Initial Study

Woodman Avenue Multi-Beneficial Stormwater Capture Pilot Project

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

December 2010

COUNTY CLERK'S USE

CITY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED
MITIGATED NEGATIVE DECLARATION
(Article V, City CEQA Guidelines)

LEAD CITY AGENCY:	**COUNCIL DISTRICT**
Los Angeles Department of Water and Power (LADWP) 111 North Hope Street, Room 1044 Los Angeles, CA 90012	6
PROJECT TITLE: Woodman Avenue Multi-Beneficial Stormwater Capture Pilot Project	**CASE NO.**

PROJECT LOCATION: The project site is located in public right-of-way within an existing median on the west side of Woodman Avenue from Lanark Street to Saticoy Street and at various public street right-of-way locations within the surrounding 130-acre watershed in a portion of the Panorama City community in the City of Los Angeles, Los Angeles County. The approximate center of the project site is located at latitude N 34° 12' 56.5"/ longitude W -118° 25' 55.2".

DESCRIPTION: Under the proposed pilot project, approximately 9.5 million gallons of stormwater per year would be captured from approximately 130 tributary acres, directed through pretreatment devices (trash racks and primary separators to remover litter, oil, grease and sediments), and infiltrated to the San Fernando Groundwater Basin. A vegetated infiltration swale would be constructed to meander down the length of an existing median on the west side of a stretch of Woodman Avenue and an underground detention system would be installed. The modified median would be planted with native trees such as sycamores and alders, along with native drought tolerant vegetation. A pedestrian path with several benches and educational signs would be installed to provide connectivity and open green space for the neighboring community. The project would also include surface water diversions in the adjacent neighborhood to convey runoff to the new median infiltration system.

The project would increase recharge into the San Fernando Groundwater Basin, improve downstream water quality, and alleviate local street flooding. The project would also create enhanced community open space, improved site aesthetics and pedestrian access, passive recreation, and educational opportunities. The project was identified by the LADWP Watershed Management Group and the Los Angeles Bureau of Sanitation (LABOS) Watershed Protection Division, in partnership with the non-profit group, The River Project, and is listed as a priority project in the Tujunga/Pacoima Watershed Plan.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

FINDING: See attached Initial Study.

SEE INITIAL STUDY FOR MITIGATION MEASURES IMPOSED

THE INITIAL STUDY PREPARED FOR THIS DOCUMENT IS ATTACHED

NAME OF PERSON PREPARING THIS FORM:	**TITLE:**	**PHONE:**
Hal Messinger	Environmental Specialist	(213) 367-1276
ADDRESS: 111 N. Hope Street, Room 1044 Los Angeles, CA 90012	**SIGNATURE (Official)** Thomas C. Wade for Charles C. Holloway, Manager of Environmental Planning and Assessment	**DATE** 12/9/10

Form Gen. 157 (Appendix C)

CEQA Initial Study

Woodman Avenue Multi-Beneficial Stormwater Capture Pilot Project

December 2010

General Manager
Austin Beutner

Senior Assistant General Manager – Water System
James B. McDaniel

Manager, Watershed Management Group
Andy A. Niknafs

Director of Environmental Affairs
Mark J. Sedlacek

Prepared by:

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

Technical Assistance Provided by:

MWH Americas, Inc.
618 Michillinda Avenue, Suite 200
Arcadia, CA 91007

Los Angeles Department of Water and Power

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Section 1
Project and Agency Information

1.1 PROJECT TITLE AND LEAD AGENCY

Project Title:	Woodman Avenue Multi-Beneficial Stormwater Capture Pilot Project
Lead Agency Name:	Los Angeles Department of Water and Power
Lead Agency Address:	111 North Hope Street, Room 1044 Los Angeles, California 90012
Contact Person:	Mr. Hal Messinger
Contact Phone Number:	(213) 367-1276
Project Sponsor:	Los Angeles Department of Water and Power

1.2 PROJECT BACKGROUND AND OBJECTIVES

The City of Los Angeles Department of Water and Power (LADWP) has prepared this Initial Environmental Study (IES) to address the impacts of construction and operation of the Woodman Avenue Multi-Beneficial Stormwater Capture Pilot Project (proposed project). The IES serves to identify the site-specific impacts, evaluate their potential significance, and determine the appropriate document needed to comply with the California Environmental Quality Act (CEQA). Based upon this IES, a Mitigated Negative Declaration (MND) is the appropriate CEQA document. Staff recommends that the Los Angeles Department of Water and Power Board of Commissioners adopt this IES/MND for the proposed project.

The goals of the proposed pilot project are to capture, treat, and infiltrate dry weather runoff and storm water runoff, and thereby:

- Augment groundwater recharge into the San Fernando Groundwater Basin
- Improve downstream water quality in the Tujunga Wash, Los Angeles River and the Pacific Ocean
- Alleviate local flooding
- Assist with the goals and objectives of:
    - The Greater Los Angeles Integrated Regional Water Management Plan (IRWMP)
    - LADWP's Water Supply Action Plan; *Securing LA's Water Supply*
    - LA Bureau of Sanitation (LABOS) *Water Quality Compliance Master Plan for Urban Runoff*
    - The City of Los Angeles *Los Angeles River Revitalization Master Plan*
    - The River Project's *Tujunga/Pacoima Watershed Plan*

1.3 PROJECT LOCATION AND ENVIRONMENTAL SETTING

The project is located in public right-of-way within an existing median on the west side of Woodman Avenue from Lanark Street to Saticoy Street and at various public street right-of-way locations within the surrounding 130-acre watershed in a portion of the Panorama City community in the City of Los Angeles (**Figure 1-1**). The approximate center of the project site is located at latitude N 34° 12’ 56.5’’/ longitude W -118° 25’ 55.2’’. The immediate project area is completely developed with residential and commercial land uses.

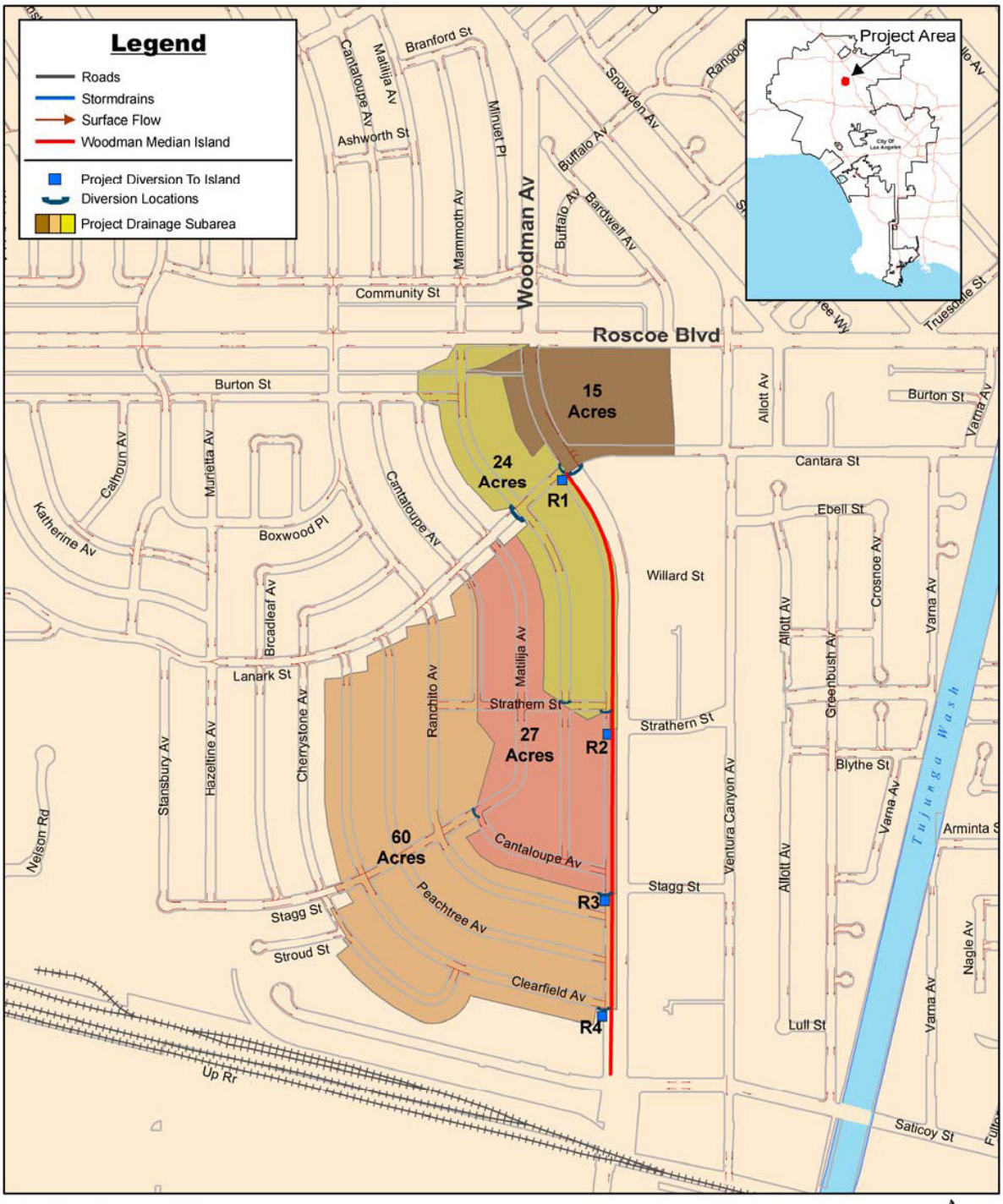

Figure 1-1 Woodman Avenue Stormwater Pilot Project Location

DEPARTMENT OF PUBLIC WORKS

ENRIQUE C. ZALDIVAR, DIRECTOR

SHAHRAM KHARAGHANI, PROGRAM MANAGER

BUREAU OF SANITATION

FILE-LOC	DRAWN BY:	CHECKED BY:	DATE
S:/Projects/Layers/ProjectDrainageAreas/Roscoe_Woodman	OF	AG	08/21/08
			DATE REVISED 09/15/08

WATERSHED PROTECTION

1.4 PROJECT DESCRIPTION

The Woodman Avenue Multi-Beneficial Stormwater Capture Pilot Project proposes to capture from approximately 130 tributary acres the surface runoff that currently flows in street gutters to storm drains, through the Tujunga Wash and the Los Angeles River to the Pacific Ocean. The estimated volume of runoff available for infiltration would be approximately 9.5 million gallons, or about 29 acre-feet, per year.

The project would direct the flows through pretreatment devices (trash racks and primary separators to remover litter, oil, grease and sediments) followed by several shallow concrete structures with weirs to monitor water quality and quantity at their inlets and outlets. A vegetated infiltration swale would be constructed to meander down the length of the modified median and would be planted with native trees such as sycamores and alders, along with native drought tolerant vegetation. Following pretreatment, the captured runoff would be released into the infiltration swale and into the underground detention system where metals, oil, grease, bacteria, nutrients and particulates would be naturally filtered and treated along the length of the swale while the water percolates through the soils. A pedestrian path with several benches and educational signs would be installed to provide connectivity and open green space for the neighboring community. The infiltration swale and underground detention system would be located in an existing paved median along the west side of a stretch of Woodman Avenue, just west of the Tujunga Wash Channel. The median separates a 6-lane major highway from the 2-lane access street adjacent to residential properties to the west.

In addition to the median modifications described above, the project would include surface water diversions in the adjacent neighborhood to convey runoff to the new median infiltration system. Surface runoff would be diverted from the 130-acre tributary area surrounding a portion of Woodman Avenue that currently has no storm drains and directed through the pretreatment devices described above. The proposed additional infrastructure would comprise seven cross gutters, one catch basin and culvert system under Woodman Avenue, four inlet structures, one culvert system under Strathern Street and one outlet structure. Locations are shown in **Figure 1**. Additional information on the locations and functions of these structures follows.

- To divert water from an approximate 15-acre drainage into the northern reach of the swale, a cross gutter would be installed along the west side of Woodman Avenue at the Lanark Street intersection. A catch basin and culvert system will be constructed on the southeast corner of Woodman Avenue and Cantara Street and will run across Woodman Avenue along the southern edge of Cantera Street.

- To connect the swale's northern and southern reaches, a culvert system will be constructed across Strathern Street where it crosses the median.

- To divert water from an approximate 24-acre drainage area to the north inlet of the swale's southern reach, three cross gutters would be installed at the following locations:
  1. Along the west side of Mammoth Avenue across Lanark Street
  2. Along the north side of Strathern Street across Mammoth Avenue

3. Across "Little" Woodman Avenue (a residential access road) just south of the Strathern Street intersection

- To divert water from an approximate 27-acre drainage area into the middle inlet of the swale's southern reach, two cross gutters would be installed at the following locations:
  1. Across Matilija Avenue along the southwest side of Cantaloupe Avenue
  2. Across "Little" Woodman Avenue just south of the Cantaloupe Avenue intersection

- To divert water from an approximate 60-acre drainage into the south inlet of the swale's southern reach, a cross gutter would be installed across "Little" Woodman Avenue just south of the Clearfield Avenue intersection

The project would increase recharge into the San Fernando Groundwater Basin, improve downstream water quality, and alleviate local street flooding. The project would also create enhanced community open space, improved site aesthetics and pedestrian access, passive recreation, and educational opportunities. The project was identified by the LADWP Watershed Management Group and the LABOS Watershed Protection Division, in partnership with the non-profit group, The River Project, and is listed as a priority project in the Tujunga/Pacoima Watershed Plan.

Construction and Operation

Project construction phases would consist of the following:

- Asphalt/concrete demolition and haul away
- Grading, including excavation and haul away
- Construction of concrete gutters, catch basins, culverts, and inlet/outlet structures
- Installation of stormwater screens, filtration devices, and detention chambers
- Placement of gravel and cobblestones
- Construction of median improvements, such as walkway, fencing, curb cuts, etc.
- Installation of street furniture (benches and signage)
- Installation of irrigation
- Planting of trees and shrubs
- Installation of monitoring devices

With respect to operation and maintenance, it is anticipated that the LABOS Wastewater Collection System Division (WCSD) would be responsible for periodic inspection and cleaning of the catch basin inlet and outlet structures and screens. The WCSD would also inspect and maintain the hydrodynamic separator. The City Department of Public Works will be requested to maintain the vegetated swale infiltration system free of trash and debris and to service the trash cans along the length of the project. Water quality and flow data will be collected for up to 3 years by the LABOS and LADWP, respectively.

Median Geotechnical Conditions Evaluation

An investigation of geotechnical site characteristics was conducted for the Project to evaluate the

suitability and feasibility of the site proposed. The investigation included subsurface exploration, laboratory testing program and geotechnical investigation of the underlying soils where the stormwater capture project is proposed. The report results were conveyed in an intradepartmental correspondence from Craig Davis, Geotechnical Engineering Manager, to Mark Aldrian, Manager of Ground Water Group, March 16, 2009.

Subsurface exploration consisted of four exploratory borings drilled on the median to a depth of 10 feet. Laboratory testing was performed on the soil samples to determine soils classification, density, compaction, hydraulic conductivity and corrosion potential.

In general, the borings encountered fill material to the depth of each boring. The fill, which consisted of fine silty sands with traces of gravel, was placed when the East Valley Interceptor Sewer was constructed 20 feet below the ground surface in the median. In one boring, native soil was found at 10 feet, consisting of well graded medium coarse sands with silts. No groundwater or bedrock was encountered in any of the borings.

The testing found the fill materials to have a permeability capacity between 0.04 to 0.21 inches per hour, rates considered to be low for infiltration, because of the presence of compacted fine sediments. The underlying native soils are more permeable.

The report recommended field testing of soil capabilities, and if it is found that the soils do not permit sufficient infiltration, that their removal and replacement with more coarse grained soils be considered to enhance infiltration.

1.5 APPLICABLE PLANS AND POLICIES

The Project would capture, treat, and infiltrate dry weather runoff and stormwater runoff in a manner consistent with the following plans:

- The Greater Los Angeles Integrated Regional Water Management Plan (IRWMP)
- LADWP's Water Supply Action Plan; *Securing LA's Water Supply*
- LA Bureau of Sanitation (LABOS) *Water Quality Compliance Master Plan for Urban Runoff*
- The City of Los Angeles *Los Angeles River Revitalization Master Plan for Urban Runoff*
- The River Project's *Tujunga/Pacoima Watershed Plan*

1.6 PROJECT APPROVALS

Since the project is located in public right-of-way in the City of Los Angeles, there are no permits required from the Department of Building and Safety. Construction will be conducted in compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002). Per the General Permit, a Storm Water Pollution Prevention Plan (SWPPP) incorporating Best Management Practices (BMPs) for erosion control will be developed and implemented during project construction.

Section 2
Environmental Analysis

2.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

2.2 AGENCY DETERMINATION

On the basis of this initial evaluation:

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

☒ I find that although the 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 applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the 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 project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Signature: Thomas A Vailas Title: Environmental Supervisor

Printed Name: Thomas A. Vailas Date: 12/8/10

2.3 ENVIRONMENTAL CHECKLIST

2.3.1 Aesthetics

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

Discussion:

a) **No Impact**. The project site is located in an urbanized area, and no significant visual resources exist which would be negatively impacted by project implementation. The project does not involve any structures of significant size that would have the potential to obstruct scenic vistas. Therefore, no impacts would occur.

b) **No Impact**. No scenic highways are located in the vicinity of the project site (California Department of Transportation, 2009). Therefore, no impacts would occur.

c) **Less than Significant Impact**. The project is located within public right-of-way in an urban area. Existing trees (primarily Magnolia) of varying degrees of health are located along the centerline of the median. As feasible, these trees will be removed and transplanted to a more appropriate location. The surrounding concrete would be removed and replaced with a pedestrian path and vegetation including new trees. Thus, the median modification is expected to improve the visual character and quality of the site and its surroundings. The various street surface water diversion modifications will not affect the visual character or quality of the site and its surroundings. Therefore, impacts would be less than significant.

d) **Less than Significant Impact.** No lighting features are to be removed or added. Construction activities are not anticipated to require additional lighting because activities would normally be scheduled to take place during daylight hours. However, if the construction schedule is such that nighttime activities are necessary, temporary lighting may be required. If necessary, additional lighting would be temporary and short-term. The project has no reflective elements. Therefore, project related impacts on light and glare would be less than significant.

2.3.2 Agricultural and Forest Resources

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion:

a) through e) **No Impact** The project is completely within developed public street right-of-way within a developed urban area. Therefore, the project will not result in the conversion of Farmland to non-agricultural use or forest land or non-forest use. The project will not affect any zoning for agricultural use, forest use, or Williamson Act contracts because these do not exist in the project area. Therefore, no impacts would occur.

2.3.3 Air Quality

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion:

The project site is located within the South Coast Air Basin (SCAB), which is regulated by the South Coast Air Quality Management District (SCAQMD). The Los Angeles County portion of the SCAB is a designated non-attainment area (Severe 17) for the 8-hour ozone standard (with an attainment date of 2021) and for particulate matter less than 2.5 microns in diameter (PM2.5) (with an attainment date of 2015) (SCQAMD, 2007a).

a) **No Impact.** The applicable air quality plan for the SCAB is the Air Quality Management Plan (AQMP) which demonstrates compliance with all federal and state ambient air quality standards for the district (SCAQMD, 2007a). The 2007 AQMP concluded that major reductions in emissions of volatile organic compounds (VOCs), oxides of sulfur (SOx), oxides of nitrogen (NOx), and PM2.5 are necessary to attain the air quality standards for ozone (the key ingredient of smog) and PM2.5.

A project is deemed inconsistent with the applicable air quality plan if it would result in population and/or employment growth that exceeds growth estimated in the applicable air quality plan. The project does not include development of housing or employment centers, and would not induce or accommodate population or substantial employment growth. Therefore, the project would not conflict with or obstruct the implementation of the applicable air quality plan. No impacts would occur.

b) and c) **Less than Significant Impact.** Construction of the proposed project involves concrete removal, grading, excavation, and use of construction equipment and vehicles for installation of the proposed stormwater capture pilot project. Project construction would result in short-term air pollutant emissions from use of construction equipment, earth-moving activities

(e.g., excavation and backfilling), construction workers' commutes and materials deliveries and debris hauling.

Since detailed construction plans have not been developed, estimates of air pollutant emissions were made assuming a worst case scenario in terms of air emissions and a maximum disturbed area of approximately 1.3 acres. The peak day for air emissions is estimated to be the day when the last few hundred feet of the concrete median is demolished, and installation of the concrete inlet structures to the north or the corrugated metal pipe (CMP) water detention systems to the south is begun. During this hypothetical peak day, demolition equipment would be on-site, concrete cross gutter work would be on-going, and material delivery trucks would be scheduled. Equipment use during this period would include: one sawcut machine, two backhoes, two dump trucks, one water truck, one skip loader, one concrete truck, two delivery trucks, one generator, and four pick-up trucks. Up to six workers would be present on-site.

SCAQMD has established thresholds for significance of air quality impacts, presented below in **Table 2-1**.

Table 2-1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

Source: SCAQMD. 1993. CEQA Handbook (Rev. October 2006).

Based on the anticipated extent of construction of the proposed stormwater capture pilot project, air emissions during project construction were estimated for construction equipment, material deliveries, and workers commuting to the project site (**Tables 2-2** and **2-3**). As shown in **Table 2-4**, the sums of the emission estimates would be less than construction thresholds established by the SCAQMD and therefore air quality impacts from project construction would be less than significant. Additionally, fugitive dust emissions would be anticipated to be less than projected since a water truck will be used during project construction.

Table 2-2
Estimated Emissions from Construction Equipment

Equipment	No.	Max hrs per day	Emissions Factor (lbs/hr)					Emissions (lbs/peak day)					
			CO	NOX	SOX	PM	VOCs	CO	NOX	SOX	PM10	PM2.5	VOCs
Sawcut Machine	1	2	0.4209	0.6240	0.0007	0.0525	0.1179	0.84	1.25	0.00	0.10	0.09	0.24
Backhoe	2	4	0.3874	0.6276	0.0008	0.0482	0.0938	3.10	5.02	0.01	0.39	0.34	0.75
Dump Truck	2	4	0.0330	0.0629	0.0001	0.0034	0.0103	0.26	0.50	0.00	0.03	0.02	0.08
Water Truck	1	8	0.0652	0.0956	0.0001	0.0067	0.0186	0.52	0.77	0.00	0.05	0.05	0.15
Skip Loader	1	4	0.6216	1.3404	0.0015	0.0707	0.1626	2.49	5.36	0.01	0.28	0.25	0.65
Concrete Truck	1	4	0.0429	0.0575	0.0001	0.0032	0.0096	0.17	0.23	0.00	0.01	0.01	0.04
Generator	1	8	0.3204	0.6121	0.0007	0.0376	0.0898	2.56	4.90	0.01	0.30	0.27	0.72
Pick-up Trucks	4	2	0.6994	2.1941	0.0027	0.0792	0.2355	5.60	17.55	0.02	0.63	0.56	1.88
Totals								**15.54**	**35.58**	**0.04**	**1.80**	**1.60**	**4.51**

Source of Emissions Factors: SCAQMD. 2007b. South Coast Air Basin Fleet Average Emission Factors (Diesel). Scenario year 2011.
Source of PM2.5 percentage: SCAQMD. October 2006. Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds.

Table 2-3
Estimated Emissions from Material Deliveries and Workers' Commutes

Emissions Source	Vehicle Type	#	Trip Length (miles)	Emissions Factors (lbs/mile)						Estimated Emissions (lbs/day)					
				CO	NOX	SOX	PM10	PM2.5	VOCs	CO	NOX	SOX	PM10	PM2.5	VOCs
Material Delivery Trucks	Heavy duty trucks	2	50 (2, 25 mile trips per day per truck)	0.01693	0.01893	0.00003	0.00070	0.00060	0.00242	1.693	1.893	0.003	0.070	0.060	0.242
Workers Commuting to Site	Passen-ger vehicle	6	80 (2, 40 mile trips per day per worker)	0.00826	0.00084	0.00001	0.00009	0.00006	0.00085	3.966	0.405	0.005	0.043	0.027	0.409
Totals										**5.66**	**2.30**	**0.01**	**0.11**	**0.09**	**0.65**

Source: SCAQMD. 2007c. EMFAC2007 (version 2.3) Emission Factors for On-Road Passenger Vehicles & Delivery Trucks. Scenario year 2011.

Table 2-4
Summary of Estimated Air Pollutant Emissions during Project Construction

Emission Source	Peak Day Emissions (lbs/day)					
	CO	VOC	NOx	SOx	PM10	PM2.5
SCAQMD Threshold for Construction	550	75	100	150	150	55
Fugitive Dust	--	--	--	--	10.6	2.2
Construction Equipment	15.5	4.5	35.6	0.0	1.8	1.6
Workers' Commutes and Materials Deliveries	5.7	0.7	2.3	0.0	0.1	0.1
Total	**21.2**	**5.2**	**37.9**	**0.0**	**12.5**	**3.9**
SIGNIFICANT?	**no**	**no**	**no**	**no**	**no**	**no**

Note: Fugitive dust emissions based on an assumed maximum disturbance of 0.4 acres per peak day and emission rates of 26.4 pounds of PM10 per acre and 5.5 pounds of PM2.5 per acre (based on SCAQMD, 1993 and SCAQMD, 2006).

Project operation would require periodic maintenance. Since emissions during operation would be limited to tail pipe emissions from one vehicle, several times per year, air pollutant emissions during operation would not exceed the SCAQMD thresholds for operation described above, and would therefore be less than significant.

d) **Less than Significant Impact.** Certain land uses such as long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities are considered sensitive receptors for purposes of air pollution control and monitoring requirements (SCAQMD, 1993). Sensitive receptors located within a 0.5-mile radius of the proposed project site include some of the types of facilities listed above. However, the proposed project would not expose sensitive receptors to substantial pollutant concentrations, since the proposed project emissions do not exceed significance criteria above. Moreover, the construction emissions would be temporary, and operation of the proposed facility would require only infrequent maintenance.

In addition to the priority pollutants discussed in b) and c) above, toxic air emissions are of potential concern to sensitive receptors. The proposed project would generate emissions from construction equipment during construction activities, including emissions from diesel trucks and heavy construction equipment. The California Air Resources Board (CARB) classifies diesel particulate emissions as a toxic air contaminant (TAC). Significant impacts associated with exposure to diesel particulate emissions are not expected because construction is estimated to last approximately 5 days per week for about a 6-month period. Quantitative cancer risk analyses are based on exposure of 70 years for residential exposures and 46 years for occupational exposures; exposure to project-related emissions would be for a much shorter period of time (i.e. during the construction phase). As described above in b) and c), the maximum particulate emission for diesel engines is estimated at about 2 pounds per day during the peak construction phase. Based on the short exposure period and small

amount of emissions, toxic air contaminant emissions would be less than significant during the construction phase. As discussed in b) and c) above, project operation would not result in substantial air pollutant emissions. Due to the limited duration of project construction, project related air quality impacts on sensitive receptors would be less than significant.

e) **Less than Significant Impact.** Construction of the proposed project facilities would involve the use of heavy equipment that would generate exhaust pollutants and may create nuisance odors. However, these temporary, construction-related odor impacts would be confined to the immediate vicinity of the equipment. Operation of the proposed project would not create objectionable odors affecting a substantial number of people. Therefore, odor impacts would be less than significant.

2.3.4 Biological Resources

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

Discussion:

a-f) **No Impact**. Since the project is completely within developed public street right-of-way within a developed urban area and the street trees to be removed are not listed among the protected native trees in the City's Tree Ordinance, the project will not have an impact on any sensitive species; riparian habitats; federally protected wetlands; native resident or migratory species movements, corridors, or nursery sites because these resources are not present. There are no local policies or ordinances protecting biological resources or conservation plans that apply to the project or the project site area. Existing trees (primarily Magnolia) of varying degrees of health located along the centerline of the median will be removed and transplanted as feasible to another site. The Los Angeles Municipal Code (Section 1. Subdivision 12 of Subsection A of Section 12.21; Ordinance 177404) provides for protection of native trees of four types: (1) oaks other than Scrub Oak (*Quercus dumosa*), (2) Southern California Black Walnut (*Juglans californica* var. *californica*), (3) Western Sycamore (*Platanus racemosa*), and (4) California Bay (*Umbellularia californica*). No specimens of these listed tree species would be removed under the proposed project. Therefore, the project does not conflict with the local tree preservation ordinance. Therefore, no impacts would occur.

2.3.5 Cultural Resources

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

Discussion:

An archaeological/historic records search was conducted at the South Central Coastal Information Center (SCCIC), California State University, Fullerton; consultation with the Native American Heritage Commission (NAHC) was initiated; and a paleontological records search was conducted at the Los Angeles County Museum.

a) **No Impact.** Project construction includes removal of a 16-ft wide, 3,500-ft long concrete median. Existing structures on the median are limited to sewer maintenance hole covers, trees, bus stop bench, trash can and signage. No historic structures are known for the project site. The Panorama City Historic District is recorded immediately to the north of the project area, north of Roscoe Boulevard and west of Woodman Avenue. However, existing

residential properties in the project area will not be removed or impacted by project construction. Project construction and operation would have no impact on historic resources.

b) c) and d) **Less Than Significant Impact with Mitigation Incorporated.** The SCCIC indicated that no cultural resources sites have been previously recorded or evaluated on the project site. A Sacred Lands File Search was requested from NAHC; the presence of Native American cultural resources in the immediate project area was not indicated. Based on a list provided by NAHC, Native American individuals/organizations that may have knowledge of cultural resources in the project area were mailed a letter affording them an opportunity to comment. No responses were received.

A paleontological records search was requested from the Los Angeles County Museum Vertebrate Paleontology Department. No vertebrate fossil localities are known on the project area. There are fossil localities known nearby from the same or similar sedimentary units that occur in the project area. The entire project area is underlain by surficial deposits of younger Quaternary Alluvium, deposits that typically do not contain significant vertebrate fossils. Younger alluvial units are typically underlain by older Quaternary deposits that do contain significant fossils. However, excavation for the proposed facilities in Woodman Avenue would not be anticipated to impact previously undisturbed paleontological materials since the median overlays the East Valley Interceptor Sewer, a 39-inch diameter sewer line installed in 1988-1989.

Since the previous construction for the sewer line disturbed the soils beneath the project site, disturbance of subsurface cultural resources during construction of the present project is not anticipated. Since earthwork required for construction of planned inlet and outlet structures would be minimal, it is unlikely that cultural materials would be encountered at those locations. However, since disturbance of previously unknown cultural materials (archaeological or paleontological resources) could significantly impact the resources, implementation of the following mitigation measure would ensure that impacts would be less than significant.

Mitigation Measure

CUL-1 Should archaeological or paleontological resources be encountered during earth-moving activities (i.e., grading and excavation), a qualified archaeologist and/or paleontologist shall be retained and shall implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the archaeologist and/or paleontologist shall determine appropriate actions – in cooperation with the City of Los Angeles – for preservation and/or data recovery. If human remains are discovered, the Los Angeles County Coroner shall be contacted, the area of the find shall be protected, and provisions of State CEQA Guidelines Section 15064.5 shall be followed.

2.3.6 Geology and Soils

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on 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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems, where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion:

a)-i) **Less Than Significant Impact**. According to the City of Los Angeles General Plan Safety Element map of Alquist Priolo Special Study Zones and Fault Rupture Study Areas, the project site is located outside these specified Zones and Areas (City of Los Angeles, 1996). Although there are many faults in the general project area, the project does not involve habitable structures or other large above ground structures and therefore would not result in a substantial increase in the risk of damage from fault rupture. The impact, therefore, would be less than significant.

a)-ii) **Less Than Significant Impact.** Located in a seismically active area, the project sites would be subject to ground shaking and potential damage during a seismic event. However, the project does not involve construction of habitable structures or other large above ground structures and therefore would not result in a substantial increase in the risk of damage from seismic ground shaking. The construction and installation activities for the project would conform to the latest versions of the California Building Code, the Uniform Building Code,

the City of Los Angeles Building Code and other applicable federal, state, and local codes. Adherence to these regulations is required for the project. Therefore, this impact would be less than significant.

a)-iii) **Less Than Significant Impact.** Liquefaction refers to the condition of loose, saturated sand or gravel deposits that lose their load supporting capacity when subjected to intense ground shaking. According to the City of Los Angeles General Plan Safety Element map of Areas Susceptible to Liquefaction, the project site is located outside these specified areas (City of Los Angeles, 1996). However, the project does involve directing stormwater flows into the street median for infiltration purposes, which might increase the possibility of liquefaction inside the median area. However, the project does not involve construction of habitable structures or other large above ground structures and therefore would not result in a substantial increase in the risk of damage from liquefaction. Therefore, this impact would be less than significant.

a)-iv) **Less Than Significant Impact.** According to the City of Los Angeles General Plan Safety Element map of Landslide Inventory and Hillside Areas, the project site is located outside these specified areas (City of Los Angeles, 1996). Furthermore, the project does not involve construction of habitable structures or other large above ground structures and therefore would not result in a substantial increase in the risk of damage from landslides. Therefore, this impact would be less than significant.

b) **Less Than Significant Impact.** During construction of the project, onsite soils would be temporarily prone to erosion during the construction phase, especially during heavy rains. However, the area and time of exposure of soil exposed during construction of the street surface water diversion swales would be minimal, and the exposed soil in the median areas during construction would be essentially contained within the median area. After construction, the project site surfaces would be repaved or landscaped and therefore, would not be subject to substantial erosion or loss of topsoil. Therefore, the impact would be less than significant.

c) **Less Than Significant Impact.** As discussed above in items a)-iii) and a)-iv), the project site is not in specified areas of concern related to liquefaction or landslides. Furthermore, the project does not involve construction of habitable structures or other large above ground structures and therefore would not result in a substantial increase in the risk of damage from unstable soil. Therefore, the impact would be less than significant.

d) **Less Than Significant Impact.** The proposed project involves infiltration of stormwater into the ground for groundwater recharge. A soil classification test and percolation test were performed. Expansive soils were not found (LADWP, 2009). The project does not involve construction of habitable structures or other large above ground structures and therefore would not result in a substantial increase in the risk to life or property due to expansive soils. Therefore, the impact would be less than significant.

e) **No Impact**. No septic tanks or alternative wastewater disposal systems would be required for this project. Therefore, no impacts would occur.

2.3.7 Greenhouse Gas Emissions

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

Discussion: LADWP has instituted various methods for reducing greenhouse gas (GHG) emissions, such as providing rebates to encourage use of energy efficient equipment, reducing GHG from vehicles by pursuing electric fleet vehicles, retrofitting City-owned facilities for increased energy efficiency, and promoting the installation of solar and renewable power.

a) **Less Than Significant Impact.** GHGs include, but are not limited to, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Project-related emissions of GHGs will be limited to air pollutants generated from construction vehicles during the temporary construction activities. Operations-related air pollutant emissions would only result from infrequent maintenance activity (creating minor vehicle emissions). Otherwise, operation of the project has no air pollutant emissions.

As described in Section 2.3.3 Air Quality, construction of the project will result in less than significant combustion emissions from vehicles and equipment. Based on the estimated construction vehicles and equipment required over the approximately 6-month construction period, GHG emissions from project construction are summarized in **Table 2-5**. With construction emissions amortized over 30 years, the proposed project would generate approximately 8 MT CO2 equivalents (CO2e) per year. On December 5, 2008, SCAQMD adopted an interim GHG significance threshold of 10,000 MT/year CO2e for industrial (stationary source) projects where SCAQMD is the lead agency. Since the project would result in GHG construction emissions substantially less than the SCAQMD threshold for industrial projects of 10,000 MT/year CO2e, the impact on emissions of greenhouse gases, and thus climate change, will be less than significant.

b) **No Impact.** The following policies and regulations are relevant to climate change in California:

- **State of California Executive Order S-3-05** - The Governor of California signed Executive Order S-3-05 on June 1, 2005. To address potential impacts of climate change, the Order mandates GHG emission reduction targets. More specifically, by 2010, greenhouse gas emissions are expected to be reduced to 2000 levels; by 2020, emissions

are expected to reach 1990 levels; and by 2050, emissions are expected to be 80 percent below 1990 levels.

- **State of California Assembly Bill 32** – California Global Warming Solutions Act - Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006,* was signed into law on September 27, 2006. AB 32 requires the California Air Resources Board (CARB), in coordination with State agencies as well as members of the private and academic communities, to adopt regulations to require the reporting and verification of statewide GHG emissions and to monitor and enforce compliance with this program. Similar to Executive Order S-3-05, under the provisions of the bill, by 2020, statewide GHG emissions will be limited to the equivalent emission levels in 1990. On December 12, 2008, CARB adopted its Climate Change Scoping Plan pursuant to AB 32 (CARB, 2008).

- **State of California Senate Bill 375 -** On September 30, 2008, Governor Arnold Schwarzenegger signed Senate Bill (SB) 375, which seeks to reduce GHG emissions by discouraging sprawl development and dependence on car travel. SB 375 helps implement the AB 32 GHG reduction goals by integrating land use, regional transportation and housing planning.

GHG emissions from the project would occur primarily as temporary construction vehicle and equipment emissions. The construction GHG emissions would be highly localized and temporary. These short-term emissions would be offset by the long-term GHG uptake by new and more extensive landscaping vegetation, and by the reduction in electrical power required for pumping from the basin because of higher groundwater levels with infiltration. According to the State Water Resources Control Board, a reduction of GHG emissions may be realized by replacing energy-intensive water supplies with sources that require less energy (SWRCB, 2008). This includes measures to increase local water supplies by increasing regional stormwater capture, infiltration, and groundwater recharge. Therefore, there is no impact on these policies and regulations.

Table 2-5
Estimated Greenhouse Gas Emissions from Project Construction

Emissions Source (on-road vehicles)	Vehicle Type	No.	Est max miles per 6-month construction period	Emission Factor (lbs/mi) [1]			Estimated Emissions (lbs/6-month construction period)		
				CO2	CH4	NOx	CO2	CH4	NOx
Light Duty Truck	PV	2	880	1.102352	0.000077	0.000845	1940.1	0.1	1.5
Delivery Truck	DT	2	2250	2.751808	0.000117	0.018934	12383.1	0.5	85.2
Workers Personal Vehicles 4	PV	6	10560	1.102352	0.000077	0.000845	69845.0	4.9	53.5
Emissions Source (construction equipment)	**No.**	**Est max hours of use per 6-month construction period**	**Emissions Factor (lbs/hr) [2]**			**Estimated Emissions (lbs/6-month construction period)**		
			CO2	CH4	NOx	CO2	CH4	NOx
Sawcut Machine	1	264	58.464	0.011	0.624	15434.4	2.8	164.7
Backhoe	2	264	66.804	0.008	0.628	35272.6	4.5	331.4
Dump Truck	2	126	7.624	0.001	0.063	1921.3	0.2	15.8
Water Truck	1	264	9.414	0.002	0.096	2485.2	0.4	25.2
Skip Loader	1	132	132.743	0.015	1.340	17522.1	1.9	176.9
Concrete Truck	1	52	7.248	0.001	0.058	376.9	0.0	3.0
Generator	1	30	60.993	0.008	0.612	1829.8	0.2	18.4
Pick-up Trucks	4	264	260.093	0.021	2.194	274658.3	22.4	2316.9
Total	**lbs/6-month construction period**					**433669**	**38**	**3193**
	CO2 equivalents (lbs/6-month construction period)[3]					**433669**	**801**	**94023**
	CO2 equivalents (metric tons/year)					**8**		

Notes: PV: passenger vehicles, DT: delivery trucks

1 SCAQMD. 2007c. EMFAC2007 version 2.3 Emission Factors for On-Road Passenger Vehicles & Delivery Trucks. Scenario Year 2011.

2 SCAQMD 2007b. SCAB Fleet Average Emission Factors (Diesel). Scenario year 2011.

3 Global Warming Potential conversion to CO2e per U.S. EPA. 2010. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2008. U.S. EPA #430-R-10-006.

4 Average mileage per worker assumed to be two 40 mile trips per day per worker.

Assumption: Construction emissions amortized over 30 years (per SCAQMD interim GHG significance threshold adopted December 5, 2008.)

2.3.8 Hazards and Hazardous Materials

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion:

a) and b) **Less than Significant Impact.** The proposed project includes construction and operation of facilities to capture, treat, and infiltrate stormwater. Except for fuels for vehicles and heavy equipment (during construction and maintenance), the project does not involve the use, transport, or storage of hazardous materials. No chemicals would be stored or used at the site. Since the project would not create a significant hazard to the public or the environment from use, transport, or disposal of hazardous materials; impacts would be less than significant.

c) **Less than Significant Impact.** Within the drainage/watershed area of the project, there is a public school (Ranchito Elementary) located at 7940 Ranchito Avenue. Two other schools (St. Genevieve Elementary and St. Genevieve High School) are located north of the project

on Roscoe Boulevard. Except for fuels for vehicles and heavy equipment (during construction and maintenance), the project does not involve the use, transport, or storage of hazardous materials that could be emitted near schools. No chemicals would be stored or used at the site. Since the project would not create a significant hazard to schools from use, transport, or disposal of hazardous materials; impacts would be less than significant.

d) **No Impact.** Section 65962.5 of the California Government Code requires the California Environmental Protection Agency (Cal/EPA) to update a list of known hazardous materials sites, which is also called the "Cortese List." The sites on the Cortese List are designated by the State Water Resources Control Board, the Integrated Waste Management Board, and the Department of Toxic Substances Control.

A records search of relevant federal, state, and local environmental regulatory databases, including the Cortese List, was conducted for the project site by Environmental Data Resources, Inc. (EDR, 2009). The records search meets the requirements of the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments. Within a 1-mile radius of the approximate center of the project site, 445 sites listed on 36 hazardous materials databases were identified. Of these, eight sites are located in close proximity to the proposed construction area (**Table 2-6**):

- Sites 1 and 2 are listed on databases indicating the presence of active underground storage tanks. However, since these sites are not included on a list of contaminated sites, neither is considered to pose a hazard to the soil or groundwater beneath the project site.
- Site 3 (located slightly north and east of the proposed project site) is listed on databases indicated the presence of USTs and is also listed as a large quantity generator, such that it generates more than 1,000 kilograms (kg) of hazardous waste, or more than 1 kg of acutely hazardous waste, per month. In addition, both Site 3 and Site 8 are listed on the historical materials database for historical operation of USTs. With no recent inclusion on a list of contaminated sites, and due to a lack of violations, neither Site 3 nor Site 8 is considered to pose a hazard to the soil or groundwater beneath the project site.
- Site 4 is listed as an active recycling center; no violations were indicated for this site. Two sites (Site 5, a dry cleaning facility, and Site 6) are listed as small quantity generators (between 100 kg and 1,000 kg of hazardous waste per month). Sites 4 and 5 are located on Woodman Avenue but north of the proposed project site. As no violations were found for Sites 4, 5 or 6, these three sites are not considered to pose a hazard to the soil or groundwater beneath the project site.
- Site 7 is listed on databases indicating the presence of inactive USTs. Due to its inactive status, this site is not considered to pose a hazard to the soil or groundwater beneath the project site.

Table 2-6
Summary of Potential Hazardous Materials Sites in Close Vicinity to the Project

Site Name / Address		Database	Status
1	Circle K Corp 8000 Woodman Ave.	CA FID UST, SWEEPS UST	Active UST location
2	Shell Oil Co 8205 Woodman Ave.	CA FID UST, SWEEPS UST	Active UST location
3	Kaiser Foundation Hospital/Kaiser Foundation Health 13652 Cantara St.	HAZNET, UST, CA FID UST, HIST UST, EMI, SWEEPS UST, FINDS, RCRA-LQG	Two historical diesel USTs; large quantity generator, no violations found
4	A & J Recycling 8231 Woodman Ave.	SWRCY	Active recycler
5	Merit Cleaners 8249 Woodman Ave.	RCRA-SQG, FINDS, HAZNET DRYCLEANERS, EMI	Small quantity generator; no violations found
6	B & J Smog Service 7670 Woodman Ave.	RCRA-SQG, FINDS, HAZNET	Small quantity generator; no violations found
7	Veer Bhan Yadan 7650 Woodman Ave.	CA FID UST, SWEEPS UST	Inactive USTs
8	Wortmann Oil Co. Mobil 7650 Woodman Ave.	HIST UST	Historical USTs

Source: EDR 2009
Notes:
CA FID UST - California Facility Inventory Database
SWEEPS - Statewide Environmental Evaluation and Planning System Underground Storage Tank
HAZNET - Data extracted from hazardous waste manifests received annually by DTSC
UST - Underground Storage Tank Database
SWRCY - Listing of recycling facilities in California
RCRA-LQG - Resource Conservation and Recovery Act Large Quantity Generators
RCRA-SQG - Resource Conservation and Recovery Act Small Quantity Generators
FINDS - Facility Index System
DRYCLEANERS - Drycleaner related facilities
EMI - Toxics and criteria pollutant emissions data collected by the Air Resources Board
HIST UST - Historical UST Registered Database

Based on the results of the database search, construction of the proposed project is not located on and would not disturb known hazardous materials sites. No impacts related to hazardous materials sites would occur from project implementation.

e) **No Impact.** The nearest public and public use airports to the project site are Van Nuys Airport, Whiteman Airport, and Bob Hope (Burbank) Airport. These airports are each more

than 2 miles from the project site. Implementation of the project would therefore have no impact related to airport land use plans or public airports.

f) **No Impact.** There are no private air strips within 2 miles of the project area. Implementation of the project would therefore have no impact related to private airstrips.

g) **Less than Significant Impact with Mitigation Incorporated.** Construction of the proposed project will likely require closure of the southbound lane next to the Woodman Avenue median during the demolition phase and sections of a lane during the rest of the construction period. It is anticipated that the two other southbound lanes would be unaffected by project construction and operation. Woodman Avenue is not designated as a disaster route on the Critical Facilities & Lifeline Systems map of the Safety Element (City of Los Angeles, 1996). However, lane closure and travel of slow moving equipment to and from the site could significantly slow the passage of emergency vehicles, including ambulances traveling to the nearby Kaiser Permanente Medical Center.

Mitigation measure HAZ-1 will be implemented to reduce impacts on emergency response to a less than significant impact.

h) **No Impact.** The project site is located within a developed urban area with no wildlands located onsite or in the close vicinity. The project area is not within a wildfire hazard area per the City Safety Element (City of Los Angeles, 1996). Therefore, no impacts related to wildland fires would occur from project construction and operation.

Mitigation Measure

HAZ-1 A Traffic Control Plan will be prepared and will include notification of surrounding emergency service providers including the adjacent Kaiser Permanente Medical Center. As part of the plan, emergency service providers will be notified prior to construction and provided information regarding lane closures, construction schedule, driveway blockages, etc. A plan to maintain or accommodate essential emergency access routes; e.g. plating over excavations, use of detours, etc., will be developed and implemented.

2.3.9 Hydrology and Water Quality

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion:

a) and f) **Less than Significant Impact.** The project involves collection, detention, and infiltration of treated urban quality stormwater. The project would result in a reduction of stormwater runoff which subsequently becomes further polluted from mixing with urban runoff and enters the Los Angeles River via the Tujunga channel. The Project is therefore expected to have a beneficial impact on surface water quality.

Recharge of groundwater in the project area may have an impact on the existing volatile organic compounds, nitrate, and perchlorate contamination plume in the vicinity of the Tujunga Well field operated by LADWP. The Tujunga Well field consists of 12 wells located 1.5 miles from the proposed infiltration facilities. The expected impact of increased stormwater infiltration would be 1) an increase in groundwater elevation and mounded groundwater gradient away from the facilities, and 2) a dilution of the concentration of existing groundwater contaminants. The Project is expected to increase aquifer volume and raise the local groundwater table level. This would be a beneficial impact of project operation with respect to groundwater supply and water quality.

Because site disturbance would exceed 1 acre, during construction, stormwater will be managed in accordance with BMPs identified in a SWPPP completed in compliance with the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (General Permit). With implementation of the required SWPPP, potential impacts on water quality during project construction would be less than significant.

b) **No Impact.** The proposed project would increase potable water storage in the City of Los Angeles but would not increase groundwater pumping or expand the distribution system. The project would have no adverse impact on groundwater supplies or recharge.

c), d) and e) **Less than Significant Impact.** Installation of the proposed facilities would require preparation and grading of the proposed sites, and create temporary spoil piles susceptible to erosion. These effects would be minimized by implementation of construction BMPs. Alterations to the course of a stream or river are not included as part of the proposed project, but the project would alter local urban drainage patterns and reduce runoff and erosion. Project-related impacts on drainage patterns are therefore less than significant.

g) **No Impact.** The proposed Project does not include housing. Therefore, there would be no project-related impacts on housing within a 100-year flood hazard area.

h) **No Impact.** The project site is not within a mapped 100-year flood hazard area (FEMA, 2008). The closest special flood hazard area is the Tujunga Wash located east of the project site and the floodway that runs parallel with the Metrolink rail line to the south of the project site (1 percent annual chance floodplain boundary). Therefore, there would be no project-related impediment or redirection of flows within the 100-year flood hazard area.

i) **Less than Significant Impact.** As discussed in the response to question 2.3.6 a)-ii), seismic ground shaking in the project site vicinity could result in saturation of the soils surrounding the facilities, if full, but would not expose people or property to risk of loss, injury or death involving flooding. The facilities would be designed in compliance with the California Building Code and incorporation of design features intended to protect the structure from damage during seismic events. Project-related impacts from breach of a water detention facility, reservoir or dam are therefore less than significant.

j) **No Impact.** Since the site is approximately 18 miles inland from the Pacific Ocean and north of the intervening Santa Monica Mountains, and not located near a large inland body of water, there would be no project-related impacts from tsunami (seismic sea waves) or seiche

(standing waves creates by seismic shaking). Mudflows are not known for the flat terrain of the project area. Therefore, there would be no impact.

2.3.10 Land Use and Planning

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion:

a) **No Impact**. The project does not involve construction of any facilities that could disrupt the physical arrangement of an established community or isolate an existing land use. Therefore, no impacts would occur.

b) **No Impact**. The project assists with the goals and objectives of applicable local plans relating to urban runoff and groundwater recharge. All project improvements are within the public street right-of-way and would not conflict with any applicable land use plan, policy, or regulation. Therefore, no impacts would occur.

c) **No Impact**. The proposed project involves modifications to existing public streets and a street median within an urban area. No habitat conservation or natural community conservation plans would be affected. Therefore, no impacts would occur.

2.3.11 Mineral Resources

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion:

a) and b), **No Impact**. According to the City of Los Angeles General Plan Conservation Element map of Mineral Resources (City of Los Angeles, 2001), the project site is not a locally important mineral resource recovery site. No known mineral resource would be affected. Therefore, no impacts would occur.

2.3.12 Noise

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion:

Certain land uses such as hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities are considered sensitive receptors for purposes of noise analysis. The proposed project median construction is estimated to be 110 feet from the nearest hospital patient building at Kaiser Permanente Panorama City and approximately 60 feet from the nearest residence. Water diversion structures would be in residential streets.

a) **Less Than Significant Impact With Mitigation Incorporated**. The City of Los Angeles Municipal Code (LAMC) Section 41.10 prohibits construction, repair, or excavation work that involves the use of power driven equipment between the hours of 9:00 PM and 7:00 AM of the following day on any weekday, before 8:00 AM or after 6:00 PM on any Saturday, or at any time on any Sunday. Variances to this restriction may be granted by the Executive Director of the Board of Police Commissioners.

LAMC Section 112.05 specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or powered tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction or industrial machinery shall be prohibited. This noise limitation shall not apply where technically infeasible. Technical infeasibility shall mean that noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.

Construction activities, particularly the use of equipment to break up and remove concrete in the median and road sections, could temporarily expose persons to levels above 75 dBA. Therefore, technically feasible means to limit noise (i.e., use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques) must be used, when applicable, to comply with the noise ordinance. Implementation of mitigation measure NOI-1, implementation of feasible standard practices for the reduction of construction noise, will reduce potential impacts to a less than significant level.

b) **Less Than Significant Impact With Mitigation Incorporated.** The use of equipment to break up and remove concrete in the median and road sections could expose persons to substantial groundborne vibration or noise levels. These noise and vibration impacts would be temporary and limited to normal working days and hours. Implementation of mitigation measure NOI-1, feasible standard practices for the reduction of construction noise, will reduce potential impacts to a less than significant level.

c) **Less than Significant Impact.** Once constructed, noise associated with the project would be limited to occasional maintenance and monitoring activities. Any operational noise from these activities would be consistent with the ambient noise level in the vicinity. Therefore, the impact would be less than significant.

d) **Less Than Significant Impact With Mitigation Incorporated.** The use of equipment to break up and remove concrete in the median and road sections and other construction activities could expose sensitive receptors to a substantial temporary increase in ambient noise levels. Implementation of mitigation measure NOI-1 will reduce potential impacts to a less than significant level.

e) **No Impact**. The nearest public and public use airports to the project site are Van Nuys Airport, Whiteman Airport, and Bob Hope (Burbank) Airport. These airports are each more than 2 miles from the project site. Therefore, no impacts would occur.

f) **No Impact**. There are no private air strips within 2 miles of the project area. Therefore, no impacts would occur.

Mitigation Measure

NOI-1 Project specifications shall restrict construction to normal work days and hours (as per LAMC Section 41.10) and shall require the construction contractor to develop and implement a Noise Mitigation Plan to include the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques as feasible during operation of construction equipment. Two weeks prior to the onset of construction, notification of the location, timing and duration of the proposed construction shall be provided to adjacent residents and businesses (within a 1/4 mile radius from the project site) and Kaiser Permanente Panorama City.

2.3.13 Population and Housing

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion:

a) **No Impact.** The proposed project does not involve construction of new homes or businesses and does not include construction of new, potentially growth-inducing, infrastructure such as roads or potable water or wastewater systems. Therefore, the project would not, either directly or indirectly, induce substantial population growth in the area. Therefore, no impacts would occur.

b) **No Impact.** No housing would be displaced by the proposed project. Therefore, no impacts would occur.

c) **No Impact.** No individuals would be displaced by the proposed project. Therefore, no impacts would occur.

2.3.14 Public Services

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion:

a) i) **No Impact.** Fire protection and emergency medical services for the project area are provided by the Los Angeles Fire Department (LAFD). The nearest Fire Station is located on Arminta Street, approximately three-quarters of a mile to the west of the project area. The project does not involve the construction of housing or other structures that would result in an increase in the demand for fire protection or emergency medical services. The project would not increase fire hazards in the area. Therefore, the project is expected to be adequately served by existing resources of LAFD, and would not require new or physically altered facilities for fire protection or emergency services. Therefore, no impacts would occur.

a) ii) **No Impact.** Police protection for the project area is provided by the Los Angeles Police Department (LAPD). The nearest police station is located approximately 2 miles to the southwest of the project area in the Van Nuys Civic Center complex on Sylmar Street. The project would not result in an increase in residential, commercial, or industrial area, and is not expected to result in an increased demand for security or calls for police services. Therefore, the project is not expected to result in an increased demand for resources of the LAPD, and would not require new or physically altered facilities for police protection. Therefore, no impacts would occur.

a) iii) **No Impact**. Within the drainage/watershed area of the project, there is a public school (Ranchito Elementary) located at 7940 Ranchito Avenue. Two other schools (St. Genevieve Elementary and St. Genevieve High School) are located north of the project on Roscoe Boulevard. The project does not involve the construction of housing or other structures that would result in an increase in the demand for public schools. Therefore, the project is expected to be adequately served by existing resources of Los Angeles Unified School

District, and would not require new or physically altered school facilities. Therefore, no impacts would occur.

a) iv) **No Impact.** The project includes replacing the existing concrete and asphalt covering of the street median with a walking path, benches, and landscaping which would add a park-like feature to the area. The project does not involve the construction of housing or other structures that would result in an increase in the demand for public parks. Therefore, no impacts would occur.

a) v) **No Impact.** The project does not involve construction of housing or employment centers and would not induce population growth. No public facilities or services would be affected by the construction or operation of the project. Therefore, no impacts would occur.

2.3.15 Recreation

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion:

a) and b) **No Impact**. The project includes replacing the existing concrete and asphalt covering of the street median with a walking path, benches, and landscaping which would add a park-like feature to the area. This passive recreational feature would benefit the nearby community, and would not have an adverse physical effect on the environment. The project does not involve the construction of housing or other structures that would result in an increase in the demand for public parks. Therefore, the project would not increase the use of existing parks or other recreational facilities. The project includes recreational facilities within the existing median that do not have an adverse physical effect on the environment. Therefore, no impacts would occur.

2.3.16 Transportation and Traffic

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☒	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☒	☐	☐

Discussion:

a) and b) **Less Than Significant Impact With Mitigation Incorporated**. The project would not result in any permanent change to the existing roadways or in any permanent increase in traffic. It is anticipated that one of the three southbound lanes on Woodman Avenue (the one closest to the median) would be closed during the demolition phase and sections of a lane would be closed during the rest of construction. In addition, short-term increases in traffic may occur due to construction vehicle traffic for the project. Therefore, construction of the project may cause a temporary exceedance of the level of service standard established by the Los Angeles County Metropolitan Transportation Authority (MTA) Congestion Management Plan. The Los Angeles Department of Transportation approves lane closures and normally only permits closures during non-rush hours. Implementation of mitigation measure TR-1 will reduce potential impacts to a less than significant level.

c) **No Impact**. The nearest airports to the project site are Van Nuys Airport, Whiteman Airport, and Bob Hope (Burbank) Airport. These airports are each more than 2 miles from the project site. The project does not involve structures of significant height which would result in a

change in air traffic patterns or location. The project would not result in any increase in air traffic levels. Therefore, no impacts would occur.

d) **No Impact**. The project would not result in any permanent change in the design, location, or sizes of existing roadways. The proposed project involves landscaping and signage which would be visible from the roadways. Such landscaping and signage would be designed to maintain vehicular sight lines and would not increase traffic hazards. Therefore, no impacts would occur.

e) **Less Than Significant with Mitigation Incorporated**. It is anticipated that one of the three southbound lanes on Woodman Avenue (the one closest to the median) would be closed during the demolition phase and sections of a lane would be closed during the rest of construction. Lane closures will be coordinated between the Bureau of Street Services and the Department of Transportation. These lane closures could impact access to the nearby hospital facility. Implementation of mitigation measure TR-1 would include notification of surrounding facilities including Kaiser Permanente Panorama City. With mitigation, impacts on emergency access would be less than significant.

f) **Less Than Significant with Mitigation Incorporated.** Project-related impacts on alternative methods of transportation would be limited to project construction. There is a bus stop on the median near Saticoy that would be unavailable for approximately 5 to 6 months during construction but restored to the same location thereafter. The project would not result in any long-term increase in traffic or in a permanent change in existing transportation systems. Therefore, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, the impact on alternative transportation would be less than significant with implementation of mitigation measure TR-1.

Mitigation Measure

TR-1 A Traffic Control Plan shall be prepared and approved by the City prior to the beginning of construction. Emergency service providers (fire, police, and ambulance) and Kaiser Permanente Panorama City shall be notified prior to construction to communicate information regarding lane closures, construction schedule, driveway blockages, etc. and to develop a plan to maintain or accommodate essential emergency and patient access routes; e.g. plating over excavations, use of detours, effect on existing bus stop, etc.

2.3.17 Utilities and Service Systems

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statues and regulations related to solid waste?	☐	☐	☐	☒

Discussion:

a) **No Impact**. Stormwater runoff collected as part of the project would be infiltrated into the ground for groundwater recharge. Therefore, the project would not require any new connections to the existing sewer system and would have no impact on existing wastewater treatment systems. Therefore, no impacts would occur.

b) **No Impact**. The construction and operation of the proposed project would not generate wastewater, and therefore not require the construction of new water or wastewater facilities or expansion of existing facilities. Therefore, no impacts would occur.

c) **No Impact**. Stormwater runoff collected as part of the project would be infiltrated into the ground for groundwater recharge. This would reduce, slightly, the demand on existing stormwater facilities. The project would not require or result in the construction or expansion of other stormwater drainage facilities. Therefore, no adverse impacts would occur.

d) **No Impact**. A small amount of potable water will be used for the median landscaping only for the establishment period, then the dry weather low flows in the storm drains plus natural precipitation should be adequate to irrigate the vegetated swale. LADWP is the water services provider for the project area. No additional entitlements or resources are anticipated. Therefore, no impacts would occur.

e) **No Impact**. Stormwater runoff collected for the project would be infiltrated into the ground for groundwater recharge. The project would not require any new connections to the existing sewer system and would have no impact on the capacity of existing wastewater treatment systems. The East Valley Interceptor Sewer, Unit II B, was constructed beneath the existing raised median in 1988-1989. Sewer maintenance hole covers are located along the length of the paved median. The top of the 39-inch diameter sewer line is located approximately 15 feet below existing grade. Due to the proximity of the existing sewer line to the proposed project, the Los Angeles Bureau of Engineering, Wastewater Conveyance Engineering Division (WCED) was consulted for requirements to maintain the integrity of the existing sewer. WCED has specified that no excavation along the length of the median will occur at depths greater than 7 feet in order to maintain a minimum of 8 feet of undisturbed soil above the sewer line and that no permanent structures will be constructed within 4 feet of the centerline of the sewer in both directions in order to allow for future sewer line maintenance. With incorporation of these requirements, no impacts would occur.

f) **Less Than Significant Impact.** The project involves the removal of pavement for the various street drainage modifications, the removal of concrete and asphalt covering the median, and the removal of excavated soil. Construction and demolition debris is accepted at the Sun Valley Recycling Park (formerly Bradley Landfill, now closed), located at 9227 Tujunga Avenue, Sun Valley. Based on the limited volume of solid waste that would be generated (approximately 600 cubic yards), it is expected the solid waste can be accommodated by the Sun Valley Recycling Park or other facilities or landfills in the area. Therefore, the impact would be less than significant.

g) **No Impact**. The California Integrated Waste Management Board (CIWMB) is responsible for managing California's solid waste stream. The City of Los Angeles Department of Building & Safety is the solid waste Local Enforcement Agency (LEA) for the City of Los Angeles, which is mandated by the CIWMB to enforce state and local minimum Standards for solid waste collection, transfer, processing, and disposal. The project would comply with all federal, state, and local statutes and regulations related to solid waste, including requirements for integrated waste management (e.g. recycling). Therefore, no impacts would occur.

2.3.18 Mandatory Findings of Significance

	Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects, and the effects of probable future projects.)?	☐	☐	☒	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion:

a) **Less Than Significant Impact with Mitigation Incorporated.** The project site is located in a completely urbanized area and impacts on biological or cultural resources related to project construction or operation are not anticipated. Aside from a few street trees, no vegetation or habitat areas are present at the project site. The proposed project is not expected to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Similarly, since the site overlays an existing large diameter sewer line, project construction will be within previously disturbed soils and significant historical, archaeological, and paleontological resources are not known to exist and are not anticipated to be disturbed during project construction. However, mitigation is included to address currently unknown cultural resources that may be encountered during excavation. Therefore, the impact would be less than significant with mitigation incorporated.

b) **Less Than Significant Impact**. Impacts from the proposed project are related to construction effects on air quality, noise, and traffic. Other simultaneous construction activities in the vicinity of the proposed project that would result in cumulatively considerable impacts on air quality, noise, and traffic are not known. Therefore, cumulative impacts during construction would be less than significant. Operation of the proposed project together with other stormwater management projects in the watershed will have a cumulatively beneficial impact on flooding and water quality.

c) **Less Than Significant Impact with Mitigation Incorporated**. With development and implementation of a Traffic Control Plan and Noise Control Plan, construction of the proposed project would have less than significant adverse impacts on noise and traffic. Operation of the project would reduce the potential for flooding on Woodman Avenue and improve water quality. These impacts are beneficial for human beings.

Section 3
References, Abbreviations and Report Preparation

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3.2 ACRONYMS AND ABBREVIATIONS

AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
BMPs	Best Management Practices
Cal/EPA	California Environmental Protection Agency
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CIWMB	California Integrated Waste Management Board
dBA	Decibel, A-weighted scale
EDR	Environmental Data Resources, Inc.
GHG	Greenhouse Gas
Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
IES	Initial Environmental Study
IRWMP	(Greater Los Angeles) Integrated Regional Water Management Plan
LABOS	(City of) Los Angeles Bureau of Sanitation
LADWP	(City of) Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LEA	(Waste) Local Enforcement Agency
MND	Mitigated Negative Declaration
MTA	(County of Los Angeles) Metropolitan Planning Authority
NAHC	Native American Heritage Commission
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PM10	particulate matter 10 microns or less in diameter
PM2.5	particulate matter 2.5 microns or less in diameter
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District

SCCIC	South Central Coastal Information Center
SOx	sulfur oxides
SNA	Significant Natural Areas
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminant
VOC	volatile organic compound
WCED	(City of Los Angeles Bureau of Engineering) Wastewater Conveyance Engineering Division
WCSD	(LABOS) Wastewater Collection System Division

3.3 PREPARERS OF THE INITIAL ENVIRONMENTAL STUDY

PREPARED BY

Los Angeles Department of Water & Power
Environmental Services
111 N. Hope Street, Room 1044
Los Angeles, CA 90012

Charles C. Holloway, Manager of Environmental Planning and Assessment
Hal Messinger, Environmental Project Manager

TECHNICAL ASSISTANCE PROVIDED BY

MWH Americas, Inc.
Sarah Garber, Project Manager
Dr. Janet Fahey, P.E., Technical Reviewer

BonTerra Consulting
Patrick O. Maxon, RPA
Director, Cultural Resources