacturing, and commercial uses, and is designated for such uses in the General Plan and the community plans through which the proposed alignment passes. No portion of the project sites are zoned for or developed as forest land or timberland as defined in Public Resources Code Section 12220(g) and Government Code Section 4526, respectively.[10] Therefore, the proposed project would not conflict with existing zoning for or cause a rezoning of forest or timberland. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No portion of the project sites are zoned or developed for a forest land use.[11] No forest lands exist within or adjacent to the project sites. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

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

No Impact. The project sites and adjacent properties are designated as "Urban and Built-Up Land;" no portion of the project sites or surrounding area are identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[12] Additionally, no forest lands exist on or adjacent to the project sites. Therefore, the proposed project would not change the existing environment in a way that would result in the conversion of Farmland to non-agricultural use or forest land to non-forest use. No impact would occur.

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9 State of California Department of Conservation, Division of Land Resource Protection, Williamson Act Program – Basic Contract Provisions. Website: http://www.conservation.ca.gov/dlrp/lca/basic_contract_provisions, accessed May 14, 2012.

10 City of Los Angeles Zoning Information and Map Access System (ZIMAS). Website: http://zimas.lacity.org/, accessed May 11, 2012.

11 Ibid.

12 State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping & Monitoring Program, *Important Farmland in California, 2008* map. Website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2008/fmmp2008_08_11.pdf, accessed May 14, 2012.

III. AIR QUALITY

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., the SCAQMD Plan or Congestion Management Plan)?

Less Than Significant Impact. The SCAQMD and the Southern California Association of Governments (SCAG) have responsibility for preparing an Air Quality Management Plan, which implements federal Clean Air Act and California Clean Air Act requirements and details goals, policies, and programs for improving air quality in the South Coast Air Basin. The 2007 Air Quality Management Plan was adopted by the SCAQMD Governing Board on June 1, 2007, and the California Air Resources Board (CARB) on September 27, 2007. The purpose of the 2007 Air Quality Management Plan for the South Coast Air Basin is to set forth a comprehensive program that will lead the region into compliance with federal air quality standards for 8-hour ozone (O_3) and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$).

According to the SCAQMD, there are two key indicators of consistency with the Air Quality Management Plan: 1) whether the project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the Air Quality Management Plan; and 2) whether the project will not exceed the assumptions in the Air Quality Management Plan based on the year of project buildout.[13] The first consistency criterion refers to violations of the California Ambient Air Quality Standards. One measure to determine whether the proposed project would cause or contribute to a violation of an air quality standard would be based on the estimated carbon monoxide (CO) concentrations at intersections that would be affected by the proposed project. The amount of vehicle trips during post-construction operations for both phases of the proposed project would be similar to the existing conditions as there is no operational component of the proposed project. Also, the 2007 Air Quality Management Plan and the 2007 South Coast Air Basin State Implementation Plan demonstrates attainment of the federal $PM_{2.5}$ standard in the South Coast Air Basin by 2014, and attainment of the federal 8-hour O_3 standard by 2023. As a result of state and local control strategies, the South Coast Air Basin has not exceeded the federal CO standard since 2002. Therefore, the proposed project would comply with Consistency Criterion No. 1.

The second consistency criterion requires that the proposed project not exceed the assumptions in the Air Quality Management Plan. A project is consistent with the Air Quality Management Plan if it is consistent with the population, housing, and employment assumptions that were used in the development of the Air Quality Management Plan. The proposed project does not include a residential component, and therefore, would not increase population or housing in the area. In addition, the proposed project would not increase employment since upon completion of construction of the recycled and potable water pipelines and facilities, the project area would return to existing conditions. As such, the proposed project is considered to be consistent with growth assumptions included in the Air Quality Management Plan, and it would comply with Consistency Criterion No. 2.

[13] SCAQMD, *The CEQA Air Quality Handbook,* 1993.

Therefore, neither phase of the proposed project would conflict with or obstruct implementation of the applicable air quality management plan. The impact would be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. The proposed project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. The project sites are located within the Los Angeles County portion of the South Coast Air Basin, which is designated a non-attainment area for O_3, particulate matter smaller than or equal to 10 microns in diameter (PM_{10}), and $PM_{2.5}$. The SCAQMD maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the South Coast Air Basin.

Construction of the proposed project would contribute air quality emissions through the use of heavy-duty construction equipment, truck delivery and haul trips, and vehicle trips generated by construction workers traveling to and from the project sites for both phases of the proposed project. Fugitive dust emissions would primarily result from trenching activities. Nitrogen oxide (NO_X) emissions would primarily result from the use of construction equipment. The assessment of construction air quality impacts considers each of these potential sources.

It is mandatory for all construction projects in the South Coast Air Basin to comply with SCAQMD Rule 403 for Fugitive Dust. As discussed in Section 1.7 above, Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project sites, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent in accordance with SCAQMD guidance.

Table 1 shows the maximum daily emissions associated with each construction year for both Phase I and Phase II (see Appendix B). As indicated in the table, construction activities would not exceed the SCAQMD regional significance thresholds. Therefore, the impact related to regional construction emissions would be less than significant.

Table 1 Regional Construction Emissions

Construction Year	Pounds Per Day					
	VOC	NO_X	CO	SO_X	$PM_{2.5}$	PM_{10}
Phase I						
Year 2016[a]	6	41	31	<1	2	2
Year 2017[b]	7	51	44	<1	3	2
Year 2018[c]	4	26	25	<1	1	1
Maximum Localized Total	7	51	44	<1	3	2
Regional Significance Threshold	*75*	*100*	*550*	*150*	*55*	*150*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Phase II						
Year 2018	4	27	25	<1	1	1
Regional Significance Threshold	*75*	*100*	*550*	*150*	*55*	*150*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[a] Maximum daily emissions would occur in December.

[b] Maximum daily VOC would occur for all months except in January, February, October, and December. Maximum daily NO_x would occur in May, July, August, and September. Maximum daily CO would occur in June, July, and September. Maximum daily SO_x, PM_{10}, and $PM_{2.5}$ would occur in June.

[c] Maximum daily emissions would occur in January.

Source: Terry A. Hayes Associates, 2012.

The proposed project would not have an operational component. As such, operational activities following completion of construction of the proposed project would be the same as current levels. Therefore, no impact to regional operational emissions would occur for either phase of the proposed project.

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

Less Than Significant Impact. The proposed project would not result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Both phases of the proposed project and the whole of the Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The South Coast Air Basin is currently classified as a federal and state non-attainment area for O_3, PM_{10}, and $PM_{2.5}$ and a federal attainment/maintenance area for CO. It is classified as a state attainment area for CO, and it currently meets the federal and state standards for nitrogen dioxide, sulfur oxide (SO_x), and lead.

As discussed in Section III(b) above, construction activities associated with implementation of the proposed project would not result in increases in air pollutant emissions, which, individually or cumulatively, would exceed established thresholds. The impact would be less than significant.

The proposed project would not have an operational component. As such, operational activities following completion of construction of the proposed project would be the same as current levels. Therefore, no impact to a cumulatively

considerable net increase in emissions during operations for either phase of the proposed project would occur.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

Sensitive receptors near the project sites include the following land uses. All sensitive receptors identified for Phase II of the proposed project are located adjacent to the proposed pipeline alignment.

Phase I:

- Elysian Park
- Grace E. Simons Lodge, located adjacent to the proposed alignment
- Single-Family Residences located approximately 115 feet east of the project site
- St. Ann Religious Education, located approximately 940 feet east of the project site
- Dorris Place Elementary School, located adjacent to the proposed alignment
- Single- and Multi-Family Residences located approximately 1,024 feet west of the project site

Phase II:

- Los Angeles State Historic Park
- Twin Towers Correctional Facility
- Cathedral of Our Lady of the Angels
- USC Main Campus
- Bradbury Building
- City of Lights Apartments
- St. Turibius School and Church
- Wyvernwod Apartments
- John Adams Middle School
- Single- and Multi-Family Residences located on Figueroa Street
- Single- and Multi-Family Residences located on Washington Boulevard

These sensitive receptors represent the nearest sensitive land uses with the potential to be impacted by the proposed project. Additional sensitive receptors are located further from the project area in the surrounding community and would be less impacted by air emissions than the above-listed sensitive receptors.

Construction activity would generate on-site pollutant emissions associated with equipment exhaust and fugitive dust. Table 2 shows the estimated localized

emissions associated with each construction year. As shown, maximum daily volatile organize compounds (VOC), NO_x, CO, SO_x, $PM_{2.5}$, and PM_{10} emissions would not exceed the SCAQMD localized threshold of significance. Therefore, the impact to sensitive receptors would be less than significant.

Table 2 Localized Construction Emissions

	Pounds Per Day					
Construction Year	**VOC**	**NO_X**	**CO**	**SO_X**	**$PM_{2.5}$**	**PM_{10}**
Phase I						
Year 2016[a]	5	40	24	<1	2	2
Year 2017[b]	7	50	36	<1	3	2
Year 2018[c]	4	25	21	<1	1	1
Maximum Localized Total	7	50	36	<1	3	2
Localized Significance Threshold	*n/a*	*74*	*680*	*n/a*	*2*	*3*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Phase II						
Year 2018	4	26	21	<1	1	1
Localized Significance Threshold	*n/a*	*74*	*680*	*n/a*	*2*	*3*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[a] Maximum daily emissions would occur in December.

[b] Maximum daily VOC would occur for all months except in January, February, October, and December. Maximum daily NO_x would occur in May, July, August, and September. Maximum daily CO would occur in June, July, and September. Maximum daily SO_x, PM_{10}, and $PM_{2.5}$ would occur in June.

[c] Maximum daily emissions would occur in January.

Source: Terry A. Hayes Associates, 2012.

Installation of the recycled water pipeline would require restrictions to on-street parking and closure of up to two roadway lanes depending on the location of construction. Consequently, traffic flow would be affected whenever a mixed-flow traffic lane is closed for construction activities. Reduced speeds through construction zones would result in additional localized concentrations. Traffic congestion would lessen as some automobile travelers would reroute to parallel streets when lane closures would occur. The proposed project is not anticipated to substantially increase traffic congestion since road closures would be limited in duration. In addition, construction activities would be limited to 90 linear feet of the public roads per day to minimize long-term traffic disruption. Therefore, the impact related to localized traffic concentrations would be less than significant.

The greatest potential for toxic air contaminant (TAC) emissions during construction would be diesel particulate emissions associated with heavy-duty equipment operations. The SCAQMD has not published guidance for assessing the risk from construction projects. The California Air Pollution Control Officers Association has published *Health Risk Assessments for Proposed Land Use Projects*. Page 2 of the document states that, "this guidance does not include how risk assessments for construction projects should be addressed in CEQA. As this is intended to be a 'living document', the risks near construction projects are expected to be included at a later time as the toxic emissions from construction activities are better quantified. State risk assessment policy is likely to change to reflect current science, and

therefore this document will need modification as this occurs."[14] Nonetheless, as regional and localized particulate matter emissions resulting from construction activities would not result in significant impacts, it is similarly anticipated that diesel particulate emissions would not result in a significant health impact. Therefore, construction of the proposed project would result in a less than significant impact to sensitive receptors related to construction TAC emissions.

The proposed project operation would not have an operational component. As such, operational activities would be the same as the current levels. Therefore, no air quality impact to sensitive receptors would occur during operations for either phase of the proposed project.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed alignment and facility sites in both phases of the proposed project. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Therefore, the odor impact during construction would be less than significant.

The proposed project would have no operational component. As such, operational activities would be the same as the current levels. Therefore, no odor impact would occur during operations for either phase of the proposed project.

IV. BIOLOGICAL RESOURCES

Would the project:

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

Less Than Significant Impact With Mitigation Incorporated. This section evaluates the existing biological resources on the Phase I and II project sites and surrounding areas, and potential impacts to those resources associated with implementation of the proposed project. Information in this section was gathered through literature review, examination of available databases, and field reconnaissance. Biological field surveys were conducted as part of the proposed project in May 2012. Potential impacts to biological resources associated with the proposed project were determined from the results presented in the Biological Reconnaissance Survey and Constraints Analysis prepared for the proposed project (see Appendix C).

Sensitive plants include those listed as threatened or endangered, proposed for listing, or candidates for listing by the U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Game (CDFG) or those listed by the California

[14] California Air Pollution Control Officers Association, *Health Risk Assessments for Proposed Land Use Projects,* 2009.

Native Plant Society (CNPS). Sensitive wildlife species are those listed as threatened or endangered, proposed for listing, or candidates for listing by the USFWS and/or CDFG, or considered special status by CDFG. Sensitive habitats are those that are regulated by USFWS, U.S. Army Corps of Engineers, and/or those considered sensitive by the CDFG.

The field survey areas consisted of the potable water pipeline and proposed locations for the potable water pumping station, recycled water pumping station, and new potable and recycled water tanks for Phase I, and the proposed alignment for the recycled water pipeline for both phases.

Sensitive Plants

Phase I

The Phase I survey areas are developed or heavily disturbed and do not present quality habitat for sensitive plant species. Greata's aster is reported to have occurred in Elysian Park in 1932. Although potentially suitable habitat occurs adjacent to the proposed recycled water pipeline alignment, the alignment is entirely developed, includes compacted hiking trails, or is heavily disturbed. Potentially suitable habitat also occurs in the hilltop area by Elysian Fields and at the proposed location for the new recycled water pumping station; however, the habitat is only marginally suitable due to the high level of disturbance at these locations. Therefore, no sensitive plants are expected to occur. No sensitive plants were observed during the biological field surveys.

Phase II

The Phase II project area is fully developed and located within public streets. No sensitive plants were observed during the biological field survey and none are expected to occur.

Sensitive Wildlife Species

Phase I

Trees and palms through the Phase I survey area provide marginally suitable roosting habitat for hoary bats (*Lasiurus cinereus*). However, the probability for sensitive species of bat to occur is low.

Phase II

The Phase II survey areas did not contain any sensitive wildlife species or habitat.

Sensitive Vegetation Communities

Sensitive vegetation communities are natural communities and habitats that are either unique, of relatively limited distribution in the region, or particularly high wildlife value or provide habitat to rare or endangered species. The Phase I and Phase II survey areas did not contain any sensitive vegetation communities.

Migratory Birds

Congress passed the Migratory Bird Treaty Act in 1918 to prohibit the kill or transport of native migratory birds, or any part, nest, or egg of any such bird unless allowed by another regulation adopted in accordance with the Migratory Bird Treaty Act. The prohibition applies to birds included in the respective international conventions between the United States and Great Britain, the United States and Mexico, the United States and Japan, and the United States and Russia. Although no permit is issued under the Migratory Bird Treaty Act, if vegetation removal within the project area for either Phase I or Phase II occurs during the breeding season for raptors and migratory birds (February 15 through September 15), USFWS requires that surveys be conducted to locate active nests within the construction area. If active raptor or migratory bird nests are detected, project activities may be temporarily curtailed or halted. As such, significant impacts to these species could occur during the nesting/breeding bird season. In the event that vegetation clearance would occur during the nesting/breeding bird season, mitigation measure BR-1 would be required for Phase I to reduce impacts to migratory birds to a less than significant level.

Mitigation Measure

BR-1 Should vegetation removal or tree trimming occur during the breeding season for migratory non-game native bird species (February 15 through September 15), nesting bird surveys shall be conducted in order to detect any protected native birds nesting within the construction work area. Surveys shall be conducted weekly, beginning no earlier than 30 days and ending no later than 3 days prior to the commencement of disturbance. If an active nest is discovered, disturbance within a particular buffer shall be prohibited until nesting is complete; the buffer distance shall be determined by the biological monitor in consideration of species sensitivity and existing nest site conditions. Limits of avoidance shall be demarcated with flagging or fencing. Once a flagged nest is determined to be no longer active, the biological monitor will remove all flagging and allow construction activities to proceed.

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

No Impact. Neither phase of the proposed project contains riparian or sensitive natural communities. Construction activities would occur in existing roadways, compacted dirt hiking trails, and disturbed areas. No impact to riparian habitat or sensitive natural communities would occur.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Neither phase of the proposed project contains jurisdictional waterways. Construction activities would occur in existing roadways, compacted dirt hiking trails, and disturbed areas. No impact to federally protected wetlands as defined by Section 404 of the Clean Water Act would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery/breeding sites?

Less Than Significant Impact With Mitigation Incorporated. In an urban context, a wildlife migration corridor can be defined as a linear landscape feature of sufficient width and buffer to allow animal movement between two comparatively undisturbed habitat fragments, or between a habitat fragment and some vital resources, thereby encouraging population growth and diversity. A viable wildlife migration corridor consists of more than a path between fragmented habitats. A wildlife migration corridor must also include adequate vegetative cover and food sources for transient species, as well as resident populations of less mobile animals to survive. They must be extensive enough to allow for large animals to pass relatively undetected, be free of obstacles, and lack any other distraction that may hinder wildlife passage such as lights or noise.

Phase I

Several noncontiguous open spaces contain suitable habitat for a variety of wildlife near Elysian Park, including: Echo Park (less than 1 mile west), Mt. Washington (1 mile northeast), Arroyo Seco Park (2 miles northeast), and Griffith Park (5 miles northwest). Elysian Park is not part of a major contiguous linkage between two or more large areas of open space because it is separated from most of these areas by freeways and large roadways. However, Elysian Park contains suitable acreage for local terrestrial wildlife migration within the park and to nearby areas.

Project construction would occur in portions of Elysian Park and would not impede movement throughout or within the park. Local wildlife movement may be restricted by construction zones, particularly in the locations of the proposed potable water pumping station, recycled water pumping station, and recycled and potable water tanks if construction fencing is used to demarcate the zone of construction and protect public safety. However, the majority of Elysian Park and connections to surroundings areas would not be affected, thereby allowing wildlife migration in other areas of the park to continue. As discussed in Section IV(a) above, vegetation clearance occurring during the nesting/breeding season could impact migratory bird species. This impact would be mitigated to a less than significant level with implementation of mitigation measure BR-1.

Phase II

Vegetation located along public streets associated with Phase II of the project are primarily ornamental and support a variety of species adapted to high levels of disturbance such as the common raven, house finch, house sparrow, mourning dove, and western-scrub jay, as indicated by the species observed during a survey of the Phase II alignment. However, there are no adjacent large open space areas bordering the Phase II project site. Further, no vegetation removal would occur as part of Phase II construction. Therefore, the Phase II alignment does not provide opportunity for wildlife migration. No impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Less than Significant Impact. The proposed project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Phase I

The LARAP Urban Forest Program provides direction for the care of trees within City parkland. LARAP recognizes and implements regulatory procedures for trees specified in the Tree Preservation Policy. The Tree Preservation Policy regulates protection of trees in four categories: Trees Protected by LA City Ordinances, Heritage Trees, Special Habitat Value Trees, and all other Common Park Trees. The Urban Forest Program *Tree Care Manual* (2004) describes all regulations, standards, and specifications for implementation of the Tree Preservation Policy. Pruning of park trees must adhere to the recommendations described in Section 3.10 of the Urban Forest Program *Tree Care Manual*. The Tree Removal Procedure (Appendix J of the Urban Forest Program *Tree Care Manual*) must be followed for the removal of any park trees.

Coast live oaks located adjacent to and overhanging the proposed route for the Phase I water pipelines may require trimming to accommodate construction vehicles and equipment. Oak trees are protected from removal by the City of Los Angeles Native Tree Protection Ordinance (Los Angeles Municipal Code Section 17.05.R), enforced by the Los Angeles Department of Public Works, Bureau of Street Services. For pruning of trees protected by the Ordinance (branches larger than 2 inches in diameter), LARAP requires a permit from the Board of Public Works (Urban Forest Program *Tree Care Manual*, Section 3.10). Any permitted pruning must be done in compliance with the Oak Tree Pruning Standards set forth by the Western Chapter of the International Society of Arboriculture.

California sycamores, southern California walnut, California bay, and toyon are present throughout the Phase I project area. These species are considered Special Habitat Value Trees and are protected under the Native Tree Protection Ordinance. Before any alterations, which include damage, relocation, or removal, to Special Habitat Value Trees, a recommendation for action must be obtained from LARAP Arborists. The recommendation must be approved by the General Manager of

LARAP or his/her designee before any action proceeds. Furthermore, all actions relating to pruning or removing toyon must comply with all relevant components of LARAP's Urban Forest Program *Tree Care Manual*. Replacement of removed trees in accordance with Los Angeles City Landscape Policy (Urban Forest Program *Tree Care Manual*, Appendix M) is also required.

No Heritage Trees would be affected by Phase I of the proposed project.

LARAP regulates protection of mature exotic park trees, referred to as Common Park Trees, under the Tree Preservation Policy. Ornamental trees proposed location for the potable water pumping station under Phase I may or may not be considered Common Park Trees. Common Park Trees may be removed with the recommendation of the Forestry Arborist. With adherence to existing regulations and ordinances, Phase I impacts related to protected trees would be less than significant.

Phase II

No tree removal would occur as part of Phase II because all activity would occur within public streets. However, no tree removal or trimming would occur. Therefore, no impact to protected trees would occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project sites are not within any Significant Ecological Areas or designated Critical Habitat. No regional habitat conservation plans or Natural Community Conservation Plans have been adopted that apply to the areas in which Phases I and II are located.[15] No impact would occur.

V. CULTURAL RESOURCES

The following analysis is based upon the Cultural Resources Assessment prepared for the proposed project, which is included as Appendix D of this document. As discussed in Section V, development of a Historic Property Treatment Plan and a Discovery and Treatment Plan was necessary to mitigate potential impacts to historical and archaeological resources, respectively. The Historic Property Treatment Plan for the Elysian Park-Downtown WRP is included as Appendix E of this document. Due to the sensitive nature of archaeological resources, it is necessary to keep the Discovery and Treatment Plan for the Elysian Park-Downtown WRP as a confidential appendix not to be released to the public. As such, the Discovery and Treatment Plan is referred to as the "Confidential Appendix" throughout this section.

[15] County of Los Angeles, *Draft General Plan, Conservation & Open Space, Proposed Significant Ecological Areas Map*, 2007.

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated. Potential impacts to historic resources associated with the proposed project were determined from the results presented in the Cultural Resources Assessment (see Appendix D).

Phase I

The project area and a study area encompassing a 0.25-mile radius around the project area were searched for cultural resource investigations and previously recorded cultural resource sites. The archival research involved review of archaeological site records, historic maps, and historic site and building inventories. In addition, pedestrian surveys of the project area were conducted. Two resources were identified as overlapping with the project area: Elysian Park itself and the Chavez Ravine Arboretum (LAHCM No. 48), which is located within Elysian Park.

Elysian Park was proposed in 1883 and dedicated in 1886 on a 746-acre piece of land west of the Los Angeles River.[16] Reduced from its original size, Elysian Park is the last remaining large piece of the original Pueblo of Los Angeles public land grant.[17] The park includes numerous components, some of which have been designated Los Angeles Historic Cultural Monuments (see Table 3 below), and others have been noted as points of interest associated with the park.

Table 3 Elysian Park Components

Monument or Point of Interest Name	Description and/or Designation Number	Date
Elysian Park	City Ordinance Number 218 dedicated Rock Quarry Hills as a public park, Freeholders Charter, Section 170, reaffirms protection of parklands in perpetuity	1886
Angels Point	Picnic area south of Police Academy	Unknown
Avenue of the Palms	Rare Specimen of wild dates planted on what is now Stadium Way north of Scott Avenue	1895
Barlow Sanitorium	Respiratory hospital. 2000 Stadium Way and 1300 Scott Avenue, LAHCM No. 504 1990	1902
Bishop Canyon	Picnic area/baseball fields	Unknown
Buena Vista Meadow	Picnic area	Unknown
Buena Vista Point	Portion of the park located south of Buena Vista Meadow	Unknown
Carob Tree Grove	Picnic area	Unknown
Chavez Ravine Arboretum	LAHCM No. 48 dedicated in 1967	1893
Elysian Fields	Picnic area/baseball fields	Unknown
Elysian Maintenance Office	Park office	Unknown
Elysian Reservoir	LADWP reservoir located within park boundaries.	1903
Elysian Therapeutic	Recreation center	Unknown

[16] Blake Gumprecht, *The Los Angeles River: Its Life, Death and Possible Rebirth,* 1999.

[17] Echo Park Historical Society, *Historic Echo Park, Elysian Park*. Website: http://www.historicechopark.org/id31.html accessed June 5, 2012.

Table 3 Elysian Park Components

Monument or Point of Interest Name	Description and/or Designation Number	Date
Center		
Ficus Tree Grove	Picnic area	Unknown
Grace E. Simons Lodge	Facility created in honor of Grace E. Simons, the founder of the Citizens Committee to Save Elysian Park	1983
Grace E. Simons Memorial Sculpture	Memorial to Grace E. Simons the founder of the Citizens Committee to Save Elysian Park located at Angel's Point in Elysian Park	1994
Jones Memorial	Memorial wall	Unknown
Monticello De Leo Politti	Picnic area	Unknown
Palm Hill	Picnic area	Unknown
Point Grand View	Picnic area	Unknown
Police Academy	Los Angeles Police Department Training Facility	1925
Police Academy Rock Garden	LAHCM No. 110 dedicated in 1973	1937
Portola Trail Historical Monument	Portola Trail Camp Site, California Historical Landmark No. 655	1769, designated: 1958
Radio Hill	Garden area	Unknown
Solano Canyon	Picnic area/community garden	Unknown
Victory Memorial Grove	WWI memorial	Unknown

Source: *Cultural Resources Assessment, Elysian Park-Downtown Water Recycling Project*, AECOM 2012 (see Appendix C)

Elysian Park derives its local and regional historical significance from its role as the first park in the City of Los Angeles. The significance of Elysian Park is at the local and state level. It is recommended eligible for the California Register of Historic Resources under Criterion 1 for its association with events that have made a contribution to the broad patterns of California's history and cultural heritage. Elysian Park is the oldest park in the City of Los Angeles and the only remaining portion of the Pueblo of Los Angeles Public Land Grant. The establishment of the park at the end of the 19th century reflects changing views of urban life and a desire to create open spaces within rapidly growing cities. Over the course of the past 125 years, Elysian Park has played an important role in the community, providing space in proximity to downtown Los Angeles for leisure and recreation activities. The portions of the park that are encompassed in the present project area still retain their integrity and contribute to the overall significance of the park. In addition, Elysian Park is also recommended eligible as a LAHCM for its significance to local history. Within the park, the Chavez Ravine Arboretum is considered to have local level significance and, as such, is listed as LAHCM No. 48.

Elysian Park has been subject to numerous alterations over the past 125 years, including land exchanges and development projects resulting in a reduction in the amount of open space within the park.[18] Areas that were originally incorporated into the park as open space have been developed for diverse uses. Barlow Hospital was built to the southwest of the park in 1902. The Los Angeles Police Revolver and Athletic Club Pistol Range (now the Los Angeles Police Academy) was built in 1925.

[18] *Elysian Park: New Strategies for the Preservation of Historic Open Space Resources*. Prepared by University of California, Los Angeles Graduate School of Architecture and Urban Planning. June 1990.

The City built Figueroa Street through Elysian Park in 1930, and in 1940 the state built a second road (the Pasadena Freeway) that transects the park. In 1959, the Los Angeles Dodgers acquired 315 acres of land within Chavez Ravine, and Dodger Stadium was built in this location in 1962. The United States Naval and Marine Corps Reserve was built in 1940 by the Works Progress Administration. It is located south of Barlow Hospital on Stadium Way.

The Chavez Ravine Arboretum was established in 1893 by the Los Angeles Horticultural Society with the planting of rare trees in the upper part of the ravine.[19] This arboretum was Southern California's first botanical garden and was designated a LAHCM by the City's Cultural Heritage Board in 1967. Original plantings included a cape chestnut, several Tipu trees, and a grove of rubber trees. The double row of Canary Island palms (*Phoenix canariensis*), now known as the Avenue of the Palms, was planted between 1895 and 1900. Numerous trees from the original arboretum plantings still survive, and the arboretum and Avenue of the Palms are considered "the most prominent and valuable historic vegetation resources in the Park".[20] The grounds of the arboretum currently include two play structures, a restroom facility, a horseshoe pit, and individual and group picnic areas.[21]

Several City facilities are also located within the park. LADWP facilities include a water tank and the Elysian Park Reservoir. The City radio tower was constructed in 1940 in an area known as "Radio Hill." This tower serves city agencies including the police and fire services. From 1966 to 1969, the Department of Sanitation operated a landfill in Bishop Canyon. In the 1960s, Chavez Ravine Road was converted to Stadium Way, and improvements to the road were made to increase the road's capacity and facilitate better access to Dodger Stadium.

Developments that have occurred within and adjacent to Elysian Park detract somewhat from its integrity in that the park does not appear exactly as it did when it was initially established. However, many of the developments that have occurred on park land have served important municipal functions, and as such the history of the park reflects the changing needs of a growing metropolis. While the size of the park has decreased by approximately 142 acres, many portions of the park have remained intact. Furthermore, the feel of the park remains largely the same. It is composed mostly of natural landscape with native vegetation, interspersed with some formally landscaped areas such as the Avenue of the Palms and the Chavez Ravine Arboretum. It continues to serve the recreational needs of the city, and several historically significant components of the park hold local importance, such as the first botanical gardens in southern California, the Chavez Ravine Arboretum. The park retains overall integrity despite some changes over the years. Most changes that have been made are in keeping with the intent and use of the park. Therefore, modifications to the park and Chavez Ravine Arboretum would significantly impact these two historic resources.

A portion of the Phase I project area, including a segment of the potable water pipeline and the potable water pumping station, would be located within the Chavez

19 Los Angeles Times, Metropolitan. *Los Angeles Times* 5 May: 2. Los Angeles, California, 1967.

20 Los Angeles Department of Recreation and Parks, *Elysian Park Master Plan*. Prepared by Withers & Sandgren, Ltd, June 2006.

21 Los Angeles Department of Recreation and Parks, *Elysian Park Master Plan*. Prepared by Withers & Sandgren, Ltd, June 2006.

Ravine Arboretum. Therefore, mitigation measure CR-1 would be implemented to preserve the arboretum landscape during construction. In general, the design should be consistent with the historic landscape of the arboretum and should be carried out in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and as specified in the *Historic Property Treatment Plan for the Elysian Park-Downtown WRP* (see Appendix E). Implementation of mitigation and compliance with the treatment plan would ensure that impacts to this resource would be less than significant.

Additionally, Phase I of the proposed project would involve the construction of new potable and recycled water storage tanks within the Elysian Fields area of Elysian Park. As such, installation of the potable and recycled water tanks would potentially affect the visual landscape of the park and result in a significant impact to historic resources. As discussed in Section I(c), above, mitigation measures VIS-1 and VIS-2 would be implemented to ensure that a neutral paint color, chosen in coordination with LARAP, would be used for the proposed new potable and recycled water tanks so as to blend with the existing tank and surrounding park setting, and would be screened from view with trees, shrubs or other vegetation, and would be carried out in compliance with the *Secretary of the Interior Standards for the Treatment of Historic Properties* and as specified in the *Historic Property Treatment Plan for the Elysian Park-Downtown WRP* (see Appendix E). With implementation of mitigation and compliance with the treatment plan, the impacts of the potable and recycled water tanks would be reduced to a less than significant level.

Lastly, Phase I of the proposed project involves installation of a recycled water pumping station within Elysian Park, which would alter the park setting. The impact to historic resources would be significant. Mitigation measure CR-2 would be implemented to ensure that the recycled water pumping station would be designed to be visually consistent with the landscape of Elysian Park and would be carried out in compliance with the *Secretary of the Interior Standards for the Treatment of Historic Properties* and as specified in the *Historic Property Treatment Plan for the Elysian Park-Downtown WRP* (see Appendix E). With implementation of mitigation and compliance with the treatment plan, adverse impacts related to the design and placement of the recycled water pumping station would be less than significant.

Phase II

A search for cultural resource investigations and previously recorded cultural resource sites was conducted in the project area and properties immediately adjacent to the proposed alignment. The archival research involved review of archaeological site records, historic maps, and historic site and building inventories. In addition, site surveys of the project area were conducted. As a result of the study, four historic resources were identified as overlapping with the project area. These include; one historic district (the Broadway Theater and Commercial District, NR-790000484), the Third Street Bridge (Caltrans Tunnel No. 53C1339), the Broadway Bridge (Caltrans Bridge No. 53 0626), and the Olympic Boulevard Bridge (LAHCM no. 902, Caltrans Bridge No. 53C0163). The following historic resource, the Olympic Boulevard Bridge, would be impacted by the proposed project.

The Olympic Boulevard Bridge (LAHCM No. 902) is located along East Olympic Boulevard (Caltrans Bridge No. 53C0163). Built in 1925, this Beaux-Arts bridge was

originally the Ninth Street Viaduct. It is a reinforced concrete open spandrel structure with three spans across the Los Angeles River and tracks of the Atchison, Topeka and Santa Fe Railroad. The bridge was designed by the City of Los Angeles Bureau of Engineering. It was renamed when Ninth Street was renamed Olympic Boulevard in honor of the 1932 Olympic Games held in Los Angeles. The bridge has undergone substantial changes over the years including a seismic retrofit. The Olympic Boulevard Bridge (also called viaduct) is eligible for listing in the National Register of Historic Places and California Register of Historic Resources. The bridge "…exhibits character-defining features of Beaux-Arts bridge design." It is also associated with notable engineer Merrill Butler and the structure has strong associations with the development of Los Angeles and the history of the Los Angeles River. While the proposed project would not impact the bridge's' historical associations, placement of the recycled water pipeline along the side of the bridge would have a visual impact to the architectural elements that exemplify the Beaux-Arts style. Implementation of mitigation measure CR-3 and compliance with the *Historic Property Treatment Plan for the Elysian Park-Downtown WRP* (see Appendix E) is required to reduce impacts to the Olympic Boulevard Bridge to a less than significant level.

Mitigation Measures

CR-1 Installation of the pumping station and potable water pipeline within the arboretum shall be designed so as not to require removal of or cause root damage to the tree plantings within the Chavez Ravine Arboretum, as specified in the *Historic Property Treatment Plan for the Elysian Park-Downtown* WRP (see Appendix E). LARAP staff with knowledge of the trees and their root systems shall be consulted in order to avoid removal of trees or damage to root systems that may lie within or adjacent to the project area. Lawn (grass) to be removed during trenching shall be replaced in the post-construction phase, to the extent feasible.

CR-2 The recycled water pumping station shall be designed to be visually consistent with the landscape of Elysian Park and shall be carried out in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, as specified in the *Historic Property Treatment Plan for the Elysian Park-Downtown* WRP (see Appendix E). The station housing shall incorporate sensitive design, be painted a neutral color, and be visually obscured by vegetation in order to create a low impact to the surrounding landscape. Interested parties, including LARAP, shall be contacted to solicit input on the design of the recycled water pump station.

CR-3 To preserve the historic character and integrity of the Olympic Boulevard Bridge, the placement of the pipeline should follow the *Secretary of Interior's Standards for the Treatment of Historic Properties* (36CFR68.3), specifically, the guidelines and standards relating to rehabilitation of historic properties and as specified in the *Historic Property Treatment Plan for the Elysian Park-Downtown* WRP (see Appendix E). To meet these standards, it is recommended that the proposed pipeline be carried under the bridge where several pipes already exist, except for the areas from the approaches to each abutment, where the proposed pipeline shall be placed on the side of the bridge. When the pipeline reaches the area of the abutment, in order to avoid visual impacts to the spandrel, the proposed pipeline shall enter the

superstructure of the bridge as the other pipes already do. The proposed pipeline shall be placed in such a way as to avoid intruding on the character-defining features or otherwise causing a visual disruption to the Beaux Arts character of the bridge. This shall include painting the proposed pipeline such that it does not impair the integrity of the bridge appearance. All clamps used for support shall be made so they are removable without any permanent damage. Further, the final project design as it relates to the Olympic Boulevard Bridge shall be reviewed prior to implementation by a specialist who meets the Secretary of the Interior standards for architectural historian or historic architect.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated. Potential impacts to archaeological resources associated with the proposed project were determined from the results presented in the Cultural Resources Assessment (see Appendix D).

Phase I

Based on the records search, no previously recorded archaeological sites were located within the Phase I study area, and the field survey did not result in the discovery of any previously unknown archaeological resources.

The project site's location relative to the Los Angeles River would have provided access to important resources during all periods of prehistory. Additionally, as the Phase I study area has been primarily used as parkland since 1883, it is possible that prehistoric resources and/or historic sites could be buried beneath the surface within the park, especially in areas where development has included only minimal ground disturbance, or in areas where development (such as roads or pathways) may have effectively capped buried prehistoric resources. Furthermore, research also indicates proximity of a Native American village to the project area. As such, construction could potentially uncover Native American cultural resources and buried sites related to historic use of the project area. As part of this investigation, a Native American contact program was conducted to inform interested parties of the proposed project (both phases) and to address any concerns regarding Traditional Cultural Properties or other resources that might be affected by the proposed project. The program involved contacting Native American representatives provided by the Native American Heritage Commission to solicit comments and concerns regarding the proposed project. A letter was prepared and mailed to the Native American Heritage Commission on April 18, 2012. The letter requested that a Sacred Lands File search be conducted for the proposed project and that contact information be provided for Native American groups or individuals that may have concerns about cultural resources in the project area. The Native American Heritage Commission responded to the request in a letter dated April 25, 2012. The letter indicated that "Native American cultural resources were not identified in the project area of potential affect…also, please note; the Native American Heritage Commission Sacred Lands Inventory is not exhaustive and does not preclude the discovery of cultural resources during any groundbreaking activity." The letter also included an attached list of Native American contacts. Letters were mailed on April 27, 2012, to each group or individual provided on the contact list. Maps depicting the project area

and response forms were attached to each letter. Follow-up phone calls were made to each party on June 8, 2012. To date, six responses were received from five parties; these responses are included in Appendix D, Cultural Resources Assessment. Construction activities, including trenching, could affect previously undiscovered archaeological resources, including Native American cultural resources. As such Implementation of mitigation measure CR-4 and compliance with the *Discovery and Treatment Plan for the Elysian Park–Downtown WRP* (Confidential Appendix) would ensure that impacts related to the discovery of archaeological resources would be less than significant.

During construction of Phase I of the proposed project, there is potential to encounter historic water conveyance features related to the Los Angeles *zanja* (irrigation ditch) system, as well as historic street surface in the Elysian Valley neighborhood along Dorris Place. Research suggests that the historic location of a component of the Los Angeles *zanja* system known as the Chavez Ditch crosses the path of the Phase I alignment near the intersection of Riverside Drive and Dorris Place. In addition, the historic location of a Los Angeles Water Company ditch crosses the path of the Phase I project study area south of I-5 near the proposed location of the recycled water pump station. Therefore, mitigation measure CR-4 and compliance with the *Discovery and Treatment Plan for the Elysian Park–Downtown WRP* (Confidential Appendix) would ensure that impacts to the Los Angeles *zanja* system would be less than significant.

Phase II

The records search indicated that 30 archaeological sites were previously recorded within the 0.25-mile radius of the Phase II project site. Of the 30 previously recorded resources, a number of resources are located within the proposed Phase II alignment, including the South Broadway historic street surface (ELY2-H-001), the East Olympic Boulevard historic street surface (ELY2-H-002), the Spring Street/Cornfield railroad tracks (ELY2-H-003) historic street surfaces, and the Santa Fe Avenue railroad tracks. Trenching and excavation of the launching and receiving pits for microtunneling could uncover previously recorded resources, as well as unknown resources. Therefore, implementation of mitigation measure CR-4 and compliance with the *Discovery and Treatment Plan for the Elysian Park–Downtown WRP* are required. With implementation of mitigation, impacts would be reduced to a less than significant level.

Several past projects have encountered portions of features related to the Los Angeles *zanja* system and in most cases, the segment(s) of the resource was documented and assessed as eligible or presumed eligible for listing in both the National Register of Historic Places and the California Register of Historic Resources. Because the system is large and mostly subsurface, it is not possible to know how intact the entire system remains. The proposed project has the potential to encounter the features related to the Los Angeles *zanja* system in approximately 14 locations. Therefore, the impact would be significant, and implementation of mitigation measure CR-5 and compliance with the *Discovery and Treatment Plan for the Elysian Park–Downtown WRP* (Confidential Appendix) are required. With implementation of mitigation, the impact would be reduced to a less than significant level.

There is potential to encounter remains of the residential neighborhood that existed before the extension of Broadway south of Olympic Boulevard to Pico in 1919 and south from Pico to 37th Street in 1931. Residential structures were condemned and razed along the alignment of Broadway in order to make way for the street extensions in 1919 and 1931. Remains of building foundations and associated features such as trash deposits, privies, wells, and other outbuildings, may be capped beneath the paved road surface. Therefore, the impact would be significant, and implementation of mitigation measure CR-6 and compliance with the *Discovery and Treatment Plan for the Elysian Park–Downtown WRP* (Confidential Appendix) are required. With implementation of mitigation, the impact would be reduced to a less than significant level.

The Third Street Tunnel has previously been found not eligible for the California Register of Historic Resources or the National Register of Historic Places due to alterations, including major changes to the façade of the tunnel, which compromised the integrity of the design, materials, and workmanship of the tunnel as a built resource. Because the previous assessment of the Third Street Tunnel did not consider subsurface information potential (Criterion 4), possibly preserved prehistoric sites, or historic evidence of the original construction methods and style of the tunnel. Therefore, the impact would be significant, and implementation of mitigation measure CR-7 and compliance with the *Discovery and Treatment Plan for the Elysian Park–Downtown WRP* (Confidential Appendix) are required. With implementation of mitigation, the impact would be reduced to a less than significant level.

Mitigation Measures

CR-4 A qualified archaeological monitor shall be present on-site during ground-disturbing activities, including, but not limited to, trenching, grading, and excavation of launching and receiving pits for microtunneling in areas of archaeological sensitivity as specified in the *Discovery and Treatment Plan for the Elysian Park–Downtown WRP* Confidential Appendix). The on-site archaeological monitor shall work under the direction of a qualified archaeological Principal Investigator. The on-site archaeological monitor shall conduct worker training prior to the initiation of ground-disturbing activity in order to inform workers of the types of resources that may be encountered and apprise them of appropriate handling of such resources. If any prehistoric archaeological sites are encountered within the project area, consultation with interested Native American parties shall be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources. The archaeological monitor shall have the authority to redirect construction equipment in the event potential archaeological resources are encountered. In the event archaeological resources are encountered, LADWP shall be notified immediately and work in the vicinity of the discovery shall be halted until appropriate treatment of the resource, as specified in the *Discovery and Treatment Plan for the Elysian Park–Downtown WRP* (Confidential Appendix) is determined by the qualified archaeological Principal Investigator in accordance with the provisions of CEQA Guidelines Section 15064.5 and Section 106 of the National Historic Preservation Act.

CR-5 To avoid impacts to the *zanja* system, the measures specified in the *Discovery and Treatment Plan for the Elysian Park–Downtown WRP* (Confidential Appendix) shall be implemented. This treatment plan compiles existing information, discusses the different possible manifestations of the *zanja* (brick lined, earthen ditch, etc.), and provides research themes and treatment approaches to avoid or mitigate significant impacts. The treatment plan also includes a discussion of protocols to follow for unanticipated discoveries.

CR-6 To avoid impacts to Broadway, the measures specified in the *Discovery and Treatment Plan for the Elysian Park–Downtown WRP* (Confidential Appendix) shall be implemented. This treatment plan compiles with existing information, discusses the types of resources which may be encountered, and provides research themes and treatment approaches to avoid or mitigate significant impacts. The treatment plan also outlines protocols to follow for unanticipated discoveries.

CR-7 A qualified archaeological monitor shall be present for trenching within the Third Street Tunnel. The archaeological monitor shall implement the measures specified in the *Discovery and Treatment Plan for the Elysian Park–Downtown WRP* (Confidential Appendix).

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. A paleontological records search was conducted for both phases of the proposed project by Dr. Samuel McLeod, Vertebrate Paleontology Division of the Natural History Museum of Los Angeles County on May 29, 2012 (see Appendix D, Cultural Resources Assessment).

Phase I

The records search indicated that there is one known vertebrate fossil locality that possibly lies within the Phase I project area, a general Elysian Park locality. The locality is considered important as it is a holotype specimen of an extinct fossil fish, *Clupea tiejei*, which is likely associated with the late Miocene Upper Monterey Formation. In addition, other localities are known to occur nearby and within the same sedimentary deposits that occur in the Phase I project area. Research regarding the depth of possible disturbance to the Phase I project area has been conducted. Due to the potential to encounter paleontological resources during construction, the impact would be significant. Implementation of mitigation measure CR-8 is required to reduce the impact to a less than significant level.

Phase II

The records search indicated that fossil localities have been recorded adjacent to or within the vicinity of the Phase II project area; however, none have been recorded within the proposed alignment itself. Surficial deposits underlying both phases of the proposed project primarily consist of younger Quaternary Alluvium resulting from the Los Angeles River that flows to the east of the project site. These sediments do not

typically contain significant vertebrate fossils. However, these sediments are underlain at relatively shallow depth by older Quaternary deposits, the Fernando Formation, the Unnamed Shale, or the Monterey Formation. All of which may contain significant vertebrate fossil remains should substantial excavations within the project site extend below approximately 10 feet in depth. Most project excavation would not exceed 5 feet in depth and fossil localities are not expected to be encountered. However, excavation of launching and receiving pits associated with microtunneling is anticipated to exceed 5 vertical feet.

Research regarding the depth of possible disturbance to various portions of the project area has been conducted. Surface or shallow excavations within the younger Quaternary Alluvium would likely not uncover significant vertebrate fossils. However, relatively shallow excavations, which would extend down into older Quaternary deposits, the Fernando Formation, the Unnamed Shale, or the Monterey Formation may encounter significant vertebrate fossils. Additionally, the location of the Third Street Tunnel has been subjected to deep excavations as a result of construction of the tunnel and surrounding development. Therefore, it is known that any excavations conducted within the tunnel would be within sensitive formations potentially containing significant paleontological resources. The portion of the project area where the Broadway tunnel was previously located (Broadway between Cesar Chavez Boulevard and US 101) has been subjected to deep excavations as a result of construction of the tunnel and surrounding development. Therefore, it is known that any excavations conducted within this portion of the project area will be within sensitive formations potentially containing significant paleontological resources. Due to the potential to encounter paleontological resources during construction, the impact would be significant. Implementation of mitigation measure CR-9, the impact would be reduced to a less than significant level.

Mitigation Measure

CR-8 A qualified paleontological monitor shall be present on-site during ground-disturbing activities, including, but not limited to, trenching, grading, and excavation of launching and receiving pits for microtunneling in areas of paleontological sensitivity, as determined in the Cultural Resources Assessment (see Appendix D). The on-site paleontological monitor shall work under the supervision of a qualified paleontological supervisor. Paleontological sensitivity in the Phase I project area is within exposures of the bedrock which consists of the late Miocene Upper Monterey Formation (or Puente Formation). In the event paleontological resources are encountered during construction activities, the on-site paleontological monitor shall have the authority to redirect all work within the vicinity of the find until the discovery can be evaluated by a qualified paleontological resources specialist in accordance with the provisions of CEQA Guidelines Section 15064.5. Any fossils, should they be recovered, shall be prepared, identified and catalogued before curation in an accredited repository designated by the lead agency.

CR-9 A qualified paleontological monitor shall be present on-site during ground-disturbing activities, including, but not limited to, trenching, grading, and excavation of launching and receiving pits for microtunneling extending below 10 feet in depth in the areas defined as having a low paleontological

sensitivity within the Phase II project areas as determined in the Cultural Resources Assessment (see Appendix D). Additionally, a qualified paleontological monitor shall be present on-site during ground-disturbing activities, including, but not limited to, trenching, grading, and excavation of launching and receiving pits for microtunneling within the two areas determined as having a medium to high potential for paleontological sensitivity. These areas are Broadway from Cesar Chavez Boulevard to US 101 and Third Street from Broadway to Hope within the 3rd Street tunnel. The on-site paleontological monitor shall work under the supervision of a qualified paleontological supervisor. In the event paleontological resources are encountered during construction activities, the on-site paleontological monitor shall have the authority to redirect all work within the vicinity of the find until the discovery can be evaluated by a qualified paleontological resources specialist in accordance with the provisions of CEQA Guidelines Section 15064.5. Any fossils, should they be recovered, shall be prepared, identified and catalogued before curation in an accredited repository designated by the lead agency.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. Three formal (historic-era) cemeteries including Old Calvary Cemetery, City Cemetery, and Plaza Church Cemetery are known to occur within 0.25-miles of the project area. No formal cemeteries or other places of human internment are known to exist within either the Phase I or Phase II project sites. No evidence of human remains was observed on the surface during site surveys (see Appendix D, Cultural Resources Assessment). In addition, as discussed in Section V(b) above, a Sacred Lands File search and Native American contact program were conducted for the proposed project. Human remains are not expected to be encountered during construction. In the event that any human remains or related resources are discovered, such resources would be treated in accordance with state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate, including CEQA Guidelines Section 15064.5(e). If human remains are discovered, they would be evaluated by the county coroner as to the nature of the remains. If the remains are determined to be of Native American origin, the Native American Heritage Commission would be contacted and a Most Likely Descendent identified. Compliance with existing regulations would ensure a less than significant impact.

VI. GEOLOGY AND SOILS

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The proposed project would not expose people or structures to new adverse effects associated with rupture of a known earthquake fault. There are numerous known earthquake faults in the vicinity of both phases of the proposed project. However, the project sites are not located within a City designated Alquist-Priolo Special Study Zone or a Fault Rupture Study Area.[22] Nonetheless, all proposed pipelines and facilities for both phases of the proposed project would be designed and constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to seismic criteria. Compliance with existing regulations would ensure a less than significant impact related to fault rupture.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The Phase I and II project sites are located within the seismically active southern California region, and like all locations within the area, are subject to strong seismic ground shaking. However, as discussed in Section VI(a)(i) above, all proposed pipelines and facilities in both phases of the proposed project would be designed and constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to seismic criteria. Compliance with existing regulations would ensure a less than significant impact from strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Portions of the project sites are located within a City designated liquefiable area.[23] However, the proposed project would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to liquefaction criteria. Compliance with existing regulations would ensure a less than significant impact related to seismic-related ground failure, including liquefaction.

[22] City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Alquist-Priolo Special Study Zones & Fault Rupture Study Areas* Map, September 1996.

[23] City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Areas Susceptible to Liquefaction* Map, September 1996.

iv) Landslides?

Less Than Significant Impact. Phase I of the proposed project would be located within a City designated hillside area.[24] Some of these hillside areas have been identified as susceptible to landslides. Construction and grading activities could potentially increase the risk of landslides in the hillside areas. However, all construction work in areas containing slopes would be stabilized as necessary to prevent landslides. Compliance with existing regulations would ensure a less than significant impact.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Construction activities associated with both phases of the proposed project would expose soils for a limited time, allowing for possible erosion. However, all grading and site preparation would comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavation, and fill. During construction, transport of sediments from the project sites by storm water runoff and winds would be prevented through the use of appropriate Best Management Practices. As discussed in Section 1.7 above, Rule 403 dust control measures would be implemented as required by the SCAQMD. Additionally, the LADWP would develop and implement an erosion control plan and a Storm Water Pollution Prevention Plan for construction activities, in compliance with the latest National Pollutant Discharge Elimination System requirements for storm water discharges. Implementation of the required construction Best Management Practices would ensure that soil erosion impacts would be less than significant.

No large areas of exposed soils subject to erosion would be created or affected by operation of the proposed project. Therefore, there would be no long-term impact to erosion and loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. One of the major types of liquefaction induced ground failure is lateral spreading of mildly sloping ground. Lateral spreading involves primarily side-to-side movement of earth materials due to ground shaking, and is evidenced by near-vertical cracks to predominantly horizontal movement of the soil mass involved. As discussed in Sections VI(a)(iii) and VI(a)(iv) above, the Phase I project site is located in an area identified as being at risk for liquefaction and is a designated hillside area. However, all construction work in areas containing slopes would be stabilized as necessary to prevent landslides. Additionally, the proposed project would adhere to the latest version of the City of Los Angeles Building Code, and other applicable federal, state, and local codes relative to liquefaction criteria.

Subsidence is the lowering of surface elevation due to changes occurring underground, such as the extraction of large amounts of groundwater, oil, or gas. When groundwater is extracted from aquifers at a rate that exceeds the rate of

[24] City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Landslide Inventory & Hillside Areas* Map, September 1996.

replenishment, overdraft occurs, which can lead to subsidence. However, the proposed project does not anticipate the extraction of any groundwater, oil, or gas from the project sites. Therefore, subsidence would not occur.

Collapsible soils consist of loose dry materials that collapse and compact under the addition of water or excessive loading. Collapsible soils are prevalent throughout the southwestern United States, specifically in areas of young alluvial fans. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. However, Phase I of the project is primarily underlain by alluvial fans consisting of sand, silt, and gravel.[25] Phase II of the proposed project is underlain by a mix of moderately dense to dense clay and silt, and dense to very dense sand and clay.[26] The proposed project would be constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to seismic criteria. These building codes are designed to ensure safe construction. Compliance with existing regulations would ensure a less than significant impact.

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

Less Than Significant Impact. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. The on-site geologic materials in Phase I consist of loose to medium dense sand, silt, and gravel.[27] Geologic materials in Phase II consist of a mix of moderately dense to dense clay and silt, and dense to very dense sand and clay.[28] Due to the mix of earth materials underlying the project site, these soils are not expected to be high clay bearing, and expansion potential is considered low. Additionally, the proposed project would be constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to seismic criteria. Furthermore, the proposed project does not include any habitable structures. Therefore, the proposed project would not create a substantial risk to life or property resulting from expansive soils, and the impact would be less than significant.

e) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project involves the installation of recycled and potable water pipelines and facilities in Elysian Park, as well as an expansion of the recycled water pipeline network in downtown Los Angeles, Exposition Park, and Boyle Heights. No septic tanks or alternative wastewater disposal systems are proposed. Therefore, no impact associated with the use of such systems would occur.

[25] California Department of Conservation, *Seismic Hazard Zone Report for the Los Angeles 7.5-Minute Quadrangle, Los Angeles County, California*, 1998.
[26] Ibid.
[27] Ibid.
[28] Ibid.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

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

Less Than Significant Impact. Greenhouse gas (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit. Of all the GHGs, CO_2 is the most abundant gas that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant, but have higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e.

GHG emissions were estimated for equipment exhaust, truck trips, and worker commute trips during project construction (see Appendix B). As shown in Table 4, maximum GHG emissions during construction of both phases would total 4,468 metric tons. SCAQMD has developed guidance for the determination of significance of GHG construction emissions, and recommends emissions for construction be amortized over 30 years. Amortized over a 30-year period, the proposed project's contribution of GHGs would be 149 metric tons. Estimated GHG emissions would be less than the 10,000 metric tons of CO_2e per year quantitative significance threshold; therefore, the impact would be less than significant.

Table 4 Annual Greenhouse Gas Emissions

Year	Carbon Dioxide Equivalent (Metric Tons per Year)
Phase I	
Year 2016	950
Year 2017	2,750
Year 2018	239
Phase II	
Year 2018	709
Total Emissions	***4,468***
Total Amortized Emissions[a]	***149***
Significance Threshold	*10,000*
Exceed Threshold?	**No**

[a] SCAQMD recommends annualizing construction emissions over 30 years in the GHG analysis.

Source: Terry A. Hayes Associates, 2012.

The proposed project would have no operational component. As such, operational activities would be the same as the current levels. Therefore, no impact to greenhouse gas emissions would occur during operations for either phase of the proposed project.

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

No Impact. The proposed project would not generate substantial sources of construction and operational emissions, as shown in Table 4 above. The proposed project would not conflict with any state or local climate change policy or regulation adopted for the purpose of reducing emissions of GHGs. No impact would occur.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Less than Significant Impact. Implementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction activities would be temporary in nature and would involve the limited transportation, storage, usage, and disposal of hazardous materials. Such hazardous materials could include on-site fueling/servicing of construction equipment, and the transport of fuels, lubricating fluids, and solvents. These types of materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control, the U.S. Environmental Protection Agency, the Occupational Safety & Health Administration, the Los Angeles County Fire Department, and the Los Angeles County Health Department. The transport, use, and disposal of construction-related hazardous materials would occur in conformance with applicable federal, state, and local regulations governing such activities. Therefore, the short-term construction impact would be less than significant.

Long-term operation of both phases of the proposed project would not involve the routine transport, storage, use, or disposal of hazardous materials. Additionally, neither phase of the proposed project would generate industrial wastes or toxic substances during operation. Therefore, project operation would not pose a significant hazard to the public or the environment. No operational impact related to the routine use or transport of hazardous materials would occur.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The proposed project construction would not create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As discussed in Section VII(a) above, construction activities for both phases of the proposed project may involve limited transport, storage, use, or disposal of some hazardous materials, such as on-site fueling/servicing of construction equipment, and the transport of fuels, lubricating fluids, and solvents. These types of materials are not acutely hazardous, and compliance with existing federal, state, and local regulations would ensure that construction impacts related to reasonably foreseeable upset and accident

conditions involving the release of hazardous materials would be less than significant. No impact would occur.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The following three schools are proximal to the proposed pipeline alignments: Dorris Place Elementary School, located at 2225 Dorris Place; St. Turibius School, located at 1524 Essex Street; and John Adams Middle School, located at 151 30th Street. As discussed in Section VIII(a) above, construction activities would involve limited transport, storage, usage, and disposal of hazardous materials. However, as discussed, these materials are not acutely hazardous and the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable federal, state, and local regulations governing such activities. Therefore, impacts related to hazardous materials within one-quarter mile of an existing or proposed school would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. There are no hazardous materials sites listed within or near Phase I; however, some sites have been identified on or near the proposed alignment for Phase II of the project. The California Department of Toxic Substances Control's EnviroStor database lists sites of identified underground storage tanks on and near the proposed alignment; the State Water Resources Control Board's GeoTracker site indicates that no open sites are located along the proposed alignment, and one active site is listed on the Cortese list.[29,30,31] The project area is not listed on the U.S. Environmental Protection Agency's National Priorities List.[32] These lists are compiled pursuant to Section 65962.5 of the Government Code. As discussed in Section 1.6 above, construction activities along the proposed Phase II alignment would not require deep excavations. As such, it is not anticipated that any underground storage tanks would be encountered or disturbed during construction activities. Additionally, the site identified as active is in ongoing remediation. As such, implementation of the proposed project would not create a significant hazard to the public or the environment. The impact would be less than significant.

[29] California Department of Toxic Substances Control, EnviroStor *Database*. Website: http://www.envirostor.dtsc.ca.gov/public/, accessed May 30, 2012.

[30] California State Water Resources Control Board, *GeoTracker Database*, Search by Map Location. Website: http://geotracker.waterboards.ca.gov/, accessed May 30, 2012.

[31] California Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List)*. Website: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm, accessed May 30, 2012.

[32] United States Environmental Protection Agency, *National Priorities List*, Search by Location. Website: http://www.epa.gov/superfund/sites/query/queryhtm/nplmapsg.htm, accessed May 30, 2012.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The proposed project is not located within 2 miles of a public airport, nor is it located within an airport land use plan. The nearest public airports/public use airports are Hawthorne Municipal Airport, located approximately 10 miles southwest of the project sites, and Burbank (Bob Hope) Airport, located approximately 11.5 miles northwest of the project sites. Given these distances, the proposed project would not result in a safety hazard for people residing or working in the project area. No impact would occur.

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

No Impact. The project sites are not located within the vicinity of a private airstrip.[33] However, several heliports are located on rooftops of buildings adjacent to the proposed pipeline alignment for Phase II of the project. Based on the approach and departure patterns of the helicopters, and the location, height, and nature of the construction activities during Phase II, the proposed project would not result in a safety hazard related to the helicopter operations for people residing or working in the project area. No impact would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. Both phases of the proposed project intersect with, are located adjacent to, or run along several disaster routes within the City, including I-5, I-110, US 101, Spring Street, Cesar Chavez Avenue, 1st Street, Washington Boulevard, Figueroa Street, and Soto Street.[34] As described in Section 1.6 above, construction of the proposed project would involve temporary lane closures, which could have an effect on designated disaster routes. However, full roadway closures are not anticipated and any open trenches would be covered with steel plates during non-work hours. Additionally, a Traffic Management Plan would be prepared in coordination with the City of Los Angeles Department of Transportation (LADOT) for the proposed project and would detail construction traffic control and detour methods. Implementation of the Traffic Management Plan during construction would ensure that impacts related to emergency response plans would be less than significant. Following installation of the proposed pipelines, all roadways would be returned to their existing conditions. Therefore, no long-term impacts would result from operation of the proposed project.

[33] Airnav.com, Airports search. Website: http://www.airnav.com/airports/, accessed May 30, 2012.

[34] Los Angeles County Department of Public Works, Disaster Route Maps by City, *City of Los Angeles – Central Area Map*. Website: http://dpw.lacounty.gov/dsg/disasterRoutes/city.cfm, accessed May 30, 2012.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. Neither phase of the proposed project is located within a City designated Wildfire Hazard Area or Fire Buffer Zone.[35] Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

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

Less Than Significant Impact. The proposed project would not violate a water quality standard or waste discharge requirement. Construction activities, such as grading and excavation, would result in the disturbance of soil and temporarily increase the potential for soil erosion. Additionally, construction activities and equipment would require the on-site use and storage of fuels, lubricants, and other hydrocarbon fluids. Storm events occurring during the construction phase would have the potential to carry disturbed sediments and spilled substances from construction activities off-site to nearby receiving waters.

For both phases of the proposed project, prior to the start of construction, LADWP would be required to obtain a General Construction Activity Stormwater Permit, issued by the State Water Resources Control Board. One of the conditions of the General Permit is the development and the implementation of a Storm Water Pollution Prevention Plan, which would identify structural and nonstructural Best Management Practices to be implemented during the construction phase. As discussed in Section 1.7, LADWP would also develop and implement an erosion control plan for the proposed project. Best Management Practices developed for the Stormwater Pollution Prevention Plan and the erosion control plan may include, but not be limited to, minimizing the extent of disturbed areas and duration of exposure, stabilizing and protecting disturbed areas, keeping runoff velocities low, and retaining sediment within the construction area, as well as the use of temporary desilting basins, silt fences, gravel bag barriers, temporary soil stabilization, temporary drainage inlet protection, and diversion dikes and interceptor swales. With implementation of Best Management Practices, the proposed project would not violate any water quality standards or waste discharge requirements. Therefore, impacts on water quality from construction activities would be less than significant.

Upon completion of the proposed project, storm flows would be directed to the existing storm drain system, similar to existing conditions. There would be no exposed soil remaining at the completion of construction activities for either phase of the proposed project; therefore, there would be no potential for soil erosion or contamination. No long-term impact to water quality would occur during project operations.

[35] City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Selected Wildfire Hazard Areas* Map, September 1996.

In addition, LADWP designs and constructs recycled water pipelines in accordance with California Department of Health Services (DHS) regulations and guidelines to provide adequate vertical and horizontal separation from potable water pipelines and potable supply wells.[36] This would minimize the potential for possible travel of recycled water from a pipeline leak or rupture to reach or affect potable supply wells or the water distribution system. All recycled water would be treated to meet or exceed Title 22 of the California Code of Regulations standards before entering the recycled water distribution system. If a break were to occur along a recycled water pipeline, impacts related to water quality standard violations at production wells are not anticipated because the separation distances between the recycled water distribution pipelines and production wells would comply with Title 22 requirements. Therefore, the proposed pipeline would not violate any water quality standards or water discharge requirements.

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

Less Than Significant Impact. For Phase I of the proposed project, there are no groundwater wells located within the construction footprint. The nearest groundwater wells are maintained by the County of Los Angeles Department of Public Works (well numbers 2760 and 2760C), located approximately 310 feet northwest and 410 feet east of the project site near Dorris Place, respectively. For Phase II, two wells are located along the proposed pipeline alignment including well number 2728, which is located on Broadway at 32nd Street, and well number 2718, located on Exposition Boulevard at Figueroa Street. Additionally, several wells are located adjacent to and in the vicinity of the Phase II alignment. For both phases of the proposed project, the groundwater levels along the proposed pipeline alignment range from 20 to 150 feet below ground surface. As discussed in Section 1.6 above, excavation for trenches within which the pipe would be placed would occur to a depth of approximately 5 feet. Some excavation would also occur for the foundations for the pumping stations and storage tanks proposed as part of Phase I. However, it is not anticipated that groundwater would be encountered during either phase, as deep excavations would not be necessary. Additionally, the proposed project does not involve any direct extraction of groundwater. Although some new permanent structures would be built as part of Phase I, the project site would remain primarily covered with permeable surfaces. Further, following installation of the proposed pipelines in both phases, the roadways would be returned to their existing conditions. Therefore, the proposed project would neither decrease the amount of storm water entering the groundwater table through an increase in the amount of impermeable surfaces, nor deplete groundwater through extraction. The impact to groundwater supply and recharge would be less than significant.

[36] City of Los Angeles, Department of Public Works, Bureau of Sanitation and Department of Water and Power. 2005. *Integrated Resources Plan Draft Environmental Impact Report*. Website: http://www.lacity-irp.org/drafteir.htm, accessed July 3, 2012.

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

Less Than Significant Impact. Proposed pipelines for both phases of the project would be located within existing roadways and dirt hiking trails. For Phase I, the areas where the new recycled and potable water pumping stations and tanks would be constructed are areas that have been previously disturbed with development. All drainage flows would be routed through existing storm water infrastructure along the proposed pipeline alignment. As discussed, following installation of the proposed pipelines, the existing roadways would be returned to their existing conditions. As such, storm water flows would generally follow the same course as existing flows. Construction activities would temporarily increase the potential for erosion due to grading during Phase I and excavation during both phases. However, compliance with the Storm Water Pollution Prevention Plan and the erosion control plan developed for the proposed project would minimize impacts. Therefore, impacts related to erosion resulting from altered drainage patterns would be less than significant.

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

Less Than Significant Impact. The project site for Phase I consists of existing roadways, compacted dirt hiking trails, and other heavily disturbed areas. The project site for Phase II consists of existing roadways. All drainage flows would be routed through existing storm water infrastructure serving the project sites and surrounding areas. Additionally, following construction of the proposed project, all roadways would be returned to their existing conditions. As such, after construction, storm water flows would be similar to the current condition, and the proposed project does not have the potential to substantially increase the rate of surface runoff. As discussed in Section IX(a) above, Best Management Practices would be implemented to control runoff from the project sites during construction. Therefore, no flooding is expected to occur on- or off-site as a result of the proposed project. The impact would be less than significant.

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

Less Than Significant Impact. As discussed above, implementation of both phases of the proposed project would result in similar amounts of permeable surfaces as under existing conditions. Thus, no substantial increase in the amount of runoff from the project sites is anticipated.

Construction of both phases would require water, as necessary, to control fugitive dust. Fugitive dust emissions at the construction sites would be controlled by water trucks equipped with spray nozzles. Construction water needs would generate minimal quantities of discharge water, which would drain into existing storm drains located along the pipeline alignment.

Additionally, Best Management Practices would be identified in the Storm Water Pollution Prevention Plan developed for the proposed project pursuant to the National Pollutant Discharge Elimination System permit requirements to control runoff from the project sites during construction. Thus, the proposed project would not create or contribute runoff which would exceed drainage system capacity, nor would it provide substantial additional sources of polluted runoff. The impact would be less than significant.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Other than the sources described for construction activities (i.e., potential soil erosion and fuels for construction equipment), the proposed project does not include other potential sources of contaminants that could potentially degrade water quality. Additionally, as discussed in Section IX(a) above, a Storm Water Pollution Prevention Plan and an erosion control plan would be developed and implemented for the proposed project construction to prevent the degradation of water quality. Also, as discussed in Section IX(a) above, LADWP designs and constructs recycled water pipelines in accordance with DHS regulations and guidelines to provide adequate vertical and horizontal separation from potable water pipelines and potable supply wells. All recycled water would be treated to meet or exceed Title 22 of the California Code of Regulations standards before entering the recycled water distribution system. Compliance with existing regulations would ensure a less than significant impact related to water quality.

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

No Impact. A 100-year flood is a flood defined as having a 1.0 percent chance of occurring in any given year. Both phases of the proposed project are located within areas designated as Zone X on the Federal Emergency Management Agency flood insurance rate maps. The Zone X designation indicates areas determined to be outside the 0.2 percent annual chance floodplain.[37] Further, the proposed project does not include a residential component; therefore, it would not place housing within a 100-year flood hazard area. No impact would occur.

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

No Impact. As discussed above, both phases of the proposed project are located within areas designated as Zone X on the Federal Emergency Management Agency flood insurance rate maps. The Zone X designation indicates areas determined to be outside the 100-year floodplain.[38] Although Phase I includes construction of permanent structures, these would be located within Elysian Park and surrounded by open space. Therefore, neither phase of the proposed project would have the potential to impede or redirect flood flows within a 100-year flood area. No impact to flooding would occur.

[37] Federal Emergency Management Agency, Flood Insurance Rate Maps, Search by Street Address. Website: http://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1, accessed June 6, 2012.

[38] Ibid

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. No portion of Phase I is located within an inundation area; however, portions of Phase II would be located within the designated inundation area of Elysian Reservoir, Eagle Rock Reservoir, and Garvanza Reservoir.[39] Nonetheless, following installation of the recycled water pipeline in Phase II, all roadways would be returned to their existing condition. Additionally, no habitable structures would be included as part of the proposed project. Therefore, implementation of the proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam. The impact would be less than significant.

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. Seiches are oscillations generated in enclosed bodies of water usually as a result of earthquake related ground shaking. A seiche wave has the potential to overflow the sides of a containing basin to inundate adjacent or downstream areas. No portion of Phase I is located within an inundation area; however, portions of Phase II would be located within the designated inundation area of Elysian Reservoir, Eagle Rock Reservoir, and Garvanza Reservoir. However, seiches primarily cause damage to properties that are located in close proximity to the body of water. The distance between the project site and these bodies of water would result in a decreased risk of a seiche resulting in damage to the proposed project. Further, only portions of Phase II would be located within an inundation zone, which only includes underground pipelines. No above ground structures would be included in Phase II of the proposed project.

Tsunamis are large ocean waves caused by the sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption. Tsunamis affect low-lying areas along the coastline. The project areas are located approximately 10 miles northeast of the Pacific Ocean at elevations ranging between approximately 180 and 800 feet above sea level. As such, the project sites are not located within a designated Tsunami Hazard Area.[40]

As discussed in Section VI(a)(iv) above, portions of Phase I of the proposed project would be located within a City designated hillside area. However, all slopes involved in project construction would be stabilized as necessary. Additionally, the proposed project would adhere to the City Hillside Grading Ordinance during construction.

Therefore, construction of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. The impact would be less than significant.

[39] City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Inundation and Tsunami Hazard Areas* Map, September 1, 1996.

[40] Ibid.

X. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The proposed project would not physically divide an established community. Phase I of the proposed project would be located primarily in Elysian Park, with a portion of the alignment located along Dorris Place. The alignment of the proposed recycled and potable water pipelines would be placed within existing roadways, dirt hiking trails, and previously disturbed areas. Additionally, the recycled and potable water pumping stations and tanks would be located in areas of the park that currently contain a pumping station and potable water storage tank. The alignment for Phase II of the proposed project would be located entirely within the existing roadway. Following installation of the proposed pipeline in both Phase I and Phase II of the proposed project, the roadways would be returned to their existing condition. No streets or sidewalks would be permanently closed as a result of the proposed project, and no separation of uses or disruption of access between land use types would occur. As such, the project would not divide an established community, and no impact would occur.

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

No Impact. Phase I of the proposed project would begin on Dorris Place and continue into Elysian Park. Land uses on the northwest side of Dorris Place are designated as Public Facilities in the City of Los Angeles General Plan, while uses on the southeast side are designated as Low Density Residential. Elysian Park is designated as Open Space in the General Plan. The Open Space designation is intended for, among other uses, rights-of-way for utilities.[41] The proposed recycled and potable water pipeline installation and development, and installation of the recycled and potable water pumping stations and tanks would be consistent with the General Plan designation and existing development at the project site for Phase I. No impact would occur.

The alignment for Phase II of the proposed project would be located entirely within the existing roadways. The properties located adjacent to the Phase II alignment include the following General Plan designations: Light Manufacturing, Heavy Manufacturing, Public Facilities, Regional Commercial, Regional Center Commercial, Low Medium II Residential, and High Medium Residential. The installation of the recycled water pipeline proposed for Phase II would serve existing uses along the alignment and would not conflict with the zoning or land use designations of such uses. Therefore, implementation of either phase of the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur.

[41] City of Los Angeles Department of City Planning, *Silver Lake – Echo Park – Elysian Valley Community Plan, Chapter III Land Use Policies and Programs, Public and Institutional Land Use, Recreational and Park Facilities, Open Space*, Adopted August 2004.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. Both phases of the proposed project would be located within an urbanized area. There are no adopted habitat conversation plans that apply to the areas in which Phases I and II would be located, nor is either phase of the proposed project located in or near any natural community conservation plan areas (refer to Section IV[f] above). Therefore, the proposed project would not conflict with any such plan. No impact would occur.

XI. MINERAL RESOURCES

Would the project:

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

No Impact. The area surrounding the project sites is zoned for open space, public facilities, residential, manufacturing, and commercial uses, and is designated for such uses in the General Plan and the community plans through which the project sites pass. Portions of the alignment in both phases pass through City-designated Mineral Resource Zone 2 Areas, which are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.[42] Additionally, according to the State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, several wells are known to exist in the vicinity of the pipeline alignments for Phase II of the proposed project.[43] However, no wells exist within Phase I, and no active wells are located within the limits of construction for Phase II.[44] Additionally, should any future mineral resource be discovered on or near the project sites, implementation of the proposed project would not preclude the mineral's extraction. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur.

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

No Impact. Portions of the proposed alignment for Phases I and II are located within areas delineated by the City as areas known to contain or having a high likelihood of containing important mineral resources.[45,46] Nonetheless, as discussed in Section XI(a) above, no active oil wells exist on the project sites, and development of the proposed project would not preclude future extraction of minerals. Therefore,

[42] City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Areas Containing Significant Mineral Deposits* Map, September 1996.

[43] State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, DOGGR Online Mapping System. Website: http://maps.conservation.ca.gov/doms/doms-app.html, accessed May 16, 2012.

[44] Ibid.

[45] City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Oil Field & Oil Drilling Areas Map*, September 1, 1996.

[46] City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Areas Containing Significant Mineral Deposits* Map, September 1, 1996.

implementation of the proposed project would not result in the loss of availability of a locally-important mineral resource recovery site, and no impact would occur.

XII. NOISE

a) Exposure of persons to or generation of noise levels in excess of applicable standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance or other applicable standards. The City of Los Angeles regulates noise through several sections of its municipal code. These include Section 41.40, which establishes time prohibitions on noise due to construction activity, Section 112.04, which prohibits the use of loud machinery and/or equipment within 500 feet of residences, and Section 112.05, which establishes maximum noise levels for powered equipment and powered hand tools. According to Section 41.40, no construction activity that might create loud noises in or near residential areas or buildings shall be conducted before 7:00 a.m. or after 9:00 p.m. on weekdays, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday or City holidays.

Existing Noise Levels

The proposed project would pass through a variety of land uses sensitive to increased noise levels, which include residences, schools, and passive recreation areas. Sensitive receptors located within 500 feet of the proposed pipeline alignment include, without limitation:

Phase I:

- Dorris Place Elementary School, located at 2225 Dorris Place
- Single-Family Residences located along Park Drive
- Grace E. Simons Lodge, located at 1025 Elysian Park Drive

Phase II:

- Los Angeles State Historic Park, located at 1245 North Spring Street
- Twin Towers Correctional Facility, located at 450 Bauchet Street
- University of Southern California, located at 850 West 37th Street
- Cathedral of Our Lady of the Angels, located at 535 North Main Street
- Bradbury Building, located at 304 South Broadway
- City of Lights Apartment, located at 1300 South Figueroa Street
- St. Turibius School and Church, located at 1524 Essex Street
- Single- and Multi-Family Residences located along Washington Boulevard
- Wyvernwood Apartments, located at 2901 East Olympic Boulevard
- John Adams Middle School, located at 151 West 30th Street
- Single- and Multi-Family Residences located along Flower Drive

The existing noise environment associated with Phase I construction activity is characterized by recreational, educational, and residential land uses. Elysian Park is typically free of traffic congestion and standard urban noises. As shown in Table 5, the community noise equivalent level (L_{eq}) in Elysian Park was identified as 45 dBA L_{eq}. The ambient, or background, noise level at Dorris Place Elementary School is typical of a dense urban area (e.g., sirens, horns, helicopters, etc.) and was identified as 61.2 dBA L_{eq}. The Phase II alignment is also typical of a dense urban area and daytime noise levels ranged from 55.9 to 70.9 dBA L_{eq}.

Table 5 Existing Noise Levels

Noise Monitoring Location	Noise Level (dBA, L_{eq})
Dorris Place Elementary School	61.2
Single-Family Residences along Park Drive	46.0
Elysian Park	45.0
Los Angeles State Historic Park	63.9
Twin Towers Correctional Facility	55.9
Cathedral of Our Lady of the Angels	61.2
Bradbury Building	70.9
City Lights Apartment	65.5
St. Turibius School and Church	59.2
University of Southern California	63.4
Wyvernwood Apartments	64.6
John Adams Middle School	67.7
Single- and Multi-Family Residences along Flower Drive	59.7

Source: Terry A. Hayes Associates, 2012.

Construction

The City of Los Angeles Mayor's Directive #2 prohibits construction on major roads during rush hour periods (6:00 a.m. to 9:00 a.m. and 3:30 p.m. to 7:00 p.m.) However, as discussed in Section 1.7, LADWP would request a variance to the Directive. The proposed project construction activities are generally anticipated to occur on weekdays from 7:00 a.m. to approximately 3:30 p.m., although work may occasionally continue beyond this time or at night in non-residential areas to complete a component of work that cannot be interrupted. Construction work may also occur on Saturday, but it would not commence before 8:00 a.m., and it would cease by 6:00 p.m. No construction work would occur on Sundays or City holidays.

According to Section 112.05, powered equipment and hand tools may not produce a maximum noise level exceeding 75 A-weighted decibels (dBA) at a distance of 50 feet. However, this noise limitation does not apply where compliance is technically infeasible, including with the use of such equipment as mufflers or other noise reduction devices during the operation of equipment. Table 6 shows the noise level ranges for the types of equipment that would be used during construction of the proposed project. All equipment and tools would comply with the established noise limits.

Table 6 Construction Equipment Noise Level Ranges

Construction Equipment	Noise Level at 50 feet (dBA, L_{eq})
Backhoe	73-95
Paver	85-88
Concrete Mixers	75-88
Crane (derrick)	86-89
Generators	71-83
Air Compressors	75-87

Source: CEQA*, L.A. CEQA Thresholds Guide Your Response for Preparing CEQA Analyses in Los Angeles*, 2006.

Phase I

Noise sensitive land uses located on the west side of I-5 include Grace E. Simons Lodge and residences along Park Drive. The 575-acre Elysian Park is not considered to be especially sensitive to increased noise levels as construction activity would only affect a small percentage of park space. Elysian fields is not considered sensitive to noise as it is an active recreation area that is considered to be a noise source rather than sensitive to short-term increases in noise levels. In addition, the Los Angeles Police Academy is not considered sensitive to noise because of active outdoor recreation areas and a shooting range.

Grace E. Simons Lodge is an events center that hosts wedding receptions, outdoor ceremonies, business meetings, and birthday parties. Phase I construction activity near the Lodge would include installation of potable water pipeline along an existing fire road. The Grace E. Simons Lodge is purposefully located within the natural environment of Elysian Park to produce a serene setting for events. It is essential to the successful operation of the Lodge that event activities are not disturbed by construction noise. For this reason, any construction-related increase in ambient noise levels during an event is considered a significant impact. As such, mitigation measure N-1 would be implemented to ensure that no construction activity would occur along the fire road adjacent to the Lodge during noise-sensitive events. With implementation of mitigation measure N-1, impacts related to increase noise levels during construction at the Grace E. Simons Lodge would be less than significant.

Residences along Park Drive would be separated from the majority of construction activity by hilly terrain in Elysian Park. Construction activity would generally not be audible at these residences. However, construction activity related to connecting the new potable water pipeline to the existing supply line would occur in close proximity to residences. This activity would not require nighttime construction, but it would raise the existing daytime ambient noise level, which was identified as 46 dBA L_{eq}. As shown in Table 6 above, construction noise equipment noise levels would exceed the 75 dBA at 50 feet Los Angeles Municipal Code Section 112.05 noise limitation. Where noise levels exceed the noise standards specified in Los Angeles Municipal Code Section 112.05, mitigation measures N-2 through N-11 would be implemented to reduce construction noise levels. With implementation of mitigation, the noise impact would be reduced to a less than significant level.

Noise sensitive land uses located on the east side of I-5 include Dorris Place Elementary School and single-family residences. Installation of the recycled water pipeline from Dorris Place across I-5 would require a trenchless form of construction called microtunneling. The launching pit and associated drilling and haul truck activity would be located on the west side of the freeway to minimize disruption to the Elysian Valley community. The receiving pit, where the tunneled pipeline would be connected to the cut and cover pipeline, would be located on the east side of the freeway. Based on the Federal Highway Administration Roadway Construction Noise Model, the maximum noise level for a horizontal boring jack is 82 dBA for receptors located at 50 feet from the noise source. However, since equipment used on construction sites often operates at less than full power, an acoustical usage factor is applied. The acoustical usage factor is a percentage of time that a particular piece of equipment is anticipated to be in full power operation during a typical construction day. The acoustical usage factor for a hydraulic jack is 25 percent and the noise level for the hydraulic jack is reduced to 80 dBA. The noise level generated from the hydraulic jack would exceed the 75 dBA at 50 feet Los Angeles Municipal Code Section 112.05 noise limitation. Mitigation measures N-2 through N-11 would be implemented to reduce construction noise levels. Additionally, mitigation measure N-12 would be implemented to reduce construction noise impacts at Dorris Place Elementary School. With implementation of mitigation, construction noise impacts at Dorris Place Elementary School and adjacent single-family homes would be less than significant.

Additionally, Phase I could include nighttime construction activity along Stadium Way. Los Angeles Municipal Code Section 41.40 (Noise Due to Construction, Excavation Work) states that construction activity that would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence should not take place between 9:00 p.m. and 7:00 a.m. Based on language included in Los Angeles Municipal Code Section 112.04, a screening distance of 500 feet from construction activity was used to identify the radius of potential impacts. No sleeping quarters are located within 500 feet of Stadium Way. Therefore, construction related nighttime noise levels would be less than significant.

Phase II

Phase II involves installing approximately 10 miles of recycled water pipeline to serve customers located in downtown Los Angeles, Exposition Park, and Boyle Heights. Construction activity would occur adjacent to various noise sensitive land uses. The proposed project would install approximately 90 linear feet of pipeline per day to minimize long-term disruption within an area. However, noise from construction activities would still affect the areas immediately adjacent to the construction work site, specifically, areas that are less than 500 feet from construction equipment. As shown in Table 6 above, the loudest construction equipment would generate noise levels between 73 to 95 dBA, which would exceed the 75 dBA at 50 feet Los Angeles Municipal Code Section 112.05 noise limitation, and mitigation would be required. Implementation of mitigation measures N-2 through N-11 would reduce construction noise level impacts to a less than significant level.

Phase II would also include five light rail crossings that would require tunneling instead of trenching. The light rail crossings would occur at:

- Metro Blue Line light rail tracks at Pico Boulevard and Flower Street;
- Metro Blue Line light rail tracks located at Broadway and Washington Boulevard;
- Metro Blue Line light rail tracks at Washington Boulevard and Naomi Avenue;
- Metro Blue Line light rail tracks at Washington Boulevard and Long Beach Avenue; and
- Metro Expo Line light rail tracks at Exposition Boulevard and Figueroa Street.

Microtunneling at Broadway and Washington Boulevard and at Washington Boulevard and Long Beach Avenue would occur in non-residential areas, and there are no sensitive receptors located within 500 feet of these proposed microtunneling sites. Therefore, microtunneling at these locations would result in less than significant construction noise impacts. Microtunneling at Pico Boulevard and Flower Street and at Washington Boulevard and Naomi Avenue would occur in proximity to multi-family residences. Additionally, microtunneling at Exposition Boulevard and Figueroa Street would occur adjacent to the USC campus. As previously discussed for Phase I, microtunneling action would operate a noise level of 82 dBA for receptors located at 50 feet from the hydraulic jack. Consequently, the noise levels would exceed the 75 dBA at 50 feet Los Angeles Municipal Code Section 112.05 noise limitation, and mitigation would be required for these three sites. Implementation of mitigation measures N-2 through N-11 would reduce microtunneling noise impacts at these sites to a less than significant level.

Phase II could also include nighttime construction activity along Broadway to prevent traffic congestion. Nighttime construction activity within 500 feet of sensitive land uses would not be consistent with the Los Angeles Municipal Code. Mitigation measure N-13 would be implemented to ensure that nighttime construction activity would not occur within 500 feet of land uses where people sleep. With implementation of mitigation measure N-13, nighttime construction noise impacts would be less than significant.

Operation

Following installation of the pipeline network and associated facilities, there would be no operational component of the proposed project. Therefore, the proposed project would not create new sources of noise, and no operational noise impact would occur.

Mitigation Measures

N-1 LADWP shall coordinate with the site administrator for Grace E. Simons Lodge to discuss the construction schedule. Construction activity adjacent to the Lodge shall be prohibited during noise sensitive events (e.g., weddings).

N-2 All construction equipment shall be properly maintained and equipped with mufflers and other suitable noise attenuation devices.

N-3 LADWP shall endeavor to use rubber-tired equipment rather than track equipment. Noisy equipment shall be used only when necessary and shall be switched off when not in use.

N-4 LADWP shall ensure that all stockpiling and vehicle staging areas are located away from noise-sensitive receivers.

N-5 LADWP shall establish a public liaison for project construction that shall be responsible for addressing public concerns about construction activities, including excessive noise. The liaison shall determine the cause of the concern (e.g., starting too early, bad muffler, etc.) and shall work with LADWP to implement reasonable measures to address the concern.

N-6 LADWP shall develop a construction schedule to ensure that the construction would be completed quickly to minimize the time a sensitive receptor will be exposed to construction noise.

N-7 Construction supervisors shall be informed of project-specific noise requirements, noise issues for sensitive land uses adjacent to the pipeline alignment, and/or equipment operations.

N-8 Construction equipment shall be electric- and hydraulic-powered rather than diesel and pneumatic powered, as feasible.

N-9 During all construction activities in residential neighborhoods, temporary barriers (e.g., noise blankets) shall be utilized, as applicable to site conditions, around noisy equipment located within 500 feet of a sensitive receptor. Staging sites shall not be located within 500 feet of a sensitive receptor. A temporary barrier shall be employed when staging sites are restricted to residential neighborhoods.

N-10 Prior to construction work, the public shall be notified of the location and dates of construction. Residents shall be kept informed of any changes to the schedule.

N-11 Haul routes shall be on major arterial roads within non-residential areas. If not feasible, haul routes shall be reviewed and approved by LADOT before the haul route can be located on major arterial roads in residential areas.

N-12 LADWP shall coordinate with the site administrator for Dorris Place Elementary School to discuss construction activities that generate high noise levels along Dorris Place. Coordination between the site administrator and LADWP shall continue on an as-needed basis while construction is occurring on Dorris Place to mitigate potential disruption of classroom activities.

N-13 Construction activities are prohibited between the hours of 9:00 p.m. and 7:00 a.m. when located within 500 feet of occupied sleeping quarters or other land uses sensitive to increased nighttime noise levels.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would cause excessive vibration levels. Vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that may affect concentration or disturb sleep. In addition, high levels of vibration may damage fragile buildings. The peak particle velocity is most frequently used to describe vibration impacts to buildings and is measured in inches per second.

Heavy trucks can generate ground-borne vibrations that vary depending on vehicle type, weight, and pavement conditions. As heavy trucks typically operate on major streets, existing ground-borne vibration in the project vicinity is largely related to heavy truck traffic on the surrounding roadway network. Based on field visits, vibration levels from adjacent roadways are not perceptible along the proposed pipeline alignment.

Construction

Construction activity can result in varying degrees of vibration, depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. The primary source of operational vibration includes on-site haul trucks. Directional drilling and standard construction equipment (e.g., a large bulldozer) generate vibration levels of approximately 0.089 inches per second at 25 feet. Table 7 presents typical vibration levels for such equipment at 12 to 150 feet. Other equipment used during construction activity such as jackhammers would generate less vibration than presented for drilling or a large bulldozer.

Table 7 Vibration Velocities for Construction Equipment

Distance from Equipment (feet)	Peak Particle Velocity (inches/second)
12	0.268
15	0.191
20	0.124
25	0.089
50	0.031
75	0.017
100	0.011
125	0.008
150	0.006

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

The Federal Transit Administration has indicated that engineered concrete and masonry buildings can be exposed to vibration levels up to 0.3 inches per second, non-engineered timber and masonry buildings can withstand vibration levels up to 0.2 inches per second, and buildings extremely susceptible to vibration (e.g., historical buildings) can withstand vibrations up to 0.12 inches per second before experiencing damage. In accordance with Federal Transit Administration criteria,

vibration is a function of the distance of the receiver from the vibration source (i.e., construction equipment or automobiles). As shown in Table 7, vibration dissipates rapidly with distance. Although the precise pipeline alignment will be determined during the final design process, it is estimated that construction-related building damage could occur when construction equipment would be located within 21 feet of buildings extremely susceptible to vibration damage, 15 feet of residential or institutional buildings, or 12 feet of commercial buildings. As discussed in Section 1.7 above, to minimize vibration effects, LADWP would design the final alignment such that construction equipment would not be located within 15 feet of a residential or institutional building, or within 12 feet of a commercial building. Mitigation measure N-14 would be implemented to prevent vibration-related building damage in the event that the final alignment would not avoid locating construction equipment within 21 feet of buildings extremely susceptible to vibration damage. Therefore, with implementation of the mitigation measure, impacts related to construction vibration would be less than significant.

Operation

Following installation of the recycled and potable water pipelines and facilities, neither phase of the proposed project would have an operational component. Therefore, there would be no operational vibration impacts.

Mitigation Measure

N-14 Prior to the completion of final design, LADWP shall conduct a survey of the pipeline alignment to determine if buildings extremely susceptible to vibration damage are located less than 21 feet from the alignment. If identified, LADWP shall design the final pipeline alignment to avoid placing construction equipment within 21 feet of buildings extremely susceptible to vibration damage. In the event that avoidance is not possible, LADWP shall hire a qualified structural and geotechnical engineer to review the predicted vibration levels and determine if there are any risks to the building(s). If potential risks are identified, all necessary steps to protect the building including, but not limited to, photographing and/or videotaping the building in order to provide a record of the existing conditions prior to construction activities shall occur. If any visible building damage occurs due to construction vibration activity, LADWP shall be responsible for performing repairs, under the direction of a qualified structural or geotechnical engineer, at the completion of construction.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. A significant impact would occur if the proposed project would cause a substantial permanent increase in noise levels above existing ambient levels. As discussed in Section XII(a) above, operation of the proposed project would create no new permanent sources of noise. Additionally, following installation of the recycled and potable water pipelines and facilities, the roadways would be returned to their existing conditions. As such, operational activities would be the same as current levels. Therefore, the proposed project would not create a substantial permanent increase in noise levels above existing ambient levels. No impact would occur.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would result in a substantial temporary or periodic increase in ambient noise levels. Following installation of the recycled and potable water pipelines and facilities, the roadways would be returned to their existing conditions. Operational activities would be the same as current levels. Therefore, operation of the proposed project would not result in an increase in ambient noise levels. However, as discussed in Section XII(a) above, construction activities during Phases I and II of the proposed project would result in temporary increases in noise levels at the project sites. With implementation of mitigation measures N-2 through N-11, construction noise impacts would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The nearest airports to the project sites are Hawthorne Municipal Airport, which is located approximately 10 miles southwest of the project sites, and Burbank (Bob Hope) Airport, which is located approximately 11.5 miles northwest of the project sites. Airport noise from these airports is not audible at the project sites. In addition, the project sites are not located within an airport land use plan. Furthermore, the project would include no occupied facilities that would expose people to excessive noise levels related to aircraft use. Therefore, no impacts related to exposing people residing or working in the project area to excessive noise levels from a public airport or public use airport would occur.

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

No Impact. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. Neither phase of the proposed project is located within 10 miles of a private airstrip, and noise levels generated at private airports are not audible at the project sites. Furthermore, the proposed project would include no occupied facilities that would expose people to excessive noise levels related to aircraft use. Therefore, no impact related exposing people residing or working in the project area to excessive noise levels from a private airstrip would occur.

XIII. POPULATION AND HOUSING

Would the project:

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

No Impact. The proposed project does not include construction or operation of any residential or commercial land uses, and therefore, would not result in a direct population increase from construction of new homes or businesses. Phase I of the proposed project involves the installation of recycled and potable water pipelines, as well as new recycled and potable water pumping stations and tanks. Phase II would install recycled water pipelines to serve customers in the downtown Los Angeles area. The potable water pipelines and facilities in Phase I would be installed to serve the potable water needs of Elysian Park, and would not increase the capacity of the drinking water provided to other land uses. Additionally, the recycled water pipelines and facilities in both phases would serve existing customers in the City. Therefore, the proposed project would not result in indirect population growth. No impact to population growth would occur.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. Phase I of the proposed project would begin on Dorris Place and continue into Elysian Park. The southeast side of Dorris Place is developed with residential uses; however, construction activities on Dorris Place would occur entirely within the existing road right-of-way. Additionally, following installation of the recycled water pipeline, the roadway would be restored to its existing condition. As with Phase I, all construction in Phase II would occur in the existing road right-of-way and the roadways would be restored to their existing condition following installation of the pipelines. Therefore, neither phase of the proposed project would require the removal of existing housing. Implementation of the proposed project would not impact the number or availability of existing housing in the area, and would not necessitate the construction of replacement housing elsewhere. No impact to housing would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As discussed in Section XIII(b) above, there are currently no residential uses on the project sites. As such, no persons would be displaced as a result of implementation of either phase of the proposed project. Construction of replacement housing would not be necessary, and no impact would occur.

XIV. PUBLIC SERVICES

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?

Less than Significant Impact. Fire protection services in the City are provided by the City of Los Angeles Fire Department (LAFD). There are several LAFD Fire Stations serving the areas through which Phases I and II of the proposed project would pass. Phase I of the proposed project involves installation of recycled and potable water pipelines, pumping stations, and tanks to serve Elysian Park. Phase II involves installation of recycled water pipeline to serve customers in the downtown Los Angeles, Exposition Park, and Boyle Heights areas. As the proposed project would serve existing customers, it would not generate population growth. Furthermore, no new habitable structures would be built as part of the proposed project. Therefore, construction and operation of the proposed project would not require the construction of additional fire protection services or facilities, or expansion of existing facilities.

As discussed in Section VIII(h), the proposed alignment is not located within any lands designated as Wildfire Hazard Areas or a Fire Buffer Zone. Therefore, construction activities would not occur within an area designated with a substantial fire risk.

Fire protection could be required at the project construction site in the event of a construction accident. The likelihood of an accident requiring such a response would be low as project construction would not occur in areas of high fire danger. In addition, watering activities associated with dust suppression for disturbed areas would reduce the potential for any fire accident to occur. Therefore, the service capacity of local fire stations would not be adversely affected by the proposed project.

Installation of the pipeline in both phases of the proposed project would require temporary lane closures during the construction period, which could affect response times and emergency access. However, it is not anticipated that full roadway closures would be necessary and the operation of existing roadways would be preserved throughout construction. Vehicular access to intersecting streets would be limited during portions of the construction period. However, construction would occur in approximately 90-foot segments and no portion of the roadway would remain closed during the entire construction period. Additionally, it is anticipated that lane closures would be effective and access would be restricted during working hours only and would reopen at the end of each work day. Recessed steel plates would be used to cover any open trenches during non-work hours. Furthermore, LADWP would consult with LAFD regarding construction schedules and worksite traffic control and detour plans. Development of such plans and consultation with LAFD would ensure that

impacts related to emergency response and access during construction would be less than significant.

ii) Police protection?

Less than Significant Impact. The City of Los Angeles Police Department (LAPD) is the local law enforcement agency responsible for providing police protection services in the City. Several LAPD Community Police Stations serve the areas through which the proposed project would pass. As previously stated, the proposed project would not generate population growth. Therefore, construction and operation of the proposed project would not require the construction of additional police protection services or facilities, or expansion of existing police facilities.

As discussed in Section XIV(a)(i) above, installation of the pipeline in both phases of the proposed project would require temporary lane closures during the construction period, which could have an impact on response times and emergency access. However, full roadway closures are not anticipated and any open trenches would be covered with steel plates during non-work hours. Furthermore, LADWP would consult with LAPD regarding construction schedules and worksite traffic control and detour plans. Development of such plans and consultation with LAPD would ensure that impacts related to emergency response and access during construction would be less than significant.

iii) Schools?

No Impact. The proposed project involves an extension of the recycled water pipeline network in Elysian Park and in downtown Los Angeles, Exposition Park, and Boyle Heights, as well as installation of recycled and potable water facilities in Elysian Park. As the proposed project does not include development of any residential uses, no increase in residential population would occur. Additionally, as the proposed project would serve existing customers, no housing or employment opportunities would be provided by the proposed project. Therefore, no indirect population growth would occur. No new students would be generated, and no increase in demand for local schools would result. No impact to schools would occur.

iv) Parks?

No Impact. Residential developments typically have the greatest potential to result in impacts to parks since these types of developments generate a permanent increase in residential population. As stated previously, the proposed project does not include development of any residential uses and would not generate any new permanent residents that would increase the demand for local and regional park facilities. Therefore, no impact to parks would occur.

v) Other public facilities?

No Impact. The proposed project does not include development of residential or commercial uses and would not increase the demand for other public facilities. The proposed project involves an extension of the recycled water pipeline network in Elysian Park and in downtown Los Angeles, Exposition Park, and Boyle Heights, as well as installation of recycled and potable water facilities in

Elysian Park. The proposed project would not result in indirect population growth, which could increase demand for other public facilities. No impact to other public facilities would occur.

XV. RECREATION

Would the project:

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

No Impact. The proposed project involves an extension of the recycled water pipeline network in Elysian Park and the downtown Los Angeles, Exposition Park, and Boyle Heights areas, as well as installation of recycled and potable water facilities in Elysian Park. Neither construction nor operation of the proposed project would generate new permanent residents that would increase the use of existing parks and recreational facilities. Therefore, substantial physical deterioration of these facilities would not occur or be accelerated with implementation of the proposed project. No impact would occur.

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

No Impact. The proposed project does not include development of any residential uses and, thus, would not generate new permanent residents that would increase the demand for recreational facilities. Further, the proposed project would serve existing customers and would not promote or indirectly induce new development that would require the construction or expansion of recreational facilities. Therefore, no impact would occur.

XVI. TRANSPORTATION/TRAFFIC

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact with Mitigation Incorporated. This section evaluates the existing and future (cumulative) traffic conditions surrounding each phase of the proposed project and potential impacts to the study roadway segments associated with implementation of the proposed project. A copy of the traffic study is included as Appendix F of this document.

Construction

Construction of the proposed project would result in temporary, localized increases in traffic volumes associated with construction activities and temporarily reduced roadway capacities during brief periods of time in the area in which construction is occurring. The proposed project (both phases) would potentially conflict with the City of Los Angeles Mayor's Directive #2, which prohibits construction on major roads during rush hour periods (6:00 a.m. to 9:00 a.m. and 3:30 p.m. to 7:00 p.m.), if construction takes place during these times. As part of the variance to the Directive and to minimize traffic-related impacts during construction, detailed traffic control/handling plans would be prepared and subject to LADOT approval.

No complete street closures are anticipated during project construction. Existing on-street parking areas along the proposed pipeline alignment for each phase of the project would be utilized as travel lanes to minimize traffic lane closures during construction, as necessary. Further, each roadway segment would be affected only as construction occurs on that segment, not for the duration of the construction period.

To determine the impacts of peak construction activity on the roadway system, construction generated traffic was added to existing traffic (year 2012), traffic generated by other projects proposed in the surrounding area, and ambient (background) growth in traffic volumes to determine future (year 2017) plus project conditions. For a conservative analysis, existing traffic volumes for Phase I of the proposed project included two additional counts to account for traffic from a Los Angeles Dodgers baseball game held at Dodger Stadium.

Impact thresholds defined by LADOT were not used for the proposed project traffic analysis. These standards define significant impacts to traffic operations in the long-term. Construction of the proposed project would temporarily constrict roadway capacity in affected segments, as the trench line would be returned to its existing condition and roadway operations fully restored following completion of construction activities. Thus, the impact analysis is based on roadway flow during construction and the generalized application of volume-to-capacity (V/C) calculations and levels of service (LOS). LADOT level of service definitions are provided in Table 8 below.

Table 8 Level of Service Definitions

LOS	V/C	Definition
A	0.000 – 0.600	Excellent. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 – 0.700	Very Good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	Good. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	Fair. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	Poor. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	Failure. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: City of Los Angeles Department of Transportation, *Traffic Study Policies & Procedures*, May 2012. Website: http://www.ladot.lacity.org/pdf/pdf223.pdf, accessed July 10, 2012.

The future traffic condition with peak hour construction traffic generated by the proposed project is shown in Table 9 below. The future traffic condition for Phase I of the proposed project includes data for days on which baseball games occur at Dodger Stadium (Game Day scenario) and all other days on which games do not occur (Non-Game Day scenario).

Table 9 Future With Project Study Conditions – Peak Hour Level of Service

#	Segment	Scenario	AM Peak Hour			PM Peak Hour		
			V/C	LOS	Significant Impact?	V/C	LOS	Significant Impact?
Phase I								
1	Stadium Way b/w Elysian Park Drive and I-5 South On- Off-Ramp	Non-Game Day	0.839	D	No	0.433	A	No
		Game Day	0.842	D	No	0.470	A	No
2	Riverside Drive b/w Dorris Place and Glover Place	Non-Game Day	1.042	F	Yes	0.798	C	No
		Game Day	1.024	F	Yes	0.658	B	No
3	Dorris Place b/w Riverside Drive and Blake Avenue	Non-Game Day	0.293	A	No	0.081	A	No
Phase II								
4	S. Avenue 18 b/w Broadway/Spring Street and Albion Street	Non-Game Day	0.709	C	No	0.263	A	No
5	N. Spring Street b/w Mesnagers Street and Sotello Street	Non-Game Day	2.820	F	Yes	0.879	D	Yes
6	Vignes Street b/w Main Street and Bauchet Street	Non-Game Day	0.936	E	Yes	0.819	D	No
7	Alpine Street b/w Alameda Street and Broadway	Non-Game Day	0.953	E	Yes	0.449	A	No
8	Broadway b/w Ord Street and Cesar E. Chavez Avenue	Non-Game Day	1.626	F	Yes	0.981	E	No
9	Broadway b/w Cesar E. Chavez Avenue and Temple Street	Non-Game Day	1.706	F	Yes	1.081	F	No
10	Broadway b/w 2nd Street and 3rd Street	Non-Game Day	1.297	F	Yes	0.671	B	No
11	3rd Street b/w Hill Street and Broadway	Non-Game Day	2.925	F	Yes	1.693	F	Yes
12	Broadway b/w 6th Street and 7th Street	Non-Game Day	1.182	F	Yes	0.637	B	No
13	Broadway b/w 11th Street and 12th Street	Non-Game Day	1.171	F	Yes	0.765	C	No

Table 9 Future With Project Study Conditions – Peak Hour Level of Service

#	Segment	Scenario	AM Peak Hour			PM Peak Hour		
			V/C	LOS	Significant Impact?	V/C	LOS	Significant Impact?
14	Pico Boulevard b/w Hope Street and Grand Avenue	Non-Game Day	1.439	F	Yes	0.592	A	No
15	16th Street b/w Trinity Street and San Pedro Street	Non-Game Day	1.374	F	Yes	0.767	C	No
16	16th Street b/w Paloma Street and Central Avenue	Non-Game Day	1.419	F	Yes	1.055	F	No
17	E. Washington Boulevard b/w Long Beach Avenue and Alameda Street	Non-Game Day	1.949	F	Yes	1.045	F	No
18	E. Washington Boulevard b/w Alameda Street and Santa Fe Avenue	Non-Game Day	1.778	F	Yes	1.139	F	No
19	S. Santa Fe Avenue b/w 11th Street and Olympic Boulevard	Non-Game Day	2.687	F	Yes	1.427	F	Yes
20	E. Olympic Boulevard b/w S Santa Fe Avenue and Soto Street	Non-Game Day	1.577	F	Yes	1.003	F	No
21	Broadway b/w Washington Boulevard and 21st Street	Non-Game Day	1.274	F	Yes	0.743	C	No
22	Broadway b/w 31st Street and Jefferson Boulevard	Non-Game Day	1.636	F	Yes	0.896	D	No
23	37th Street b/w Flower Street and Hope Street	Non-Game Day	1.369	F	Yes	0.299	A	No
24	Exposition Boulevard b/w Vermont and Figueroa Street	Non-Game Day	2.116	F	Yes	0.993	E	Yes

As shown in Table 9, the construction impacts to traffic would be significant but temporary. Implementation of mitigation measures TR-1 and TR-2 are required to reduce the impact to a less than significant level.

Mitigation Measures

TR-1 LADWP, prior to the start of construction, shall coordinate with LADOT to prepare a Traffic Management Plan (TMP). The TMP shall be prepared by a registered traffic or civil engineer, as appropriate, based on City of Los Angeles permit guidelines. The TMP shall consist of traffic control plans showing striping changes, and a traffic signal plan for any signalized intersections indicating modifications to existing traffic signals and associated controllers to be adjusted during the construction phase. Methods to inform the public regarding project construction and roadway detours and closures shall be implemented as part of the TMP. Additional measures to be incorporated into the TMP to improve traffic flow shall include the following:

a. Directional capacity (generally southbound/westbound in the morning peak hour and northbound/eastbound in the evening peak hour) shall be considered in roadway closure planning where work area placement is flexible. The provision of the original one-way capacity of the affected roadway (in number of travel lanes) in the peak direction, while providing a reduced number of travel lanes for the opposite direction of traffic flow, shall be used to alleviate any potential poor level of service conditions. Left-turn lanes and other approach lanes (as feasible) shall be maintained in close vicinity to major intersections along the proposed pipeline routes.

b. Provide continued through access via detours for vehicles and to provide for adequate pedestrian and transit circulation. Signed detour routes and other potential routes that drivers would utilize during the construction period would become alternate routes for a proportion of the vehicles that would otherwise travel along the corridor where construction would be taking place.

c. For the project detour routes, wayfinding signs and other relevant traffic control devices shall be placed on all major roadways into the larger area around each construction closure locations, and shall be repositioned for each construction segment (as the construction zones progress along the proposed project alignment). Wayfinding signs shall be placed at major detour decision points to keep vehicles on-track through the detour route, and shall also be placed at the next major intersection location in advance of the first detour decision point.

d. Consult with local transit agencies to minimize impacts to passenger loading areas and to minimize travel times on scheduled transit routes. All affected transit agencies shall be contacted to provide for any required modifications or temporary relocation of transit facilities.

TR-2 LADWP shall consult with Caltrans to obtain permits for the transport of oversized loads, and to obtain encroachment permits for any work along State facilities.

Operation

Operation of the proposed project would not cause any increase in traffic in relation to the existing traffic load and capacity of the street system. Following completion of construction, the proposed project would not generate additional traffic. Therefore, the proposed project would not result in permanent impacts to traffic.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. Project related traffic impacts would occur during construction activities only. No traffic impacts would occur during operation of the proposed project. The County of Los Angeles Congestion Management Program level of significance thresholds are not intended to be applied to construction activities. As such, neither phase of the proposed project would exceed the significant impact thresholds defined by the County's Congestion Management Program. The proposed project would not generate any new measurable and regular vehicle trips during project operation, and no impact would occur.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed project would not result in a change in air traffic patterns. Neither phase of the proposed project would be located within 2 miles of a public airport or within an airport land use plan.[47] Construction and operation of either phase of the proposed project would not generate air traffic. Further, the proposed project would not include any high-rise structures that could act as a hazard to aircraft navigation. No impact would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project would be constructed within existing roadways. No design changes to the existing roadways or use of roadways would occur in either phase of the project. Therefore, no impact related to an increase in hazards due to a design feature or incompatible uses would occur.

e) Result in inadequate emergency access?

Less Than Significant Impact. Installation of the pipeline in both phases of the proposed project would require temporary lane closures during the construction period, which could have an effect on emergency access. Additionally, emergency services may be needed at a location where access is temporarily blocked by the construction zone. However, it is not anticipated that full roadway closures would be necessary and the operation of existing roadways would be preserved throughout construction. Vehicular access to intersecting streets would be limited during portions of the construction period. However, construction would occur in approximate 90-foot segments and no portion of the roadway would remain closed during the entire construction period. Additionally, it is anticipated that lane closures would be

[47] Airnav.com, Airports search. Website: http://www.airnav.com/airports/, accessed May 30, 2012.

effective and access would be restricted during working hours only and would reopen at the end of each work day. Recessed steel plates would be used to cover any open trenches during non-work hours. Furthermore, LADWP would consult with emergency service providers (e.g., LAPD, LAFD, etc.) regarding construction schedules and worksite traffic control and detour plans. Development of such plans and consultation with emergency service providers would ensure that impacts related to emergency response and access during construction would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. Construction activities for Phase I and Phase II of the proposed project would require the closure of one or two travel lanes and may result in left-turn restrictions. Construction activities are also anticipated to temporarily affect public transit, bicycle, or pedestrian facilities during construction activities.

Public transportation may be affected as a result of construction of both phases. Project construction activities may require the use of existing bus stop curb lane areas. To the extent practicable, temporary bus stop closures would be accommodated with replacement bus stops outside the immediate work area. These temporary closures, however, would need to be located along wide portions of the roadway where the maximum number of travel lanes can be accommodated during construction.

No portion of either phase of the proposed project currently has bicycle routes or bicycle lanes. However, the City of Los Angeles 2010 Bike Plan proposes bikeways along the following routes near the phases of the project: Stadium Way, Riverside Drive, Spring Street, Broadway (north of Cesar E. Chavez Avenue), 16th Street, Central Avenue, Washington Boulevard, Santa Fe Avenue, Olympic Boulevard, 37th Street, and Exposition Boulevard. If bikeways are provided prior to project construction, it is likely that the proposed project would include the closure of these lanes. As a result, construction activities would potentially create unsafe conditions for bicyclists under restricted capacity conditions. Therefore, these particular bicycle routes would be closed temporarily. To notify the public, signs would be posted at the next major intersections to the north and south of the construction area (see mitigation measure TR-1 above). Development of a worksite traffic control and detour plan would minimize impacts. With implementation of such a plan during construction, impacts to bicycle facilities would be less than significant.

The operation of the proposed project would be similar to existing conditions. No impacts to public transit, bicycle, or pedestrian facilities would occur during project operation.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

Less Than Significant Impact. The proposed project involves installation of recycled and potable water pipelines and facilities to serve Elysian Park in Phase I, and an extension of the recycled water pipeline network in downtown Los Angeles, Exposition Park, and Boyle Heights in Phase II. As discussed above, a Storm Water Pollution Prevention Plan and erosion control plan would be prepared for the proposed project that would specify appropriate Best Management Practices to control runoff from the site in both phases. Additionally, any wastewater discharged by the proposed project must comply with National Pollutant Discharge Elimination System requirements. Construction activities associated with both phases of the proposed project would comply with all applicable wastewater treatment requirements of the Regional Water Quality Control Board. The impact would be less than significant.

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

No Impact. The proposed project involves installation of recycled and potable water pipelines and facilities to serve Elysian Park in Phase I, and an extension of the recycled water pipeline network in downtown Los Angeles, Exposition Park, and Boyle Heights in Phase II. These improvements would not increase the amount of water used or wastewater generated at the project sites, and the proposed project would serve existing customers in the City. Thus, no new or expanded water or wastewater treatment facilities would be required due to implementation of the proposed project. No impact would occur.

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

Less Than Significant Impact. The proposed project involves installation of recycled and potable water pipelines and facilities to serve Elysian Park in Phase I, and an extension of the recycled water pipeline network in downtown Los Angeles, Exposition Park, and Boyle Heights in Phase II. As discussed in Section IX(e) above, all drainage flows would be routed through existing storm water infrastructure serving the project sites and surrounding area. Additionally, following construction of the proposed project, all roadways and dirt trails would be returned to their existing conditions. As such, after construction, storm water flows would be similar to the current condition. Therefore, the proposed project would not require or result in the construction or expansion of storm water drainage facilities for either phase of the proposed project. The impact would be less than significant.

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

No Impact. High water demand is typically associated with residences, hotels, and large offices.[48] The proposed project would provide recycled water to Elysian Park and known customers in downtown Los Angeles, Exposition Park, and Boyle Heights in lieu of potable water supplies. Therefore, additional water supplies would not be needed and the proposed project would have the beneficial impact of offsetting a portion of the City's potable water demand. No impact would occur.

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

No Impact. As discussed in Section XVII(d) above, the recycled water pipelines installed in Phases I and II of the proposed project would reduce the potable water demand and usage at the identified customers. Therefore, no additional demand for wastewater treatment would be created. No impact to wastewater treatment capacity would occur.

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

Less Than Significant Impact. Construction activities would generate construction waste, such as demolition debris. As discussed in Section 1.7 above, the proposed project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance. These measures would minimize the amount of construction debris generated by the proposed project that would need to be disposed of in an area landfill. Any non-recyclable construction waste generated would be disposed of at a landfill approved to accept such materials. The proposed project would not have an operational component. As such, no solid waste would be generated with project operation. The impact would be less than significant.

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

Less Than Significant Impact. Both phases of the proposed project would comply with federal, state, and local statutes and regulations related to solid waste. As discussed in Section XVII(f) above, construction debris would be recycled or disposed of according to local and regional standards. All materials would be handled and disposed of in accordance with existing local, state, and federal regulations. Compliance with existing regulations would ensure a less than significant impact.

[48] City of Los Angeles Bureau of Sanitation, *Sewer Generation Rates Table*, March 2002.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated. Both phases of the proposed project would be located within existing roadways, compacted dirt hiking trails, and disturbed areas. However, areas within both phases contain vegetation that is suitable for use by migratory birds. In order to minimize potential impacts to sensitive habitat, the implementation of mitigation measure BR-1 listed in Section IV(a) above would be required for vegetation removal occurring during the breeding/nesting bird season. With implementation of mitigation, the impact to biological resources would be less than significant.

As discussed in Sections V(a) and (b) above, several cultural resources are located within and in the vicinity of the Phase I and Phase II project sites. As such, it is possible that historic and archaeological resources could be impacted with implementation of both phases of the proposed project. However, as discussed previously, a Historic Property Treatment Plan and Discovery and Treatment Plan have been prepared for the proposed project. Additionally, mitigation measures CR-1 through CR-3 would minimize impacts to historic resources, and mitigation measures CR-4 through CR-7 would minimize impacts to archaeological resources. With adherence to the Historic Property Treatment Plan, the Discovery and Treatment Plan, and mitigation measure CR-1 through CR-7, impacts to historic and archaeological resources would be less than significant.

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

Less Than Significant Impact with Mitigation Incorporated. As discussed in Section III(c) above, the proposed project is located within the Los Angeles County portion of the South Coast Air Basin, which is designated a non-attainment area for O_3, PM_{10}, and $PM_{2.5}$. In order to maintain attainment status of the South Coast Air Basin and comply with the State Implementation Plan, the SCAQMD has developed project-level thresholds of significance for criteria pollutants. The proposed project would not generate regional construction emissions in excess of the SCAQMD thresholds. Therefore, no cumulatively considerable impact would occur.

As discussed in Section VII(a) above, GHG emissions contribute to the global condition known as the greenhouse effect. Because this issue is by its very nature cumulative, CARB established a threshold of significance and climate reduction strategies. The proposed project would generate short-term emissions of GHGs during construction. However, these emissions would be far less than the thresholds of significance. The cumulative impact would be less than significant.

As discussed in Sections XII(c) and XII(d) above, the proposed project would not have an operational component. As such, project operations would be the same as existing conditions. Therefore, there would be no permanent or temporary increase in ambient noise levels, and the proposed project would not result in a cumulatively considerable noise impact.

As discussed in Section XVI(a) above, the cumulative traffic analysis considered the addition of background traffic growth and other proposed projects combined with project construction traffic. As discussed, construction activities for both phases would result in significant impacts on project area roadways. These impacts would be reduced to a less than significant level with implementation of mitigation measures TR-1 and TR-2.

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

Less Than Significant Impact with Mitigation Incorporated. As discussed in Section XVI(f) above, construction activities would potentially result in temporary sidewalk and bicycle lane closures and the temporary relocation of bus stops. These activities could pose a hazard to human beings during construction. Therefore, implementation of mitigation measure TR-1 is required to reduce the impact to a less than significant level.

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SECTION 4.0
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