Mitigated Negative Declaration

Los Angeles Aqueduct Filtration Plant Disinfection Contact Tank Project

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

July 17, 2009

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Appendix C Phase 1 Cultural Resources Assessment, EDAW, Inc., February 10, 2009.

List of Acronyms

AQMP	Air Quality Management Plan
ARB	California Air Resources Board
CAA	Clean Air Act
CAAQA	California Ambient Air Quality Standards
CCAA	California Clean Air Act
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CNPS	California Native Plant Society
CO	Carbon monoxide
CY	Cubic yards
DSOD	Division of Safety of Dams
DTSC	California Department of Toxic Substances Control
EPA	Environmental Protection Agency
GHG	Greenhouse gas
IS	Initial study
LAAFP	Los Angeles Aqueduct Filtration Plant
LADWP	Los Angeles Department of Water and Power
LAR	Los Angeles Reservoir
LAA	Owens Valley Los Angeles Aqueduct
lb/day	Pounds per day
MG	Million gallon
MND	Mitigated negative declaration
MWD	Metropolitan Water District
mph	Miles per hour
NO_X	Nitrogen oxides
NO_2	Nitrogen dioxide
NPDES	National Pollution Discharge Elimination System
O_3	Ozone
OSHA	Occupational Safety & Health Administration
PM	Particulate matter
PM_{10}	Particulate matter smaller than or equal to 10 microns in diameter
$PM_{2.5}$	Particulate matter smaller than or equal to 2.5 microns in diameter
PPV	Peak particle velocity
RMS	Root mean squared
ROG	Reactive organic gases
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SCAB	South Coast Air Basin
SCCIC	South Central Coastal Information Center
SO_2	Sulfur dioxide
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic air contaminants
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle miles traveled
VNC	Van Norman Complex

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SECTION 1.0
PROJECT DESCRIPTION

1.1 Overview of the Project

To help ensure the quality, reliability, and stability of the City of Los Angeles drinking water supply, the Los Angeles Department of Water and Power (LADWP) proposes to construct a Disinfection Contact Tank at its Van Norman Complex (VNC) in the north San Fernando Valley. This Contact Tank would enable drinking water disinfection if the primary Los Angeles Aqueduct Filtration Plant (LAAFP) disinfection system should temporarily fail or be taken out of service for maintenance. It would consist of an approximately 10-MG partially-buried tank (approximately 154 feet wide, 300 feet long, 35 feet deep) made of reinforced concrete, along with connecting pipelines. Approximately 150,000 cubic yards (CY) of excavation material would be created, with some of the material being used as backfill around the tank.

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 Disinfection Contact Tank constitutes a project as defined by CEQA (California Public Resources Code §§21000 et seq.). LADWP is the lead agency for the compliance with CEQA because pursuant to CEQA Guidelines §15367, "'Lead Agency' means the public agency which has the principal responsibility for carrying out or approving a project."

Based on the information and analysis contained in this Initial Study, LADWP, as the lead agency, has concluded that a Mitigated Negative Declaration (MND) would be the proper level of analysis for this project. The MND will show that the 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 an MND can be prepared when "(a) The initial study shows that there is no 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

The VNC is located at 13101 Sepulveda Boulevard in the City of Los Angeles. The VNC consists of approximately 1,260 acres along the west side of Interstate Highway 5 (Golden State Freeway) and Interstate Highway 405 (San Diego Freeway). The LAAFP and the Los Angeles Reservoir (LAR) are located in the central part of the VNC property. The proposed project site is located to the south of the LAAFP and to the north of the LAR. **Figure 1** shows the project site in relation to the region, and **Figure 2** shows the vicinity of the project site.

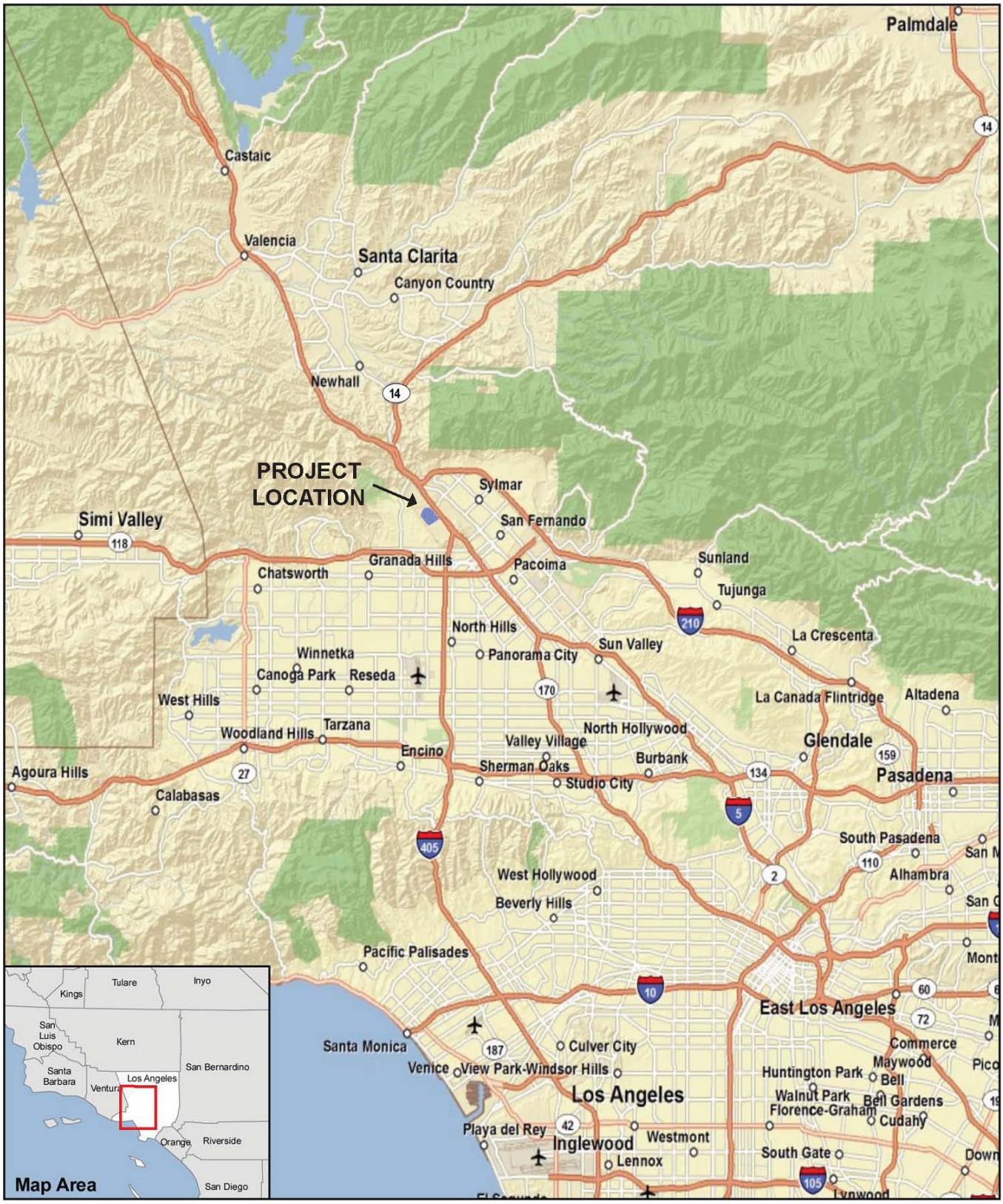
1.4 Project Background

The VNC has been an integral component of the City of Los Angeles drinking water supply system since early in the previous century, when the Lower and Upper San Fernando Dams were constructed, creating the Lower and Upper Van Norman Reservoirs at the terminus of the Owens Valley Los Angeles Aqueduct (LAA). After the Lower San Fernando Dam was severely damaged in the 1971 Sylmar Earthquake, both the upper and lower impoundments were taken out of service, and they were replaced in 1976 by the Los Angeles Dam and Reservoir, which are located between the old Lower and Upper San Fernando Dams. The VNC still serves as the terminus for the First and Second LAAs, which provide approximately 35% of the City's water supply during normal precipitation and water use years. The existing VNC site is shown in **Figure 3**.

1.5 General VNC Description

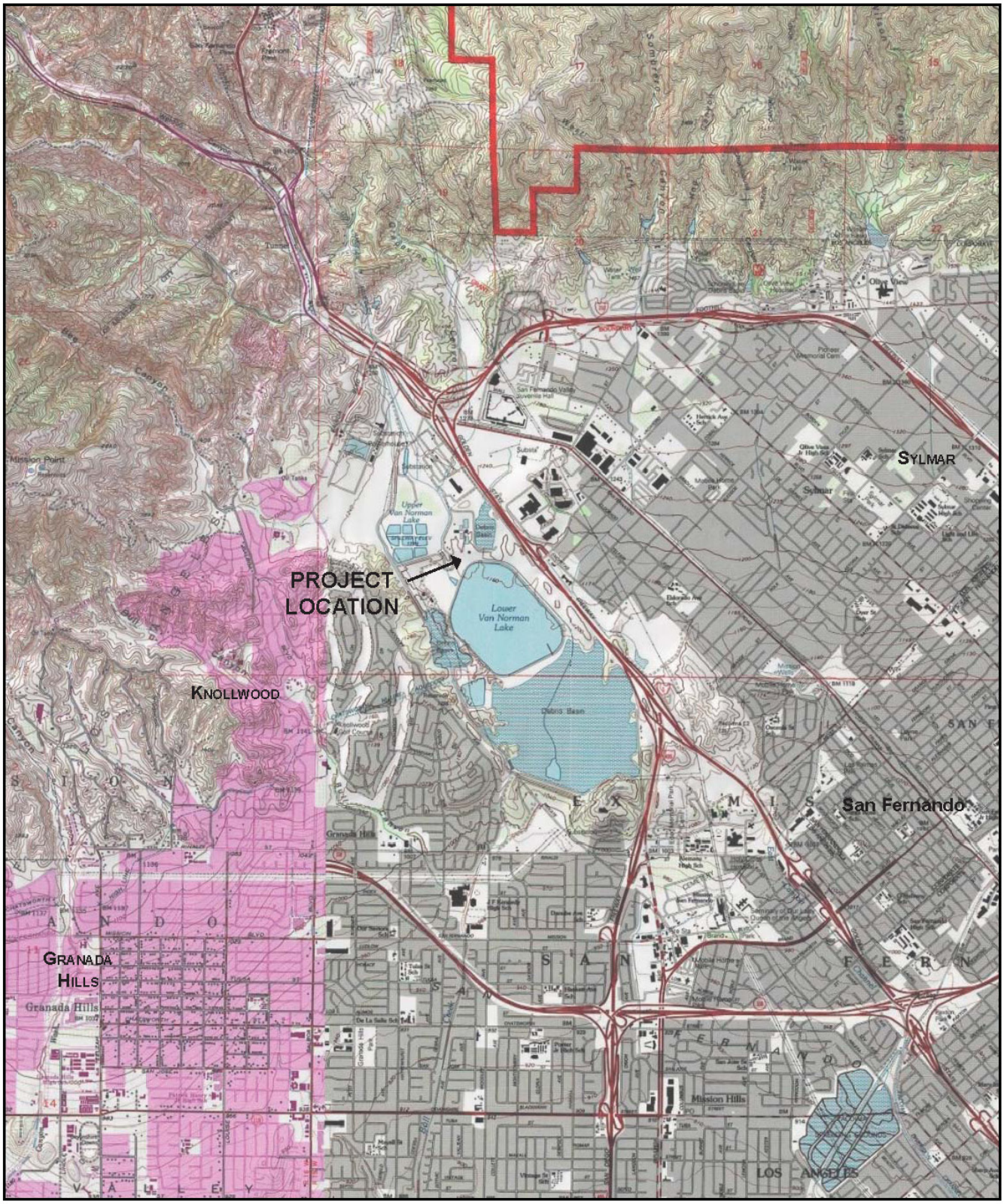
The VNC is surrounded by residential development along Rinaldi Street to the south and along Woodley Avenue to the west, the Metropolitan Water District (MWD) Jensen Water Filtration Plant to the northwest, and the Golden State and San Diego Freeways to the east. Various residential, commercial, and institutional developments lie to the east of the freeways. The proposed project would be located entirely within the boundaries of the existing 1,260-acre VNC property, approximately 2,200 feet from the nearest point along the western VNC property boundary and 1,600 feet from the nearest point along the eastern property boundary (see **Figure 3**). The VNC property is generally rolling terrain. It has been largely cleared and is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution.

Major facilities related to water treatment and storage include the LAR, an uncovered 3.3-billion gallon drinking water reservoir located in the central part of the VNC. It has a surface area of approximately 170 acres and is contained by the earthen Los Angeles Dam. The LAAFP occupies an approximately 25-acre parcel north of LAR. The LAAFP is the primary water treatment facility for LAA water, which is delivered via an open inlet channel that extends from the northernmost corner of the VNC southward to the filtration plant. This channel may also deliver State Water Project (SWP) water to the LAAFP when it is required to help meet the City's drinking water demand. Treated water from the LAAFP is conveyed via underground pipelines directly to one of several trunk lines in the City of Los Angeles water distribution system, to LAR, or to the Van Norman Bypass Reservoir, an 80-MG hard-cover reservoir located west of the southwest corner of LAR. Several settling basins that process the backwash water from the LAAFP occupy the southern portion of the former Upper Van Norman Reservoir, which was removed from service in 1971. The northern portion of the former reservoir is a primarily paved surface. A number of appurtenant facilities related to water treatment, including pump stations, clearwells, chlorination and chloramination stations, and a chemical storage depot, are located in areas of the VNC generally surrounding LAR.



North
NTS

Figure 1
Regional Location



North
NTS

Figure 2
Project Vicinity

Figure 3
Existing VNC Site

Primary flood control facilities at the VNC include the Lower San Fernando Storm Water Detention Basin, which occupies a large area of the VNC south of LAR. It is confined by the Lower San Fernando Dam, which was the original impoundment dam for the Lower Van Norman Reservoir. Several debris basins are located within the VNC, including the Upper and Middle Debris Basins, located along the northwestern perimeter of the property; the Yarnell Debris Basin, located north of the northeast corner of LAR; and the Lower Debris Basin, located west of LAR. Two large concrete storm water channels located within the VNC convey water through the property and to and from the various on-site debris and detention basins.

1.6 General Project Site Description

The project site is characterized by disturbed habitat and mature pine trees; a stand of approximately 20 pine trees exists on the current project site, along with scattered pine trees interspersed with patches of native vegetation. An existing concrete overflow tank and a concrete slab are currently located on the project site and need to be demolished in order to build the proposed Disinfection Contact Tank. The trees may have been planted as a wind break or visual screen. Most of the project site is covered with sandy silt with pebbles and cobbles; the primary groundcover is disturbed with low quality coastal sage scrub that is regularly or irregularly mowed. Other types of groundcover on the project site include paved roads or built structures; bare ground consisting of unpaved roads and/or footpaths and scraped areas with minimal vegetation growth; and non-native grasses.

The existing concrete overflow tank was constructed in 1977 with the LAR. The overflow tank is currently used only during emergencies, when it allows raw water to pass into the system from the aqueduct.

1.7 Project Objectives

The goal of the proposed project is to enable drinking water disinfection if the primary LAAFP disinfection system should temporarily fail or be taken out of service for maintenance.

An ozone disinfection system is the primary form of disinfection used by LADWP. The backup system for the current ozone-based disinfection system would be a chlorine injection system. This backup chlorine injection system would need more time to disinfect water than the current ozone disinfection system. The proposed Contact Tank would provide contact time for the chlorine to disinfect the water.

LADWP is in the process of converting its water disinfection system to use chloramines as a secondary residual disinfectant. The Contact Tank is necessary because after the conversion to chloramines, insufficient contact time would be available within all the distribution pathways exiting the LAAFP for the necessary initial disinfection to be provided by chlorine. The Contact Tank would provide a controlled environment to properly regulate disinfectant concentrations and contact times to establish adequate initial disinfection prior to the introduction of chloramines as the system-wide residual disinfectant.

In addition, on occasion the ozone generators, which normally provide primary disinfection for the drinking water treated at the LAAFP, are taken offline for maintenance or repair. The proposed Contact Tank would establish a backup system to provide primary disinfection for water that would otherwise undergo filtration but not disinfection at the LAAFP during the ozone

system outages. The Contact Tank would provide operational flexibility by facilitating ozone system repairs. The capacity of the Contact Tank would provide operational reliability by permitting the continued operation of the LAAFP at the volumes necessary to meet demand for drinking water in the City.

The proposed Contact Tank is a passive type of system that would only be used when the ozone system is not functioning, either because of a mechanical breakdown or to allow for required periodic maintenance. Water would continuously flow through the Contact Tank. Once the ozone system shuts down, chlorine would be injected into the pipe upstream of the Contact Tank. After being disinfected, the water would leave the Contact Tank and flow by pipeline into the LAR, the Van Norman Bypass Reservoir, or the distribution system directly.

1.8 Description of the Proposed Project

The Disinfection Contact Tank would consist of an approximately 10-MG partially-buried tank (approximately 154 feet wide, 300 feet long, 35 feet deep) made of reinforced concrete, along with connecting pipelines. Construction requires the existing concrete overflow tank and its connecting pipelines, along with an existing concrete slab, to be demolished and existing underground storm drain lines to be re-routed. Approximately 500 feet of 144-inch diameter cement mortar lined and coated steel pipe would replace existing pipe and would run from the LAAFP to the Contact Tank. Approximately 250 feet of additional 144-inch pipeline would be constructed for disinfected water leaving the Contact Tank to connect back into the existing pipeline distribution system. **Figure 4** depicts the site plan for the proposed project and the project components. A total of 16 existing wooden electrical distribution poles are also currently located in the vicinity of the construction site and would be relocated to allow for the construction of the tank.

The existing terrain of the site would be graded to accommodate the construction of the proposed project. The pine trees would be removed if they conflict with construction. A temporary road would be built around the site to provide access for trucks used during construction and transferring of excavated material. Once the Contact Tank is constructed, the temporary road would be replaced with a new permanent road routing to the west of the project site.

1.9 Construction Procedures and Schedule

To accomplish all the elements of the proposed project, the delivery of construction equipment, materials, and supplies to the VNC would be required. Vehicles required for the project construction, including bulldozers, backhoes, dump trucks, graders, and water trucks would generally be driven or delivered to the site once and remain on site for the duration of the construction phase(s) for which they were required. Recurrent deliveries would include material and components required for the Disinfection Contact Tank construction, pipe segments for new water line connections, equipment and materials for the relocation of the utilities, and concrete for various elements of the project. The excavation of the current site would also create truck trips internal to the VNC property for transferring the excavation material from the project site to other areas of the VNC for stockpiling. Overall, approximately 2,200 total off-site truck trips may be required (see **Table 1-1**).

The Disinfection Contact Tank construction would create up to approximately 150,000 CY of excavated material. While it is anticipated that a portion of this material would be utilized in the construction of the proposed project, the remainder would be stockpiled at the VNC. The maximum size of the stockpile would be approximately 3 acres with a height of less than 40 feet. Trenches built during the construction process would be up to 40 feet deep. Approximately 20% of all excavated materials would be used for backfill of the Disinfection Contact Tank. Proposed candidate stockpile areas are shown in **Figure 5**.

The construction phasing for the proposed project is detailed below in **Table 1-2**, Construction Phasing Assumptions.

Construction equipment (trucks, dozers, etc.) would need to be stored on-site when not in use. Equipment could be left on the project site overnight or parked in the designated construction worker parking areas (see **Figure 5**). Type(s) of construction equipment expected to be used for this project include an excavator, backhoes, a crane, dump trucks, a compactor, bulldozers, front-end loaders, and water trucks.

No more than 20 workers are expected to be on the site at one time, throughout the term of the construction schedule. The total duration of construction for all elements of the proposed project is approximately 35 months. The expected in-service date of the Disinfection Contact Tank is February 2013.

Table 1-1 Estimated Truck Trips

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
	Relocation of Utilities	**Demolition of Tank**	**Excavation**	**Concrete Tank Construction**	**Trunk Line Construction**	**Road and Site Work**
EXCAVATION (on-site)						
Out-haul*	10	3	9,090	-	-	-
In-haul/ Backfill	-	-	-	-	140	1,818
Total Truckloads	**10**	**3**	**9,090**	**-**	**140**	**1,818**
MATERIAL IN-HAUL (off-site)						
Concrete	-	-	-	1,871	-	-
Base	-	-	-	167	-	-
Rebar	-	-	-	100	-	-
Asphalt	-	-	-	-	-	93
Total Truck Trips	**-**	**-**	**-**	**2,138**	**-**	**93**

*Excavation to be out-hauled to other areas within the Van Norman Complex

Table 1-2 Construction Phasing Assumptions

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
	Relocation of Utilities	**Demolition of Tank**	**Excavation**	**Concrete Tank Construction**	**144-inch Trunk Line Construction**	**Tank Backfill, Road and Site Work**
Length of construction	3 months	1 week	4 months	12 months	6 months	4 months
# of Construction Equipment and Type	5 back hoe, excavator, front end loader	2 (excludes dump trucks and flatbed trailers) back hoe, front end loader	5 loader, bulldozer, excavator, compactor	4 concrete pump, crane, scaffolding, compactor	3 crane, excavator, welder	2 grader, front end loader
# of Equipment Traveling To & From Project Site Per Day (Typical & Peak)*	Typical: 6 Peak: 10	Typical: 0 (includes flatbed trailers, water trucks) Peak: 1 (includes flatbed trailers, water trucks)	Typical: 1 Peak: 3	Typical: 2 Peak: 25 (ready-mix trucks)	Typical: 1 Peak: 2	0
# of On-Site Truck Trips	10	3	9,090	2,138	140	1,911
Amount of Construction Debris Generated	30 CY of misc debris, broken pipe and conduit	50 CY of masonry rocks and concrete 2 tons of scrap steel	150,000 CY of earth	20 CY of refuse, mostly debris related to formwork	5 CY of misc debris	20 CY of misc debris and earth
# of Dump/Haul Truck Trips Per Day	0.5	1	103	8	1	21
Length of Workday (Excludes 1 Hour For Lunch)**	Mon – Fri: 9 hours	Mon – Fri: 9 hours	Mon – Fri: 9 hours	Mon – Fri: 9 hours	Mon – Fri: 9 hours	Mon – Fri: 9 hours
# of Construction Workers (Typical & Peak)***	Typical: 10 Peak: 20	Typical: 5 Peak: 8	Typical: 8 Peak: 10	Typical: 15 Peak: 20	Typical: 10 Peak: 12	Typical: 6 Peak: 10
# of Vehicle One-way Trips Per Construction Worker	2.5/day	2.5/day	2.5/day	2.5/day	2.5/day	2.5/day

***** For the purposes of a worst-case analysis, it is assumed that all construction equipment during each type of construction activity would be operating simultaneously.

** Construction workday times are approximately 7am to 5pm

*** Peak construction activities would occur over a three-day period during the concrete pouring for the new walls of the tank.

Figure 4
Project Components

Figure 5
Candidate Stockpile Areas

1.10 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 Water and Power

- Certification by the Board of Commissioners that the MND was prepared in accordance with CEQA and other applicable codes and guidelines
- Approval by the Board of Commissioners of the proposed project

City of Los Angeles, Fire Department

- Risk Management Plan (if needed)

State of California, Los Angeles Regional Water Quality Control Board

- NPDES Permit for Construction Dewatering
- NPDES Permit for Hydrostatic Test Water Discharge
- Storm Water Pollution Prevention Plan

SECTION 2.0
INITIAL STUDY CHECKLIST

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the *CEQA Guidelines* (2006) to determine if the project may have a significant effect on the environment.

CEQA INITIAL STUDY FORM

Project Title:
Los Angeles Aqueduct Filtration Plant (LAAFP) Disinfection Contact Tank Project

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

Contact Person and Phone Number:
Hal Messinger
Environmental Services
Los Angeles Department of Water and Power
(213) 367-1276

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:
The Van Norman Complex (VNC) is located at 13101 Sepulveda Boulevard in the City of Los Angeles. The LAAFP is located to the north of the proposed project and the LAR is located to the south.

City Council Districts:
District 12

Neighborhood Council Districts:
Granada Hills North

General Plan Designation:
The proposed project is designated as Public Facilities in the City of Los Angeles General Plan. The proposed project site is located within the Granada Hills-Knollwood Community Planning Area.

Zoning:
The zoning designation for the project site is Public Facilities (PF).

Description of Project:
The goal of the proposed project is to enable drinking water disinfection if the primary LAAFP disinfection system should temporarily fail or be taken out of service for maintenance. The LAAFP currently uses ozone as its primary form of disinfection. The proposed Disinfection Contact Tank is a passive type of system that would only be used when the ozone system is not functioning. Water would continuously flow through the Contact Tank. Once the ozone system shuts down, chlorine would be injected into the pipe upstream of the Contact Tank. The Contact Tank would provide contact time for the chlorine to disinfect the water. The Contact Tank would consist of an approximately 10-MG partially-buried tank (approximately 154 feet wide, 300 feet long, 35 feet deep) made of reinforced concrete, along with connecting pipelines. Construction requires the existing concrete overflow tank and its connecting pipelines, along with an existing concrete slab, to be demolished and existing underground storm drain lines to be re-routed. Approximately 500 feet of 144-inch diameter cement mortar lined and coated steel pipe would replace existing pipe and would run from the LAAFP to the Contact Tank. Approximately 250 feet of additional 144-inch pipeline would be constructed for disinfected water leaving the Contact Tank to connect back into the existing pipeline distribution system.

Surrounding Land Uses and Setting:
The proposed project would be located entirely within the interior of the existing VNC property, currently occupied by drinking water storage reservoirs, water treatment facilities, flood control facilities, and electrical transmission lines. The Golden State Freeway (Interstate 5) is located to the east.

Agencies That May Have an Interest in the Proposed Project:

Responsible/Trustee Agencies:

- State of California, Los Angeles Regional Water Quality Control Board
- State of California, Department of Public Health
- State of California, Division of Safety of Dams

Reviewing Agencies:

- 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 3.0.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use 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.

Charles C. Holloway — 7/14/09

Signature — Date

Charles 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 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. 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.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				**X**
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**	

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
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**
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**		

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
	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.	**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

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
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**
VIII.	**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**	
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**
IX.	**LAND USE AND PLANNING**. Would the project:				
a.	Physically divide an established community?				**X**

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
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
X.	**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
XI.	**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	
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
XII.	**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

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	**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**
XIV.	**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**
XV.	**TRANSPORTATION/TRAFFIC**. Would the project:				
a.	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			**X**	
b.	Exceed, either individually or cumulatively, a level of service standard 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.	Result in inadequate parking capacity?				**X**
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				**X**

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**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**	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			**X**	
XVII.	**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 3.0
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?

No Impact. The proposed project would not have an adverse effect on scenic vistas. Scenic views or vistas are the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views is from park lands, private and publicly owned sites, and public right-of-way.[1] The proposed project is located entirely within the interior of the existing VNC property, distant from the property boundaries. The VNC is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control and electrical power distribution. The Granada Hills-Knollwood Community Plan does not identify any official scenic vistas at or near the site.[2] Although the project involves constructing a new structure, it will be within the existing VNC property. The views from vantage points adjacent to the site would remain similar to existing conditions. No impact would occur.

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. Located to the northeast of the VNC, Interstate 210 (I-210, Foothill Freeway) eastward from its intersection with I-5 and I-5 northward from its intersection with I-210 are both designated as eligible California Scenic Highways. These segments of I-210 and I-5 are also Designated Scenic Highways in the Transportation Element of the City of Los Angeles General Plan.[3] In addition, Balboa Boulevard between I-5 and Sesnon Boulevard, Sesnon Boulevard west of Balboa Boulevard (to the northwest of VNC), and Rinaldi Street (to the south of the VNC) are Designated Scenic Highways in the City of Los Angeles General Plan.[4] However, the proposed project is entirely within the interior of the existing VNC property and would not create changes to these scenic corridors nor is the site generally within the viewshed of these highways. No impact would occur.

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1 City of Los Angeles, *Conservation Element of the General Plan*, adopted September 26, 2001.
2 City of Los Angeles, *Granada Hills-Knollwood Community Plan*, adopted July 10, 1996.
3 State of California Department of Transportation. *State Scenic Highway Program*. Website http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm, accessed February 6, 2009.
4 City of Los Angeles, *Transportation Element of the General Plan*, adopted September 8, 1999.

A stand of approximately 20 pine trees exists on the current project site, along with scattered individual pine trees interspersed with patches of other vegetation. These trees may need to be removed for construction of the proposed project. However, none of these trees are visible from these highways, nor would their removal create changes to these scenic corridors. No impact would occur.

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

Less Than Significant Impact. The proposed project would be located within the interior of the existing 1,260-acre VNC property, remote from the property boundaries. As discussed above in Item I(a), VNC is occupied by facilities devoted primarily to water treatment and storage, flood control, electrical power distribution and other functions. These facilities occupy the majority of the property, and they impart a generally industrial character to much of the site. The project would involve installation of a partially buried potable water disinfection contact tank, of which only a maximum 10 feet would be above ground. The project components would represent modifications to and/or an expansion of existing functions and would not affect the visual quality of the site and its surroundings. Therefore, impacts would be less than significant.

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

No Impact. Implementation of the proposed project would not create a new source of light or glare that would adversely affect day or nighttime views. The project would be located within the interior of the VNC property. This property is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control and electrical power distribution. The project would involve installation of a partially-buried potable water disinfection contact tank. The construction phase would be temporary and activities would only occur during daylight hours (Monday through Friday, 7:00am to 5:00pm); no temporary lights would be required during construction. No substantial night lighting is anticipated during project operations. Thus, no impact would occur.

II. AGRICULTURE 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 proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. The project would be located within the boundaries of the VNC property. This property is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control and electrical power distribution located on land that is

zoned Public Facilities.[5] The project site does not contain land that is designated as Prime, Unique Farmland, or Farmland of Statewide Importance (Farmland) as mapped by the Farmland Mapping and Monitoring Program.[6] The project site is located on land that is designated as Urban and Built-Up Land.[7] Therefore, no impact to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would occur.

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

No Impact. The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The project would be located within the boundaries of the VNC property. This property is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control and electrical power distribution located on land that is zoned Public Facilities.[8] The project site does not contain land that is zoned for agricultural use. No Williamson Act contract land exists on the project site.[9] As such, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

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

No Impact. The proposed project would not convert farmland to non-agricultural use. The project is located entirely within the boundaries of the existing VNC property. The site is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control and electrical power distribution. The project site is zoned Public Facilities. There is no Prime, Unique Farmland, or Farmland of Statewide Importance (Farmland) on, or in the vicinity of, the proposed project site. The site is not currently occupied by agricultural uses nor is it zoned for agricultural uses. Therefore, there would be no potential for the construction or operation of the project to convert farmland, either directly or indirectly, to non-agricultural use. No impact would occur.

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 South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) have responsibility for preparing an Air Quality Management Plan (AQMP), which federal

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5 City of Los Angeles. *Zimas – Zoning Information and Map Access System.* Website http://zimas.lacity.org/, accessed February 5, 2009.

6 State of California, Division of Land Resource Protection. *Farmland Mapping and Monitoring Program*. Website http://www.consrv.ca.gov/DLRP/fmmp/index.htm, accessed February 5, 2009.

7 City of Los Angeles. *Zimas – Zoning Information and Map Access System*. Website http://zimas.lacity.org/, accessed February 5, 2009.

8 Ibid.

9 State of California, Division of Land Resource Protection. *Farmland Mapping and Monitoring Program*. Website http://www.consrv.ca.gov/DLRP/fmmp/index.htm, accessed February 5, 2009.

and state Clean Air Act (CAA) and California Clean Air Act (CCAA) requirements and details goals, policies, and programs for improving air quality in the South Coast Air Basin (SCAB). The 2007 AQMP 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 AQMP for the Basin is to set forth a comprehensive program that will lead the region into compliance with federal 8-hour ozone and $PM_{2.5}$ air quality standards.

According to the SCAQMD (1993), there are two key indicators of AQMP consistency: 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 AQMP; and 2) whether the project will exceed the assumptions in the AQMP based on the year of project build out and phase.[10] The first consistency criterion refers to violations of the California Ambient Air Quality Standards (CAAQA). 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 associated with the project would be similar to the existing conditions. Also, the 2007 AQMP/2007 South Coast SIP demonstrates attainment of the federal $PM_{2.5}$ standard in the Basin by 2014, and attainment of the federal 8-hour ozone standard by 2023. As a result of state and local control strategies, the Basin has not exceeded the federal CO standard since 2002. Therefore, the project would comply with Consistency Criterion No. 1.

The second consistency criterion requires that the proposed project not exceed the assumptions in the AQMP. A project is consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. The proposed project does not include a residential component, and therefore, would not increase population or housing in the area. In addition, the project would not increase employment since it would be operated by the existing LADWP staff, consistent with existing conditions. As such, the proposed project is considered to be consistent with growth assumptions included in the AQMP, and it would comply with Consistency Criterion No. 2.

Based on the analysis above, the proposed project would not conflict with or obstruct implementation of the applicable air quality management plan. This 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 With Mitigation Incorporated. The proposed project could violate an air quality standard or contribute substantially to an existing or projected air quality violation. The site is located within the Los Angeles County portion of the South Coast Air Basin (SCAB), which is designated a non-attainment area for ozone (O_3), particulate matter smaller than or equal to 10 microns in diameter (PM_{10}), and particulate matter smaller than or equal to 2.5 microns in diameter ($PM_{2.5}$).[11] The

[10] SCAQMD, *The CEQA Air Quality Handbook,* 1993.
[11] EDAW, Inc., *Air Quality Technical Memo,* February 20, 2009.

SCAQMD maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout SCAB.

Construction emissions would be short-term in nature and would be limited only to the time period when construction activity is taking place. Therefore, construction emissions would not add to long-term air quality degradation. However, with respect to the proposed project, construction of the contact tank would result in the temporary generation of reactive organic gases (ROG), nitrogen oxides (NO_X), PM_{10}, and $PM_{2.5}$ emissions from site preparation (i.e., excavation, grading, clearing), material transport, tank construction, on-site truck travel, pipeline rerouting, access road paving, and other miscellaneous activities. Off-site construction-related vehicle trips would be associated with material delivery, equipment delivery, and worker commute trips. Based on the Air Quality modeling conducted, construction of the proposed project would result in worst-case maximum unmitigated daily emissions of approximately 4 lb/day of ROG, 36 lb/day of NO_X, 207 lb/day of PM_{10}, and 46 lb/day of $PM_{2.5}$.[12] As shown in Table 3-1, construction-related emissions of ROG, NO_X, and $PM_{2.5}$ would not exceed the SCAQMD-recommended thresholds. However, construction-generated emissions of PM_{10} would exceed the applicable SCAQMD threshold of 150 lb/day.

Therefore, implementation of the proposed project could violate an air quality standard or contribute substantially to an existing or projected air quality violation. As a result, this impact is considered potentially significant. The implementation of the following Mitigation Measure would reduce the potential impacts related to construction emissions to less than significant.

AQ-1 It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Applicable requirements regarding dust control are as follows:

- Apply water every 4 hours to the area within 100 feet of a structure being demolished, to reduce vehicle trackout.
- Use a gravel apron or metal gate, 25 feet length by road width, to reduce mud/dirt trackout from unpaved truck exit routes.
- Apply dust suppressants (e.g., polymer emulsion) to disturbed areas upon completion of demolition.
- Apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.
- Prohibit demolition and excavation activities when wind speeds exceed 25 miles per hour (mph).
- Apply water every 3 hours to disturbed areas within a construction site.
- All trucks hauling dirt, sand, soil, or other loose materials off-site are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.
- Limit on-site vehicle speeds (on unpaved roads) to 15 mph.

[12] EDAW, Inc., *Air Quality Technical Memo,* February 20, 2009.

- Water storage piles at a rate of 1.4 gallons/hour-square yard, or apply cover when wind events are declared.

Table 3-1 Summary of Modeled Maximum Short-Term Construction-Generated Emissions

Source	ROG (lb/day)	NO_X (lb/ day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
Relocation of Utilities (2010)				
Mobile Equipment Exhaust[1]	3.8	28.4	1.8	1.6
Fugitive Dust	-	-	5.0	1.1
Demolition of Existing Structures (2010)				
Mobile Equipment Exhaust[1]	1.8	14.1	0.8	0.7
Fugitive Dust	-	-	0.9	0.2
Site Excavation (2010)				
Mobile Equipment Exhaust[1]	4.2	35.8	1.7	1.6
Fugitive Dust	-	-	205.6	42.9
Contact Tank Construction (2010-2011)				
Mobile Equipment Exhaust[1]	2.3	11.8	0.8	0.7
144-inch Trunk Line Construction (2011-2012)				
Mobile Equipment Exhaust[1]	3.7	31.2	1.4	1.3
Fugitive Dust	-	-	10.0	2.1
Tank Backfill, Road and Site Work (2012)				
Mobile Equipment Exhaust[1]	3.2	22.9	1.5	1.4
Fugitive Dust	-	-	10.0	2.1
Total Maximum Daily Unmitigated	4.2	35.8	**207.3**	44.5
Total Maximum Daily Mitigated	-	-	51.8	-
SCAQMD Regional Mass Emission Significance Threshold	**75**	**100**	**150**	**55**

Notes: lb/day = pounds per day

[1]Accounts for employee commute trips, on-site heavy-duty construction equipment, and material transport (e.g., soil, concrete). See Appendix X for modeling results and assumptions.

[2]Construction emissions from the proposed project would be reduced by approximately 75% for PM_{10} with implementation of Mitigation Measure AQ-1.

Source: Data Modeled by EDAW 2009

Implementation of the proposed project would not result in a net increase of operational-related emissions (e.g., regional ROG, NO_X, or PM_{10}) from mobile or stationary sources. Specifically, operation of the proposed project would not generate any new vehicle trips or any associated emissions of criteria air pollutant or precursor emissions from vehicle miles traveled. In addition, project implementation would not result in the operation of any new stationary emission sources. However, area source emissions from the proposed project would result from the creation of a storage pile for excess fill material approximately 3 acres containing approximately

120,000 CY of excavated material. A storage pile of this size would have the potential to emit fugitive dust into the air. Based on modeling conducted using EPA AP-42 methods, the storage pile would result in up to 17 lb/day of PM_{10} during normal conditions (see Appendix A). Thus, operation-related emissions would not exceed the SCAQMD-recommended thresholds of significance (e.g., 150 lb/day of PM_{10}).[13] Therefore, implementation of the proposed project would not be anticipated to violate an air quality standard or contribute substantially to an existing or projected air quality violation. As a result, this impact would be less than significant.

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 With Mitigation Incorporated. The proposed project could potentially 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. The project site and the whole of the Los Angeles metropolitan area are located within SCAB, which is characterized by relatively poor air quality.[14] SCAB is currently classified as a federal and state nonattainment area for ozone, PM_{10}, and PM_{25} and a federal attainment/maintenance area for CO. SCAB is classified as a state attainment area for CO; it currently meets the federal and state standards for NO_2, SO_2, and lead and is classified as an attainment area for these pollutants.[15]

Construction activities associated with implementation of the proposed project could result in increases in air pollutant emissions, which individually or cumulatively, would exceed established thresholds for these criteria pollutants and may result in a significant impact. However, Mitigation Measure AQ-1 would reduce the potential impacts to less than significant.

As stated in Item III(b) above, implementation of the proposed project would not result in a net increase of operational-related emissions (e.g., regional ROG, NO_X, or PM_{10}) from mobile or stationary sources. Specifically, operation of the proposed project would not generate any new vehicle trips or any associated emissions of criteria air pollutant or precursor emissions from vehicle miles traveled. In addition, project implementation would not result in the operation of any new stationary emission sources. However, area source emissions from the proposed project would result from the creation of a storage pile for excess fill material approximately 3 acres containing approximately 120,000 CY of excavated material. A storage pile of this size would have the potential to emit fugitive dust into the air. Based on modeling conducted using EPA AP-42 methods, the storage pile would result in up to 17 lb/day of PM_{10} during normal conditions (see Appendix A). Thus, operation-related emissions would not exceed the SCAQMD-recommended thresholds of significance (e.g., 150 lb/day of PM_{10}). Therefore, implementation of the proposed project would not result in a cumulatively considerable net increase in a criteria pollutant for which

[13] EDAW, Inc., *Air Quality Technical Memo,* February 20, 2009.
[14] Ibid.
[15] Ibid.

the project region is nonattainment under an applicable federal or state ambient air quality standard. As a result, the impact would be less than significant.

Global Climate Change

The total estimated GHG emissions associated with construction of the proposed project would be approximately 756 metric tons (MT) of CO_2 equivalents distributed over 3 calendar years.[16] Absent any air quality regulatory agency-adopted threshold for GHG emissions for construction, it is notable that the construction of the proposed project would generate substantially fewer emissions than the annual limits proposed by various agencies related to the operations of industrial projects. These include 25,000 MT of CO_2 equivalents per year required for mandatory reporting to the California Air Resources Board; the 10,000 MT CO_2 equivalents per year limit under the Assembly Bill 32 cap and trade program and SCAQMD interim guidelines; and the 7,000 MT CO_2 equivalents per year proposed under draft CEQA guidelines from the Governor's Office of Research and Planning. Because construction-related emissions would be short-term and finite in nature, below the minimum standard for reporting requirements under Assembly Bill 32, and below thresholds being considered by regulatory agencies, the GHG emissions related to construction of the proposed project would not be considered to make a cumulatively considerable contribution to global climate change, and, therefore, would be less than significant.

Worldwide population growth and the consequent use of energy is the primary reason for greenhouse gas (GHG) emissions. The market demand for goods and services and the use of land is directly linked to population changes and economic development trends within large geographies (e.g., regional, Statewide, national, worldwide). Individual site-specific projects have a negligible effect on these macro population-driven and growth demand factors. The only exception to this basic relationship between population growth, development, energy consumption and GHG emissions would occur if the site-specific project (1) embodied features that were not typical of urban environment or developing communities, and (2) generated a disproportionate amount of vehicle miles of travel or had other unique and disproportionately high fuel consumption characteristics. The proposed project does not fall within these exceptions since it consists of a partially-buried water storage tank. Operations of the project would be similar to existing conditions at the VNC and would not generate a disproportionate amount of vehicle miles traveled or consume a disproportionately high amount of fuel. As such, the proposed project would have a negligible effect on any increase in regional and national GHG emissions. More detailed discussion of this issue may be found in Appendix A.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant With Mitigation Incorporated. As shown in Table 3-1 and Appendix A, implementation of the proposed project would result in construction-related emissions of approximately 36 lb/day of NO_X, 12 lb/day of CO, 207 lb/day of PM_{10}, and 46 lb/day of $PM_{2.5}$; and operational-related emissions of approximately 17 lb/day of PM_{10}. Project-generated emissions would not exceed the SCAQMD-recommended localized significance threshold for the proposed project (i.e., 2 acres with a receptor distance of 500 in the East San Fernando Valley) of 233 lb/day

[16] EDAW, Inc., *Air Quality Technical Memo,* February 20, 2009.

(NOx), 7,947 lb/day (CO), 35 lb/day (operational PM_{10}), 73 lb/day (construction $PM_{2.5}$), or 18 lb/day (operational $PM_{2.5}$). However, project-generated emissions of 207 lb/day (PM_{10}) from construction-related activities would exceed the SCAQMD-recommended localized significance threshold of 144 lb/day (construction PM_{10}).[17] Thus, implementation of the proposed project could expose sensitive receptors to substantial pollutant concentrations. Implementation of Mitigation Measure AQ-1 would reduce local short-term construction-generated emissions to less than significant.

Project construction, including site preparations and contact tank construction would result in the short-term generation of diesel exhaust emissions from the use of off-road diesel equipment required for site grading, paving, and other construction activities. The possible sensitive receptor exposure period for the proposed project is short (less than three years) and mobile equipment would not operate near (within approximately 500 feet of) any sensitive receptor. SCAQMD does not have any current guidance on toxic air contaminants (TAC) emissions from mobile equipment, nor a threshold of significance for exposure to emissions of diesel exhaust from construction activities. In addition, diesel PM is highly dispersive and studies have shown measured concentrations of vehicle-related pollutants, including ultra-fine particles, decrease dramatically within approximately 300 feet of the source.[18] Thus, because the use of mobilized equipment would be temporary, in combination with the dispersive properties of diesel PM, and that the distance to the closest sensitive receptor for each site is much greater than 500 feet (approximately 0.5 miles), construction-related TAC emissions would not be anticipated to expose sensitive receptors to substantial pollutant concentrations. As a result, this impact would be less than significant.

With respect to mobile source TAC emissions, implementation of the proposed project would not result in a net increase of long-term operation-related emissions. Specifically, the long-term operation of the proposed project would not result in an increase in commute trip TAC emissions from vehicle miles traveled. Furthermore, project implementation would not result in the operation of any new major stationary emission sources. Thus, project-generated operational-related TAC emissions would not expose sensitive receptors to substantial pollutant concentrations. As a result, this impact would be less than significant.

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

Less Than Significant Impact. Implementation of the proposed project would not create objectionable odors affecting a substantial number of people. The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptor. Although offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

The proposed project would result in diesel exhaust emissions from on-site construction equipment during demolition, excavation, tank construction, pipeline

[17] EDAW, Inc., *Air Quality Technical Memo,* February 20, 2009.
[18] Ibid.

realignment, and other miscellaneous activities. The diesel exhaust emissions would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. People potentially affected by odors include residences located along the boundaries of the VNC site (0.5 miles away). In addition, the proposed project would not include the long-term operation that would create any new sources of odor. Thus, the proposed project would not create objectionable odors affecting a substantial number of people. As a result, this impact would be less than significant.

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?

No Impact. Sensitive plant and wildlife species are those that are candidates, proposed, or listed as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS) or the California Department of Fish and Game (CDFG), and those plants that are considered sensitive species by the California Native Plant Society (CNPS). The VNC generally consists of rolling terrain and is occupied by facilities devoted primarily to water treatment and storage, flood control and electrical power distribution.

The California Natural Diversity DataBase (CNDDB) RareFind 3 program (2008) and the California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants* (2009) were reviewed for any information on known occurrences of sensitive species and communities within the San Fernando USGS topographic quadrangle where the project site occurs, as well as the Oat Mountain quadrangle west of San Fernando due to its proximity to the project site.[19,20] The VNC is mostly surrounded by urban areas; it is separated from open spaces to the north by Interstate Highways 5 and 210. Because of the urban nature of the project site and lack of connectivity of the project site to open space in adjacent quadrangles, species occurring in other surrounding quads were not considered. Based on the above literature review, thirteen sensitive wildlife species, nine sensitive plant species, and eight sensitive plant communities were identified as having the potential to occur in the vicinity of the project. Sensitive status, general habitat requirements, and habitat presence or absence within the project site for the species identified during the literature review are provided in Appendix B. The project site does not contain suitable habitat for the sensitive plant or wildlife species described in the literature review.

In addition to the literature review, a field reconnaissance survey of the project site was conducted on January 22, 2009 by professional biologists. The project site contains no sensitive habitat areas; the site is dominated by planted pine trees and non-contiguous stands of disturbed habitat, primarily cover of low quality and disturbed coastal sage scrub that is regularly or irregularly mowed. Since no

[19] CDFG. RareFind: California Department of Fish and Game Natural Diversity Database (Version 3.1.0). CDFG, Biogeographic Data Branch, 2008.

[20] CNPS, *Inventory of Rare and Endangered Plants* (online edition). California Native Plant Society, 2009.

sensitive plants, wildlife, or plant communities are known to occur in the project site, no impact would occur, and therefore, focused surveys for sensitive species are unnecessary.[21]

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?

Less Than Significant Impact With Mitigation Incorporated. According to the Literature Review, eight sensitive plant communities were identified as having the potential to occur in the vicinity of the project site: California walnut woodland, Riversidian alluvial fan sage scrub, southern coast live oak riparian forest, southern cottonwood willow riparian forest, southern mixed riparian forest, southern sycamore alder riparian woodland, southern willow scrub, and valley oak woodland. In addition to the Literature Review, a field reconnaissance survey of the project site was conducted on January 22, 2009, by professional biologists. The project site does not contain native habitat areas; the site is dominated by disturbed habitat and mature pine trees, including Coulter pine (*Pinus coulteri)*. The project site contains non-contiguous stands of disturbed habitat, primarily containing native species typical of coastal sage scrub: California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), dodder (*Cuscuta* sp.) and/or brittlebush (*Encelia farinosa*). These patches of vegetation are mostly low-growing, often sparse, and may have been mowed within the past few years. In other disturbed habitat areas, vegetation appeared to be regularly and recently mowed. There is one small area of non-native grasses. Other native plant species observed in less abundance within the project site include: blue elderberry (*Sambucus mexicana*), miniature lupine (*Lupinus bicolor*), mule fat (*Baccharis salicifolia*), common sunflower (*Helianthus annuus*), miniature suncup (*Camissonia micrantha*), and deerweed (*Lotus scoparius*). Non-native, weedy species observed on the project site include: mustard (*Brassica nigra*), sourclover (*Melilotus indica*), filaree (*Erodium cicutarium*, *E. moschatum*), wild oat (*Avena fatua*) and other non-native grasses. The project site did not contain any riparian vegetation or standing water at the time of the survey.[22] Therefore, the site does not contain suitable habitat for the sensitive plant or wildlife species described in the literature review.

The project site is not adjacent to native vegetation or habitat with the exception of a narrow stand of coastal sage scrub to the west of the project site on a slope along a concrete-lined channel, which may be suitable for use by migratory birds. Therefore, the following Mitigation Measure is proposed.

BR-1 The narrow stand of coastal sage scrub that is located to the west of the project site shall be included in the preconstruction nesting bird survey area and shall be subject to the criteria outlined below in IV(d).

[21] EDAW, Inc., *Biological Reconnaissance Survey Report,* February 12, 2009.
[22] Ibid.

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?

Less Than Significant Impact With Mitigation Incorporated. The project site does not contain any typical indicators of potential wetlands, such as channelization, a defined bed and bank, or riparian vegetation. Construction of the proposed project would not have any direct effects on the drainage that traverses the project area. However, Best Management Practices should be employed during construction to assure that no harmful substances occur in any potential nearby drainages.[23] Implementation of the following Mitigation Measures would reduce the impact to less than significant.

BR-2 During construction activities, the following materials must not be placed where they may runoff into potential jurisdictional areas (i.e., drainage basins, drainage channels, stream channels, debris basins, etc.): discharge of debris, soil, sand, construction waste, cement or concrete washings, asphalt, paint, oil, or other harmful substances.

BR-3 During construction activities, stationary heavy equipment such as motors, generators, and welders must not be placed in potential jurisdictional areas (i.e., drainage basins, drainage channels, stream channels, debris basins, etc.) and must have suitable containment to handle a catastrophic spill or leak. If a spill or leak does occur, cleanup must be implemented promptly.

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 With Mitigation Incorporated. The project site and adjacent areas contain mature trees that are suitable for use by migratory birds. Should removal of the trees or commencement of other construction activities in the project site occur during the breeding season for migratory non-game native bird species (February 15 through September 15), a preconstruction bird survey should be performed to detect any protected native birds in the trees to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The survey would be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting nesting bird surveys.[24] A follow up survey would be conducted no more than 3 days prior to the initiation of clearance/construction work. Implementation of the following Mitigation Measures would reduce the impact to less than significant.

BR-4 Do not kill or transport 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.

[23] EDAW, Inc., *Biological Reconnaissance Survey Report,* February 12, 2009.
[24] Ibid.

BR-5 When an active nest is located, postpone clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting.

BR-6 Establish limits of construction in the field to avoid a nest with flagging and stakes or construction fencing.

BR-7 Give instruction to the construction personnel on the sensitivity of the area.

BR-8 Once a flagged nest is determined to be no longer active, remove all flagging and allow construction activities to proceed.

Two documented wildlife corridors exist to the north of the project site: the Santa Susana and San Gabriel Mountains and the Santa Clara River. However, the project site does not bisect open space. The project site does not act as part of a major contiguous linkage between two or more large areas of open space. Therefore, the project site does not serve as a regional wildlife corridors and no impacts 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)?

No Impact. The proposed project would not be in conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. A stand of approximately 20 pine trees exists on the current project site, along with scattered individual pine trees interspersed with patches of other vegetation. These trees may need to be removed for construction of the proposed project. However, none of these trees are under the protection of local ordinances (City or County of Los Angeles).[25] No impact would occur and no additional tree surveys or permits for the project are required.

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 site is not within any Significant Ecological Areas or designated Critical Habitat. No regional habitat conservation plans or Natural Community Conservation Plans have been adopted that would affect the project site.[26,27] No impact would occur.

[25] EDAW, Inc., *Biological Reconnaissance Survey Report,* February 12, 2009.
[26] Ibid.
[27] County of Los Angeles, *Draft General Plan, Conservation & Open Space, Proposed Significant Ecological Areas Map*, 2007.

V. CULTURAL RESOURCES

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. The proposed project would not cause an adverse change in the significance of a historical resource. An archival records search of the project area was conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.[28] The research focused on the identification of previously recorded historic resources, within or adjacent to the project area. The record search involved review of historic maps, previously recorded historic site, building inventories and reports. The record search revealed that no previously recorded historic properties (such as National or California Register eligible properties) are located in or adjacent to the project area.

A pedestrian survey of the project area was conducted on January 27, 2009 to record any potentially historic resources that might be impacted by the project.[29] All development visible on the project site, including the circular water tank, retaining wall, concrete slab, and power poles, were determined to be of recent origin. No historic resources were observed during the survey. Therefore, the impact to historical resources would be less than significant.

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 With Mitigation Incorporated. An archival records search for archaeological resources of the project area was conducted at SCCIC.[30] The research focused on the identification of previously recorded archaeological resources within a 0.5-mile radius of the project area. The record search involved review of previously recorded archaeological site records and reports. The record search revealed that approximately 20% of the 0.5-mile study radius has been previously surveyed. A total of nine previous cultural resources investigations were conducted within 0.5-mile of the project area, eight of which do not encompass any portion of the project area. The remaining study indicates that the current project area was surveyed as part of a larger inventory; no cultural resources were identified within the project area.[31]

The record search indicated that two archaeological sites have been previously recorded within the 0.5-mile records search study area, though none fall within the boundaries of the project area. Both sites are prehistoric sites. One of the two previously recorded sites, site CA-LAN-629, lies just within the 0.5-mile radius to the south, southwest of the project area within the LAR.[32] The site is recorded as

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[28] EDAW, Inc. *Phase I Cultural Resources Assessment*, February 10, 2009.
[29] Ibid.
[30] Ibid.
[31] Shaver, Christopher L. and Rebecca M. Apple. *Draft Cultural Resources Inventory for a 41-Acre Survey at Los Angeles Reservoir, Los Angeles County, California.* March 2003, prepared for Los Angeles Department of Water and Power.
[32] Gates, Gerald. *Archaeological Site Record CA-LAN-629.* 1972. On File: South Central Coastal Information Center, California State University, Fullerton.

containing an isolated prehistoric burial and associated artifacts including beads, bone tools, and projectile points. The burial was removed for further study by volunteer student archaeologists from California State University, Northridge. The second previously recorded site, site CA-LAN-644, was recorded approximately 0.25-mile north of the project area.[33] This site was recorded as a habitation area containing groundstone as well as lithic debitage and tools. The site was tested and determined to have been mostly destroyed by earlier activity.

In addition to archival research, a pedestrian survey of the project area was conducted on January 27, 2009 to determine the presence of any archaeological resources that might be impacted by the project. No archaeological or historic resources were observed during the survey.

Recently, additional resources have been found during construction monitoring within the VNC, during excavation for the Chloramination Station 1 Project located approximately 0.25-mile southwest of the project area. These resources include isolated artifacts and a possible hearth structure.

Although no archaeological resources have been previously recorded within the project area itself, based on recent monitoring finds and the results of the record search, which indicates the project area itself is located less than 0.5-mile from two known prehistoric sites, it is possible that subsurface archaeological resources may be present within the project area.

Because the potential to encounter archaeological resources exists for the proposed project, the implementation of the following Mitigation Measures would reduce the potential impacts to less than significant.

CR-1 Construction personnel and staff shall be given training on possible archaeological resources that may be present in the area in order to establish an understanding of what to look for during ground disturbing activities.

CR-2 In the event potential archaeological resources are encountered during ground disturbing activities, including pavement removal, demolition, utilities relocations, trenching, boring and grading, work in the vicinity of the discovery shall halt until appropriate treatment of the resource is determined by a qualified archaeologist in accordance with the provisions of CEQA Section 15064.5.[34]

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

Less Than Significant Impact With Mitigation Incorporated. A paleontological resources assessment was conducted by Dr. Samuel McLeod, Vertebrate Paleontology Division of the Natural History Museum of Los Angeles County on January 23, 2009. The likelihood of uncovering paleontological resources during

[33] Kelly, Roger E. and Gerald Gates. *Archaeological Site Record CA-LAN-644.* 1974. On File: South Central Coastal Information Center, California State University, Fullerton.

[34] City of Los Angeles General Plan. *Conservation Element* adopted September 26, 2001.

construction of the proposed project would be low. While no fossil vertebrate localities have been recorded within the boundaries of the proposed project, there are known fossil resources nearby.[35]

Surficial deposits in the entire project area consist of younger Quaternary Alluvium, derived primarily as fluvial deposits from the drainages leading into the Van Norman Reservoir area. These deposits typically do not contain significant vertebrate fossil remains, at least in the uppermost layers. However, immediately to the north and southwest there are exposures of the terrestrial Plio-Pleistocene Saugus Formation, and this rock unit may also occur at depth in the project area. Vertebrate fossils have been recovered from this formation from four nearby localities ranging from approximately 0.25-mile to 1.5-miles in distance from the project site. Depth was recorded for only one of these discoveries, a fossil bison, recovered from a depth of 75 feet.

Grading or very shallow excavations in the uppermost few feet of younger Quaternary Alluvium in the project area are unlikely to uncover significant vertebrate fossils. Deeper excavations that extend down into older Quaternary deposits including possibly the Saugus Formation, however, may well encounter significant fossil vertebrate remains. Therefore, the following Mitigation Measure would reduce the potential impacts to less than significant.

CR-3 In the event previously uncovered paleontological resources are encountered during project construction, the contractor shall halt construction activities in the immediate area and notify LADWP.[36] LADWP shall retain a qualified paleontological monitor to make an immediate evaluation of the significance and appropriate treatment of the resource. Construction activities may continue on other parts of the construction site while evaluation and treatment of paleontological resources takes place.[37] Should excavations extend into the Saugus Formation, which is considered unlikely, the excavation shall be monitored by a qualified paleontological monitor.

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

Less Than Significant Impact. No formal cemeteries or other places of human internment are known to exist on-site. No evidence of human remains was observed on the surface of the project site. Therefore, impacts would be less than significant. However, based on the results of the archival research, a human burial was discovered less than 0.50-mile from the project area. Therefore, the possibility of encountering human remains exists for the proposed project. 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 will require evaluation by the county coroner as to the nature of the remains. If the remains are determined to

[35] EDAW, Inc. *Phase I Cultural Resources Assessment*, February 10, 2009.
[36] *CEQA Guidelines*. CCR, Title 14, Chapter 3, Article 5, Section 15064.5, 2007.
[37] Ibid.

be of Native American origin, the Native American Heritage Commission shall be contacted and a Most Likely Descendent identified. [38]

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 With Mitigation Incorporated. 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 the proposed project site. These include the Santa Susana Fault Zone, located to the north of the VNC property, and the San Fernando Fault Zone, which extends into the VNC property including a portion of the area that would be occupied by the partially-buried disinfection contact tank. Both of these fault zones are designated Alquist-Priolo Special Study Zone Areas.[39] As such, all proposed project structures would be designed and constructed in accordance with the latest version of the California Building Code, the Uniform Building Code, the City of Los Angeles Building Code, and all other applicable federal, state, and local codes relative to seismic criteria, and neither people nor structures would be exposed to potential substantial adverse effects from fault rupture. In addition, the implementation of the following Mitigation Measure would reduce the impact to less than significant.

GS-1 Prior to the construction, LADWP shall prepare a geotechnical investigation that includes specific recommendations for geotechnical issues associated with the project critical structures. All geotechnical recommendations shall be incorporated into the project design and adhered to during the construction of the project.

ii) Strong seismic ground shaking?

Less Than Significant With Mitigation Incorporated. The proposed project would expose people or structures to new adverse effects associated with strong seismic ground shaking. The proposed project site is located within the seismically active Southern California region, and like all locations within the area, is subject to strong seismic ground shaking. The project site is within an area designated as a fault rupture study area by the City of Los Angeles.[40] Thus, as discussed in Item VI(a)(i) above, all proposed project structures would be designed and constructed in accordance with the latest version of the California

[38] EDAW, Inc. *Phase I Cultural Resources Assessment*, February 10, 2009.
[39] City of Los Angeles. *Safety Element Exhibit A: Alquist-Priolo Special Study Zones & Fault Rupture Study Areas in the City of Los Angeles*. November 26, 1996.
[40] Ibid.

Building Code, the Uniform Building Code, the City of Los Angeles Building Code, and all other applicable federal, state, and local codes relative to seismic criteria, and neither people nor structures would be exposed to potential substantial adverse effects from strong seismic ground shaking. In addition, the implementation of Mitigation Measure GS-1 would reduce the impact to less than significant by providing important structure design parameters to be implemented.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant With Mitigation Incorporated. The proposed project site is located within Liquefiable Areas as indicated in the City of Los Angeles General Plan Safety Element.[41,42] However, the project would be in compliance with the latest version of the California Building Code, the Uniform Building Code, the City of Los Angeles Building Code, and all other applicable federal, state, and local codes relative to liquefaction criteria. This would include the use of foundations designed to compensate for the reduced support provided by liquefiable soils, stone columns, and/or vertical drains. As such, neither people nor structures would be exposed to potential substantial adverse effects from seismic-related ground failure, including liquefaction. In addition, the implementation of the Mitigation Measure GS-1 would reduce this impact to less than significant.

iv) Landslides?

Less Than Significant Impact. The proposed project would not expose people or structures to adverse effects associated with landslides. The project site is not mapped as an area susceptible to landslides.[43] Most of the proposed project components would be located in areas that have rolling terrain but where the potential for landslides does not exist. All construction work in areas with slopes would be stabilized as necessary to prevent landslides. In addition, compliance with the City Grading Code would further reduce the impact to less than significant.[44]

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

Less Than Significant With Mitigation Incorporated. Implementation of the proposed project could result in substantial erosion or loss of topsoil. Excavation at the project site, stockpiling of the construction material, demolition of the existing overflow structure, construction of the contact tank, and other activities may contribute to soil erosion and the loss of topsoil during project construction. However, the project would be in accordance with the latest version of the California Building Code, the Uniform Building Code, the City of Los Angeles Building Code, and all other applicable federal, state, and local codes relative to soil erosion or the

[41] City of Los Angeles. *Safety Element Exhibit B: Areas Susceptible to Liquefaction in the City of Los Angeles*, November 26, 1996.
[42] City of Los Angeles. *Zimas – Zoning Information and Map Access System*. Website http://zimas.lacity.org/, accessed March 18, 2008.
[43] City of Los Angeles. *Safety Element Exhibit C: Landslide Inventory and Hillside Areas in the City of Los Angeles*, November 26, 1996.
[44] City of Los Angeles. *Safety Element*, November 26, 1996.

loss of topsoil. In addition, the implementation of a Storm Water Pollution Prevention Plan (SWPPP) for drainage control would reduce the impact to less than significant.

The Disinfection Contact Tank construction would create up to approximately 150,000 CY of excavated material, of which approximately 120,000 CY would be stockpiled within the VNC property. Implementation of the SWPPP for drainage control of the stockpile would divert flows away from the stockpile and would reduce the impact to less than significant. Implementation of the following Mitigation Measure is proposed to stabilize the stockpile and reduce the potential impacts to less than significant.

GS-2 Sedimentation or silt fencing of the stockpile area shall be done to reduce runoff, minimize soil erosion, and increase the stability of the stockpile.

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 With Mitigation Incorporated. The proposed project could be located on a geologic unit or soil that is unstable or that could become unstable as a result of the project. As discussed in Item VI(a)(iii), the project site is located in a liquefaction zone as mapped by the City of Los Angeles.[45] However, all project structures would be located, designed, and constructed in accordance with the latest version of the California Building Code, the Uniform Building Code, the City of Los Angeles Building Code, and all other applicable federal, state, and local codes relative to liquefaction, lateral spreading, and subsidence. In addition, the implementation of the Mitigation Measure GS-1 would reduce the impact to less than significant by providing important structural design parameters to alleviate these hazards.

As discussed in Item VI(a)(iv), most of the proposed project components would be located in areas that have rolling terrain but where the potential for landslides does not exist. All construction work would be compliant with City Grading Code and slopes would be stabilized as necessary to prevent landslides. The impact would be less than significant.

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 With Mitigation Incorporated. As stated in Mitigation Measure GS-1, prior to the construction of the proposed project, a geotechnical investigation will be prepared that will include specific recommendations for geotechnical issues associated with the project. All geotechnical recommendations shall be incorporated into the project design and adhered to during the construction of the project. The impact would be less than significant.

[45] City of Los Angeles. *Safety Element Exhibit B: Areas Susceptible to Liquefaction in the City of Los Angeles*, November 26, 1996.

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. Septic tanks or alternative wastewater disposal systems would not be used for the proposed project. Therefore, no impact with regard to the capability of soils to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

VII. 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 short-term and one-time in nature, and would involve the limited transportation, storage, usage and disposal of hazardous materials. Some examples of hazardous materials handling 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 Toxics Substances Control (DTSC), Environmental Protection Agency (EPA), the Occupational Safety & Health Administration (OSHA), the Los Angeles County Fire Department, and the Los Angeles County Health Department. Since some of the structures on the project site that will be demolished as part of the project were constructed prior to the 1980s, these structures have the potential to include asbestos-containing material (ACM). LADWP would comply with SCAQMD Rule 1403 (Asbestos Removal) in removing any existing hazardous materials, including ACMs, if found to be present at the site.[46] All construction activities involving the transportation, usage, and disposal of hazardous materials would be subject to federal, state, and local health and safety requirements.

Operation of the proposed project would continue to involve the transport, use, and disposal of chemicals used to the treat the water at the project site. The amount of chemicals on the project site at one time and the frequency of deliveries would remain similar to the current amount. All hazardous materials used at the project site would be stored, handled, and disposed of in accordance with local, county, and state laws that protect public safety. The VNC water treatment facility operates under approved Risk Management and Emergency Response Plans that would be updated as required in accordance with state and local laws. Adherence to the regulations listed above would reduce the potential for hazardous materials impacts during routine transport and on-site use to less than significant levels.

[46] SCAQMD. *Rule 1403 Asbestos Emissions from Demolition/Removal Activities*. Adopted October 6, 1989, amended October 5, 2007.

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 Item VII(a) above, construction may involve the transport, storage, use or disposal of some hazardous materials, such as on-site fueling/servicing of construction equipment. All construction activities involving the transportation, usage, and disposal of hazardous materials would be subject to federal, state, and local health and safety requirements. Such transport, use, storage and disposal would not create a significant hazard to workers or the community.

Operation of the proposed project would continue to involve the transport, usage, and disposal of chemicals used to the treat the water at the site. The amount of chemicals on the project site at one time and the frequency of deliveries would remain similar to the current amount. All hazardous materials used at the project site would be stored, handled, and disposed of in accordance with local, county, and state laws that protect public safety. A safety plan is currently in place at the VNC that outlines the containment of hazardous materials in the event of an upset or accident condition and evacuation procedures from the project site. Procedures for emergency response and evacuation are provided to all employees at the VNC property. These plans would be revised as required to address the new facilities and operations. The impact would be less than significant.

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

No Impact. The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The proposed project would be located with the interior of the VNC property. This property is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control and electrical power distribution. There are no schools within one-quarter mile of the project site.[47] No impact would occur.

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?

No Impact. The proposed project would not be located on a site that is included on a list of hazardous materials sites and would not create a significant hazard to the public or the environment. The proposed project would be located with the boundaries of the VNC property. This property is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control and electrical power distribution. The project site is not included on the Cortese list or

[47] Thomas Bros. Maps. *The Thomas Guide of Los Angeles and Orange Counties,* 2007.

other lists compiled pursuant to Section 65962.5 of the Government Code.[48,49,50] As such, the proposed project would not create a significant hazard to the public or the environment relative to hazardous materials. No impact would occur.

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 would not result in a safety hazard for people residing or working in the project area related to hazards associated with aviation operations. The proposed project site is not located within two miles of a public airport or within an airport land use plan.[51] The proposed project site is located approximately six miles north of Van Nuys Airport (a large general aviation airport owned and operated by the City of Los Angeles World Airports Department) and five miles northwest of Whiteman Airport (a general aviation airport owned and operated by the County of Los Angeles Department of Public Works).[52] 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 site is not located within the vicinity of a private airstrip.[53,54] However, the VNC is the base for the LADWP Helicopter fleet, and helicopters regularly take off and land from the heliport facility located southeast of LAR. Based on the approach and departure patterns of the helicopters, the location of the existing on-site obstructions (such as transmission lines), and the location, height, and nature of the proposed project facilities, the 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?

No Impact. Other than LADWP's onsite Emergency Response Plan, which would be revised as required to address proposed facilities and operations on the site, the proposed project would not impair or physically interfere with an adopted emergency response plan or a local, state, or federal agency's emergency evacuation plan. The proposed project is located entirely within the boundaries of the VNC property. No temporary or permanent street closures are planned as part of the project. Staging

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48 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 February 13, 2009.

49 EPA. *CERCLIS Hazardous Waste Sites*. Website http://www.epa.gov/superfund/sites/cursites/index.htm, accessed February 13, 2009.

50 EPA. *National Priorities List*. Website http://www.epa.gov/superfund/sites/npl/index.htm, accessed February 13, 2009.

51 City of Los Angeles. *Zimas – Zoning Information and Map Access System*. website http://zimas.lacity.org/, accessed February 13, 2009.

52 Ibid.

53 Thomas Bros. Maps. *The Thomas Guide of Los Angeles and Orange Counties*, 2007.

54 City of Los Angeles. *Zimas – Zoning Information and Map Access System*. Website http://zimas.lacity.org/, accessed February 13, 2009.

areas for construction would be located within the VNC site; therefore, emergency access to the project site would not be adversely impacted during construction.

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. According to the City of Los Angeles General Plan Safety Element, no Fire Hazard Districts or Fire Buffer Zones occur within the project site.[55] As such, construction and operation of the proposed project would not expose any people or structures to a significant risk of loss, injury or death involving wildland fires. No significant impact would occur.

VIII. 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. The project is located entirely within the boundaries of the existing VNC property. Construction sites one acre or larger must apply for coverage under the National Pollution Discharge Elimination System (NPDES) statewide general storm water permit.[56] A prospective applicant may apply for coverage under one of these permits through the preparation of a Storm Water Pollution Prevention Plan (SWPPP). In accordance with existing regulations, LADWP shall prepare and implement a SWPPP for construction and operation of the proposed project. Compliance with existing regulations would ensure a less than significant impact to water quality.

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. The proposed project would not potentially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater level table. Although the amount of paved and other impervious surfaces at the VNC would increase as a result of the proposed project, the reservoir is not within a groundwater recharge area.[57] As such, the operation of the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge. The operational impact would be less than significant.

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[55] City of Los Angeles. *General Plan Safety Element, Exhibit D Selected Wildfire Hazard Areas in the City of Los Angeles,* November 26,1996.

[56] EPA. *National Pollution Discharge Elimination System (NPDES) Permitting Program*. Website http://cfpub.epa.gov/npdes/, accessed February 13, 2009.

[57] City of Los Angeles. *Zimas – Zoning Information and Map Access System*. Website http://zimas.lacity.org/, accessed February 13, 2009.

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. Implementation of the proposed project would not substantially alter the existing drainage pattern of the project area. The proposed project would be located with the boundaries of the VNC property. This property is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control and electrical power distribution. Construction of the proposed project requires the existing concrete overflow tank and its connecting pipelines, along with an existing concrete slab, to be demolished and existing underground storm drain lines to be re-routed. The existing 36" storm drain line would be removed and re-routed around the Contact Tank, improving the storm drainage pattern of the project site. Proposed construction and demolition activities may result in minor short-term alterations to overland flow, however, all drainage flows would be routed to the existing storm water infrastructure at the project site. In addition, the proposed construction and demolition activities could slightly increase for erosion potential at a local scale due to grading and excavation. However, the increased potential would be temporary in nature, and compliance with the proposed project's SWPPP would reduce related impacts. The impact 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 implementation of the proposed project would not substantially alter the existing drainage pattern of the project area. The proposed project would be located with the boundaries of the VNC property. Proposed construction and demolition activities may result in minor short-term alterations to overland flow, however, all drainage flows would be routed to the existing storm water infrastructure at the project site. 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. The proposed project would not create or contribute runoff water that would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. During construction, discharge from dewatering, if needed, would be minimal, and would not exceed the existing or planned capacity of the local stormwater drainage system. All dewatering discharges would be carried out in accordance with the proposed project's SWPPP, as required by its NPDES permit.

Fugitive dust emissions at the proposed construction and demolition sites would be controlled by water trucks equipped with spray nozzles. Construction water needs would generate minimal quantities of discharge water, which would be carried out in accordance with the project's construction Best Management Practices (BMPs) included in the project's SWPPP. Therefore, the impact of dust construction water on water quality and runoff would be less than significant.

Operation of the proposed disinfection contact tank and its associated pipelines would typically include routine inspections and maintenance. Based on the scale and nature of the proposed project facilities, operation of the proposed project is not expected to contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Potential sources of water quality contamination from heavy equipment spills at staging and refueling sites, such as leaked or spilled pollutants, could wash into stormwater drains during a storm event and degrade the water quality. However, compliance with the proposed project's SWPPP would reduce the potential impacts associated with water contamination during proposed construction and demolition activities to less than significant.

Operation of the proposed disinfection contact tank and its associated pipelines would typically include routine inspections and maintenance. Operation-related discharge water would be carried out in accordance with the proposed project's SWPPP. Compliance with the existing regulations, such as Municipal Code Article 4.4 Stormwater and Urban Runoff Pollution Control, would ensure a less than significant impact to water.

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

No Impact. The proposed project would not place housing within a 100-year flood hazard area.[58,59] The proposed project is located entirely within the boundaries of the existing VNC property. The project site is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. The proposed project does not involve housing. As such, no impact would occur.

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

No Impact. As discussed in Item VIII(g) above, the project site is not located within a 100-year flood area as mapped in the City of Los Angeles General Plan Safety Element. In addition, the proposed project does not involve increasing the amount of water stored at the VNC. No additional safety risk would be posed by implementation of the proposed project. No impact would occur.

[58] City of Los Angeles. *General Plan Safety Element, Exhibit F 100-Year and 500-Year Flood Plains in the City of Los Angeles*, adopted November 26, 1996.

[59] City of Los Angeles. *Zimas – Zoning Information and Map Access System*. website http://zimas.lacity.org/, accessed February 11, 2009.

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. The proposed project is located entirely within the boundaries of the existing VNC property. The project site is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. The proposed project is not subject to dam-related inundation as it is not located within the potential inundation areas.[60]

The Disinfection Contact Tank construction would create up to approximately 150,000 CY of excavated material. While it is anticipated that a portion of this material would be utilized in the construction of the proposed project, the remainder would be stockpiled within the VNC property. The stockpile would be approximately 365 feet by 365 feet with a maximum height of less than 40 feet. Approximately 20% of excavated material would be used for backfill of the Disinfection Contact Tank. The remaining excavated material would remain stockpiled on the VNC property. Three candidate stockpile locations are located below the LAR. The stockpile sites located below the LAR are located within the flood boundaries of the Los Angeles Dam within a potential inundation area.[61] The Los Angeles Dam is continually monitored by various governmental agencies (such as the California DSOD and the Army Corps of Engineers) to guard against the threat of dam failure.[62] During construction, the project would be required to obtain a permit from the California DSOD for work within the Los Angeles Dam and comply with local, state, and federal regulations regarding dam safety. However, no project construction would occur within the Los Angeles Dam itself. The proposed project would not require additional personnel or result in the construction of additional structures in the inundation area of the dam. Impact of the proposed project to risk of loss, injury or death involving flooding would be less than significant.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The proposed project is located entirely within the boundaries of the existing VNC property. The project is not subject to tsunami-related inundation as it is not located within the range of a tsunami hazard zone.[63] In addition, compliance with City regulations would not increase the risk of hazard associated with mudflows. No impact would occur.

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60 City of Los Angeles. *General Plan Safety Element, Exhibit G Inundation and Tsunami Hazard Areas in the City of Los Angeles*, adopted November 26, 1996.

61 Ibid.

62 California Division of Safety of Dams. Website http://www.water.ca.gov/damsafety/, accessed February 13, 2009.

63 City of Los Angeles. *General Plan Safety Element, Exhibit G Inundation and Tsunami Hazard Areas in the City of Los Angeles*, adopted November 26, 1996.

IX. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The proposed project would not divide an established community. The proposed project is located entirely within the boundaries of the existing VNC property. The project site is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. Construction would not occur outside of LADWP property, and no roads would be closed within the project vicinity. 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. Implementation of the proposed project would not conflict with an 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. The proposed project is located entirely within the boundaries of the existing VNC property. The site is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. The project site is located in the Granada Hills-Knollwood Community Plan area and is designated Public Facilities in the City of Los Angeles General Plan.[64,65] Thus, the proposed project would not conflict with an applicable land use plan, policy, or regulation. No impact would occur.

c) Conflict with any applicable habitat conservation plan or natural community 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. There are no adopted habitat conversation plans in the Granada Hills-Knollwood area due to its highly urbanized nature, nor is the project site located in or near any Natural Communities Conservation Plan areas.[66] The project would not conflict with any applicable conservation elements or natural community conservation plan. No impact would occur.

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64 City of Los Angeles, *Granada Hills-Knollwood Community Plan*, adopted July 10, 1996.

65 City of Los Angeles. *Zimas – Zoning Information and Map Access System*. Website http://zimas.lacity.org/, accessed February 5, 2009.

66 EDAW, Inc., *Biological Reconnaissance Survey Report,* February 12, 2009.

X. 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 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. The proposed project is located entirely within the boundaries of the existing VNC property. The project site is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. There are no known mineral resources located within the boundaries of the project site.[67,68] Accordingly, no impact to the availability of mineral resources would occur as a result of the project.

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. Implementation of the proposed project would not 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. The proposed project is located entirely within the boundaries of the existing VNC property. The project site is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. There are no known mineral resources located within the boundaries of the project site.[69,70] Therefore, no impact associated with a local important mineral resource would occur.

XI. 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. Construction of the proposed project would result in temporary increase in ambient noise levels in the project area on an intermittent basis during the approximate 35-month construction schedule. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and potential receptors, and presence or absence of noise attenuation barriers. Construction worker vehicle trips, haul truck trips, and equipment trips have the potential to incrementally increase ambient noise levels along the affected roadways.

Noise from construction activities includes noise from heavy equipment, concrete removal, trenching and tunneling, pipe-laying, and pavement restoration.

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67 City of Los Angeles. *General Plan Safety Element, Exhibit E Oil Fields and Oil Drilling in the City of Los Angeles,* November 26, 1996.

68 City of Los Angeles. *Granada Hills-Knollwood Community Plan,* adopted July 10, 1996.

69 City of Los Angeles. *General Plan Safety Element, Exhibit E Oil Fields and Oil Drilling in the City of Los Angeles,* November 26, 1996.

70 City of Los Angeles. *Granada Hills-Knollwood Community Plan*, adopted July 10, 1996.

Construction activities would be short-term and generally occur Monday through Friday between 7:00am and 5:00pm and would comply with the City of Los Angeles Noise Ordinance. Given the distance of the project site (at least 1,500 feet) to the nearest sensitive receptors (residences along the western perimeter of the VNC), the intervening terrain, and the existing ambient noise level caused by traffic on adjacent I-5, it would be unlikely that construction or operation noise produced from the new disinfection contact tank would generate noise levels in excess of applicable standards established in the local general plan or noise ordinance. Therefore, construction noise impacts are less than significant.

Vehicle trips associated with operations of the project include infrequent maintenance visits to the project site and trucks that deliver chlorine and other operational supplies. The amount of vehicle trips associated with the proposed project would be similar to existing conditions. Thus, increases in vehicle noise levels would be negligible. Therefore, the impacts related to operation would be less than significant.

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

Less Than Significant Impact. The proposed project would not result in excessive exposure of persons to, or generation of, groundborne vibration or noise levels. The use of typical construction equipment, such as bulldozers, loaded trucks and jackhammers, would generate certain levels of groundborne vibration during construction activities at short distances from the source. As shown in Table 3-2 below, the use of heavy equipment (e.g., a large bulldozer) generates vibration levels of 0.089 peak particle velocity (PPV) or 87 root mean squared (RMS) at a distance of 25 feet. The nearest residential structures to the project site are approximately 1,500 feet from occasional heavy equipment activity, so vibration levels at these receptors would not exceed the potential building damage threshold of 0.5 PPV; nor would the vibration levels exceed the annoyance threshold of 80 RMS. Ground-borne vibration attenuates quickly with distance and the RMS level from heavy equipment would be approximately 79 RMS at 60 feet. The majority of construction activity utilizing heavy equipment would be over 1,500 feet from sensitive receptors and would not be considered annoying. Construction activity associated with the proposed project would comply with the standards established in the Noise Ordinance. Additionally, construction activities would generally occur Monday through Friday between 7:00am and 5:00pm. As such, construction-related vibration associated with the proposed project would result in a less than significant impact.

The proposed project would not include significant stationary sources (e.g., heavy equipment operations) or mobile sources of ground-borne vibration (e.g., heavy-duty truck travel). Thus, impacts associated with operational vibration would be less than significant.

Table 3-2 Vibration Velocities for Construction Equipment		
Equipment	**PPV at 25 feet (Inches/Second)***	**PPV at 25 feet (Vdb)****
Large Bulldozer	0.089	87
Drilling	0.089	87
Loaded Trucks	0.076	86
* Fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage. **The human annoyance response level is 80 RMS. **Source**: Federal Transit Authority, *Transit Noise and Vibration Impact Assessment,* October 2005.		

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

Less Than Significant Impact. Given the distance of the project site (at least 1,500 feet) to the nearest sensitive receptors (residences along the western perimeter of the VNC), the intervening terrain, and the existing ambient noise level caused by traffic on adjacent I-5, it would be unlikely that operational noise produced from the new disinfection contact tank would generate a substantial permanent increase in ambient noise levels in the project vicinity. Therefore, operational noise impacts would be less than significant.

Vehicle trips associated with operations of the project include infrequent maintenance visits to the project site and trucks that deliver chlorine and other operational supplies. The amount of vehicle trips associated with the proposed project would be similar to existing conditions. Thus, increases in vehicle noise levels would be negligible. Therefore, the impacts related to operation would be less than significant.

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. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction worker vehicle trips, haul truck trips, and equipment trips have the potential to incrementally increase ambient noise levels along the affected roadways.

Noise from construction activities includes noise from heavy equipment, concrete removal, trenching and tunneling, pipe-laying, and pavement restoration. Construction activities would be short-term and generally occur Monday through Friday between 7:00am and 5:00pm and would comply with the City of Los Angeles Noise Ordinance. Given the distance of the project site (at least 1,500 feet) to the nearest sensitive receptors (residences along the western perimeter of the VNC), the intervening terrain, and the existing ambient noise level caused by traffic on adjacent I-5, it would be unlikely that construction or operation noise produced from the new disinfection contact tank would generate substantial increases in noise levels in the project vicinity. Therefore, construction and operational noise impacts would be less than significant.

Vehicle trips associated with operations of the project include infrequent maintenance visits to the project site and trucks that deliver chlorine and other

operational supplies. The amount of vehicle trips associated with the proposed project would be similar to existing conditions. Thus, increases in vehicle noise levels would be negligible. Therefore, the impacts related to operation would be less than significant.

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

No Impact. The proposed project site is not located within two miles of a public airport or within an airport land use plan.[71,72] The project is located within the existing VNC property. As such, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airport uses. No impact 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. The project site is not located within the vicinity of a private airstrip.[73,74] The proposed project is located within the existing VNC property. Therefore, the project would not expose people residing or working in the project area to excessive noise levels. No impact would occur.

XII. 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 would not induce substantial population growth in the area, either directly or indirectly. The project includes installation of a new partially-buried potable water disinfection contact tank and would not increase the capacity of drinking water treatment at the VNC. No impact would occur.

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

No Impact. The VNC is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. There is no existing housing within the project site, and thus, the project does not require the removal of housing. Construction and operation of the proposed project would not have any impacts on the number or availability of existing housing in the area and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

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71 Thomas Bros. Maps. *The Thomas Guide of Los Angeles and Orange Counties*, 2007.
72 City of Los Angeles. *Zimas – Zoning Information and Map Access System*. Website http://zimas.lacity.org/, accessed February 19, 2009.
73 Thomas Bros. Maps. *The Thomas Guide of Los Angeles and Orange Counties*, 2007.
74 City of Los Angeles. *Zimas – Zoning Information and Map Access System*. Website http://zimas.lacity.org/, accessed February 19, 2009.

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

No Impact. As mentioned in Item XII(b) above, the construction and operation of the proposed project would not displace any housing or businesses, and therefore would not result in the displacement of people, necessitating the construction of replacement housing or commercial structures elsewhere. No impact to housing would occur.

XIII. 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?

No Impact. The proposed project would not result in adverse physical impacts associated with the provision of new or physically altered fire protection facilities, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. The project site is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. The proposed project includes installation of a partially-buried potable water disinfection contact tank. Fire service to the project site is provided by the City of Los Angeles Fire Department. Operation of the proposed project is passive and would not require additional fire protection. The proposed project would not change the nature of the project site, and therefore, would not require additional fire protection services. Construction of the proposed project would occur entirely within the LADWP property. No road closures would be required during project construction. As such, no new or expansion of existing fire protection facilities would be required and no substantial adverse physical impacts would occur to fire services.

ii) Police protection?

No Impact. The proposed project would not result in adverse physical impacts associated with the provision of new or physically altered police protection facilities, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. The project site is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. The City of Los Angeles Police Department provides police protection for the VNC property, and the facility is also guarded and patrolled by LADWP security personnel. Construction of the proposed project would not require road closures such that it would temporarily reduce access for emergency vehicles near the project site. Operation of the facilities improvements is passive and would not require additional police protection. As such, no substantial adverse physical impacts

would occur to police services necessitating construction of new or expansion of existing facilities.

iii) Schools?

No Impact. The proposed project would not result in physical impacts associated with the provision of new or physically altered school facilities. The project site is owned by LADWP and is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. The proposed project would not create a need for new school facilities as it would not generate population growth or result in the construction of new homes. Therefore, no substantial adverse physical impacts to local schools would occur requiring the construction of new or expansion of existing school facilities.

iv) Parks?

No Impact. The proposed project would not result in adverse physical impacts associated with the provision of new or physically altered recreation facilities, in order to maintain acceptable service ratios or other performance objectives for recreation. The construction and operation of the proposed project would not generate any additional population that would increase demand for neighborhood or regional parks or other recreational facilities. Accordingly, no substantial adverse physical impacts to existing parks would occur.

v) Other public facilities?

No Impact. The proposed project would not result in adverse physical impacts associated with the provision of new or physically altered public facilities or services. No new housing or businesses would be constructed that would generate population growth. Operation would not result in physical impacts associated with any other public facilities in the area or in the City of Los Angeles as a whole. No substantial adverse physical impacts to public facilities would occur.

XIV. 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 VNC is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. Implementation of the proposed project would not increase the use of existing neighborhood or regional parks or other recreational facilities. Neither the construction nor operation of the proposed project would generate any additional population that would increase the use of existing neighborhood or regional parks or other recreational facilities. Since the proposed project would not increase the demand for recreational facilities or eliminate any existing recreational facilities, 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 recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The VNC is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. No impact would occur.

XV. TRANSPORTATION/TRAFFIC

Would the project:

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

Less Than Significant Impact. Construction of the proposed project could result in temporarily increased traffic volumes associated with construction activities and reduced roadway capacities during brief periods of time. However, this condition would be temporary, related only to the peak period of construction of the contact tank (Phase 4). Analyses were performed to estimate the maximum trip generation that could occur during construction. Off-site trips would be generated by worker commute trips, heavy vehicle trips to haul construction debris, concrete truck trips, occasional dump trucks trips, and to mobilize and demobilize on-site equipment. This analysis assumed workers would arrive and leave simultaneously in the morning and evening.

During Phase 4, approximately 20 worker vehicle round trips would be generated, including 20 inbound trips that may occur during the morning peak traffic period and 20 outbound trips that may occur during the evening peak traffic period. Additional off-site worker vehicle trips may occur during the day but would not generally occur during the peak traffic periods in the morning and evening and would be fewer than the total number of workers.

Peak truck traffic also occurs during Phase 4 at approximately 25 truck trips per day. These trips, however, would be distributed throughout the day such that 3 to 4 might occur each hour, including potentially during the morning or evening peak periods. In order to derive the traffic impact of these truck trips, the peak truck trips would be converted to passenger car equivalents (2.5 for heavy equipment), totaling 8 to 10 passenger car equivalent truck trips during a peak traffic hour.

Overall, a total of 30 peak hour trips would be anticipated during peak activity (Phase 4) of the proposed project—20 worker vehicle trips and 10 passenger car equivalent truck trips. This increase in traffic would be temporary and related only to peak activity during Phase 4, where typical daily worker vehicle trips are 15 and typical daily truck trips are 2. This temporary increase could be accommodated and no adverse impact would occur. The proposed project would not cause an increase in traffic that is substantial in relation to the context of the region, vicinity, and local

roadways that provide access to the site. Therefore, the impact would be less than significant.

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 because it would not increase beyond current levels the number of workers or vehicles required to operate facilities. The proposed project would have minimal maintenance requirements. As such, operational traffic impacts would be less than significant.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. As stated in XV(a), construction of the proposed project is anticipated to have a workforce of 20 workers at its peak. Overall, a total of 30 peak hour trips would be anticipated during peak activity (Phase 4) of the proposed project—20 worker vehicle trips and 10 passenger car equivalent truck trips. This increase in traffic would be temporary and related only to peak activity during Phase 4, where typical daily worker vehicle trips are 15 and typical daily truck trips are 2. This temporary increase could be accommodated and no adverse impact would occur. The proposed project would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. As such, the impact would be less than significant.

Operation of the proposed project would not substantially increase the amount of daily traffic or exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.[75] Following construction, the proposed project is anticipated to generate a similar number of vehicle trips compared to existing conditions and would not create significant impacts in relation to existing traffic load and street capacity or level of service standards. Operation of the proposed project would create less than significant impacts.

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. The proposed project site is not located within two miles of a public airport or within an airport land use plan.[76,77] The construction and operation 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. Implementation of the proposed project would not increase hazards due to design features or incompatible uses. The proposed project includes construction

[75] Los Angeles County Metropolitan Transportation Agency. *Congestion Management Program for Los Angeles County*, July 22, 2004.
[76] Thomas Bros. Maps. *The Thomas Guide of Los Angeles and Orange Counties*, 2007.
[77] City of Los Angeles General Plan. Noise Element, February 3, 1999.

of a 10-MG partially-buried disinfection contact tank along with connecting pipelines The proposed project is located entirely within the boundaries of the existing VNC property. The project would not temporarily or permanently alter any existing roadways outside the VNC boundaries. No incompatible uses on public roads are anticipated from either the construction or operations of the project.

e) Result in inadequate emergency access?

No Impact. The proposed project would not result in inadequate emergency access. The proposed project would not hinder emergency access in the area, as no road closures are proposed as part of the project. All construction activities and staging would take place within the LADWP VNC property. The project would comply with applicable Fire Department regulations and California Building Standards Code requirements. No impact to emergency access would occur.

f) Result in inadequate parking capacity?

No Impact. Implementation of the proposed project would not result in inadequate parking capacity. During construction, worker vehicle and construction equipment parking would occur within the VNC property (see **Figure 5**) and no parking would be required on roadways outside of the project site. During project operation, no additional employees would be located on the project site necessitating additional demand for parking. As such, no impact to parking capacity in the project site and the vicinity would occur.

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

No Impact. The proposed project would not conflict with adopted policies supporting alternative transportation. Construction activities would take place entirely within the VNC property and would not require the removal or relocation of alternative transportation facilities (i.e., bus stops and bike lanes). Once construction activities are complete in a work area, no additional employees would travel to the project site and no new vehicle trips would be generated. Accordingly, no impact to alternative transportation would occur.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

No Impact. The proposed project would not result in changes to facilities or operations at existing wastewater treatment facilities. Consequently, no modification to a wastewater treatment facility's current wastewater discharges would occur. No impact to wastewater treatment requirements of the applicable Regional Water Quality Control Board would occur.

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?

Less Than Significant Impact. The proposed project is intended to help ensure the quality, reliability, and stability of the City of Los Angeles drinking water supply. The proposed project includes the construction of new water treatment facilities by constructing a new partially-buried potable water disinfection contact tank. However, the construction of the proposed project would not cause significant environmental effects. Once construction activities are complete, no additional employees would be stationed at the project site. As such, substantial additional quantities of water would not be required to support the project nor would additional quantities be generated. Therefore, impacts would be less than significant.

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 would require the rerouting of an existing storm water drainage line. The proposed project includes the construction of a partially-buried disinfection contact tank along with connecting pipelines. The existing 36" storm drain line would be removed and re-routed around the Contact Tank, improving the storm drainage pattern of the project site. However, the construction of the proposed project would not cause significant environmental effects. The new storm drainage line would produce similar amounts of runoff from the site compared to the existing site. Therefore, impacts 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. The project site is occupied by facilities devoted primarily to water treatment and storage, flood control, and electrical power distribution. The proposed project would not change the nature of the site usage. The proposed project includes the construction of a partially-buried disinfection contact tank along with connecting pipelines, including the construction of a 144-inch diameter cement mortar lined and coated steel pipe that would run from the LAAFP to the Contact Tank. Once construction activities are complete, no additional employees would be located on the project site. Therefore, additional water supplies would not be needed and 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. Construction and operation of the proposed project would not generate wastewater or otherwise require wastewater treatment capacity. The proposed project includes the construction of a partially-buried disinfection contact tank along with connecting pipelines, including the construction of a 144-inch diameter cement mortar lined and coated steel pipe that would run from the LAAFP to the Contact Tank. It would not result in an increase in personnel at the property. As such, no additional demand for wastewater treatment would be created. No impact to wastewater treatment capacity would occur, and no further study of this issue is required.

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

Less Than Significant Impact. The proposed project would be serviced by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Construction debris, such as demolition debris, would be recycled or transported to an approved landfill site (i.e., Bradley Landfill) and disposed of appropriately. LADWP would ensure that source reduction techniques and recycling measures are incorporated into project construction. The amount of debris generated during project construction would not significantly impact landfill capacities. Operation of the proposed project would not result in an increase in personnel at the project site or the generation of solid waste. 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. The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. As mentioned above in Item XVI(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.

XVII. 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. The project area is primarily industrial and is not adjacent to native vegetation or habitat with the exception of a relatively undisturbed narrow stand of coastal sage scrub directly to the west of the project site on a slope along a concrete-lined channel. The project site and adjacent areas also contain mature trees that are suitable for use by migratory birds. In order to minimize potential impacts to adjacent sensitive habitat, the implementation of Mitigation Measures BR-1 through BR-8 listed in Section IV would reduce impacts to biological resources to less than significant.

Based on the surveys conducted by the qualified archaeologists, no archaeological sites or historic resources were observed on the project site or have been previously recorded within the proposed project area itself. Recently, additional resources have been found by archaeologists during construction monitoring with the VNC, approximately 0.25-mile southwest of the project area. These resources include isolated artifacts and a possible hearth structure. Based on these recent monitoring finds, and since the project area itself is located less than 0.5-mile from two known prehistoric sites, it is possible that prehistoric and/or archaeological resources may

be present within the project area. However, in the event that any archaeological resources are discovered, such resources would be treated in accordance with Federal, State, and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate, including CEQA Guidelines Section 15064.5(e). The implementation of Mitigation Measures CR-1 through CR-3 listed in Section V would reduce impacts to cultural resources to 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. As discussed in Items III(b, c, and d), the proposed project is located within the Los Angeles County portion of the SCAB, which is designated a non-attainment area for ozone (O_3), particulate matter smaller than or equal to 10 microns in diameter (PM_{10}), and particulate matter smaller than or equal to 2.5 microns in diameter ($PM_{2.5}$). However, the proposed project would not contribute to cumulative impacts since it would be consistent with the SCAG growth-projections, and project-related operational emissions would be negligible.

As discussed in Items XI(a, b, c, and d), operational noise levels associated with the proposed project would be limited to mobile noise sources related to infrequent maintenance visits to the project site and trucks that deliver chlorine and other operational supplies. The amount of vehicle trips associated with the proposed project would be similar to existing conditions. Thus, increases in vehicle noise levels would be negligible, and the proposed project would not result in a cumulatively considerable impact with respect to roadway noise. Additionally, the proposed project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations, or mobile sources of ground-borne vibration, such as heavy-duty truck travel. As such, the proposed project would not add to a cumulative vibration impact.

As discussed in Items XV(a and b), the proposed project would not result in additional employees traveling to the project site and no new employee vehicles trips would be generated. As such, the proposed project would not add to a cumulative traffic impact.

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

Less Than Significant With Mitigation Incorporated. The analysis presented in this document identifies potentially significant impacts for air quality and geology and soils. However, appropriate mitigation measures have been identified and will be incorporated into the project design in order to reduce the impacts to less than significant. Therefore, the proposed project would not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.

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SECTION 4.0
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