

INITIAL STUDY

FOR THE

**CENTRAL BASIN MUNICIPAL WATER DISTRICT
PROPOSITION 1 RECYCLED WATER CUSTOMER
CONVERSION FOR DISADVANTAGED
COMMUNITIES PROJECT**

Prepared for:

Central Basin Municipal Water District
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LIST OF ABBREVIATIONS AND ACROYNMS

°F	Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AF	acre feet
AF	Acre Feet
AFY	acre feet per year
AKA	also known as
amsl	above mean sea level
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	Air Resources Board
BACMs	Best Available Control Measures
bgs	belowground surface
BMPs	Best Management Practices
BRA	Biological Resources Assessment
C&D	construction and demolition
C ₂ Cl ₄	perchloroethylene
C ₂ H ₄ O	acetaldehyde
C ₄ H ₆	1,3-butadiene
C ₆ H ₆	benzene
CAA	Clean Air Act
CAAA	Clean Air Act Amendment
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CBMWD	Central Basin Municipal Water District
CCAR	California Climate Action Registry
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₂ O	formaldehyde
CH ₄	methane
CHRIS	California Historical Resources Information System

CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO ₂	carbon dioxide
COA	Conditions of Approval
COCs	constituents of concern
Corps	U.S. Army Corps of Engineers
Cr(VI)	hexavalent chromium
CRHR	California Register of Historical Resources
CRMP	Cultural Resource Management Plan
CWA	Clean Water Act
CY	cubic yard
dB	decibel
dBA	A-weighted decibel
DDW	Division of Drinking Water
DPM	diesel particulate matter
DTSC	Department of Toxic Substance Control
DWR	Department of Water Resources
EIR	Environmental Impact Report
EO	Executive Orders
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FGC	Fish & Game Code
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Maps
FT	Federal Threatened
FTA	Federal Transit Association
GCC	Global Climate Change
GHG	Greenhouse Gas
gpm	gallons per minute
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plans
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
hP	horse power
HSC	Health and Safety Code
in/sec	inches per second
km	kilometers
kWh	kilowatt hour

LA	Los Angeles
LACDRP	Los Angeles County Department of Regional Planning
lbs./day	Pounds Per Day
Leq	equivalent continuous sound level
LF	lineal feet
LRA	Local Responsibility Area
LSA	Lake or Streambed Alteration
LST	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MCL	maximum contamination level
MLD	Most Likely Descendant
MM	Mitigation Measure
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MT	Metric Ton
MTCO ₂ e/yr	Metric Tons of CO ₂ equivalent per year
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NBP	Nesting Bird Plan
NCCP	Natural Community Conservation Plan
No.	Number
NO ₂ or NO _x	Nitrogen Dioxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resource Conservation Service
NWI	National Wetlands Inventory
O ₃	Ozone
Pb	Lead
PFCs	perfluorocarbons
PM 10	Fine Particulate Matter
PM 2.5	Fine Particulate Matter
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resource Code
R	Refrigerants
ROG	reactive organic gases
ROW	Rights-of-Way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RW	Recycled water

RWQCB	Los Angeles Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SEAs	Significant Ecological Areas
SF ₆	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SGMP	Sustainable Groundwater Management Plan
SO ₂	Sulfur Dioxide
SOI	Secretary of Interior
SRA 4	South Coastal LA County Area monitoring station
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCR	Tribal Cultural Resources
TGA	Trip Generation Assessment
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VdB	vibration-velocity decibel
VMT	vehicle miles traveled
VOCs	Volatile Organic Compounds
vph	vehicles per hour
WOTUS	Waters of the United States
WQMP	Water Quality Management Plan

PROJECT INFORMATION

Project Title Central Basin Municipal Water District Proposition 1 Recycled Water Customer Conversion for Disadvantaged Communities Project

Lead Agency Name Central Basin Municipal Water District
Address P.O. Box 911579
Los Angeles, CA 90091

Contact Person Braden Yu, Engineering Manager
Phone Number 323-621-0749

Project Location

The project proposes seven areas in which recycled water pipeline segments would be installed in areas that are currently supported by potable water service. Refer to **Figure 1** for an aerial depiction of the regional locations of the proposed recycled water pipeline to be installed.

Bellflower City Hall (Figure 2)

Latitude/Longitude: 33.883663°, -118.122141°

The project is located at 16600 Civic Center Dr, Bellflower, CA 90706. Recycled water pipeline will be installed internally at this site. The project site is generally located within Section 27, Township 3 South, Range 12 West of the USGS 7.5 Minute Whittier, CA topographical quadrangle.

Maywood Academy High School (Figure 3)

Latitude/Longitude: 33.982993°, -118.189599°

The project is located at 6125 Pine Ave, Maywood, CA 90270. New recycled water pipeline will connect to an existing pipeline within Randolph Street (south), and will travel along Randolph Street, bore under the Southern Pacific Railroad at Randolph Street's intersection with Fishburn Avenue, will travel across Randolph Street (north) to connect to the Maywood Academy High School site. Recycled water pipeline will also be installed internally at this site. The project site is generally located within Section 24, Township 2 South, Range 13 West of the USGS 7.5 Minute South Gate, CA topographical quadrangle.

San Antonio Elementary School (Figure 4)

Latitude/Longitude: 33.983802°, -118.212305°

The project is located at 6222 State St, Huntington Park, CA 90255. New recycled water pipeline will connect to an existing pipeline within Randolph Street (north), and will cross the median, as well as Randolph Street (south) to connect to San Antonio Middle School. Recycled water pipeline will also be installed internally at this site. The project site is generally located within Section 23, Township 2 South, Range 13 West of the USGS 7.5 Minute South Gate, CA topographical quadrangle.

Tanner Elementary School (Figure 5)

Latitude/Longitude: 33.903196°, -118.171173°

The project is located at 7210 Rosecrans Ave, Paramount, CA 90723. New recycled water pipeline will

connect to an existing pipeline that traverses the western boundary of Tanner Elementary School, and will connect to the site at its northwest corner. Recycled water pipeline will also be installed internally at this site. The project site is generally located within Section 18, Township 3 South, Range 12 West of the USGS 7.5 Minute South Gate, CA topographical quadrangle.

Tweedy Elementary School (Figure 6)

Latitude/Longitude: 33.944324°, -118.181301°

The project is located at S B Street and W 6th Street, to El Camino and 6th Street, Tustin, CA 92780. New recycled water pipeline will connect to an existing pipeline within the median that separates east- and west-bound traffic along Atlantic Avenue and will cross the median, as well as Atlantic Avenue (north) to connect to Tweedy Elementary School. Recycled water pipeline will also be installed internally at this site. The project site is generally located within Section 6, Township 3 South, Range 12 West of the USGS 7.5 Minute South Gate, CA topographical quadrangle.

Bloomfield Park (Figure 7)

Latitude/Longitude: 33.835240°, -118.079352°

The project is located at 21420 Pioneer Blvd, Lakewood, CA 90715. Bloomfield Park and Fedde Middle School are adjacent to one another and will be served by a recycled water pipeline connection that will serve both locations. For Bloomfield Park, the new recycled water pipeline will connect to the park within 215th Street at the park's southwest corner. Recycled water pipeline will also be installed internally at this site. The project site is generally located within Section 7, Township 4 South, Range 11 West of the USGS 7.5 Minute Los Alamitos, CA topographical quadrangle.

Fedde Middle School (Figure 8)

Latitude/Longitude: 33.834521°, -118.076976°

The project is located at 21409 Elaine Ave, Hawaiian Gardens, CA 90716. As stated above, Bloomfield Park and Fedde Middle School are adjacent to one another and will be served by a recycled water pipeline connection that will serve both locations. For Fedde Middle School, the new recycled water pipeline will connect to an existing pipeline within Norwalk Boulevard at the northwest corner of Palms Park (north of Fedde Middle School), and will travel south along Norwalk Boulevard to 214th Street, the new recycled water pipeline will travel west along 214th Street to Elaine Avenue, where the new recycled water pipeline will then travel south to 215th Street, at which the RW pipeline will travel west to the southwestern corner of Fedde Middle School. Recycled water pipeline will also be installed internally at this site. The project site is generally located within Section 7, Township 4 South, Range 11 West of the USGS 7.5 Minute Los Alamitos, CA topographical quadrangle.

Project Sponsor Name	Central Basin Municipal Water District
Address	P.O. Box 911579 Los Angeles, CA 90091

Land Use Designation	<i>Bellflower City Hall</i>	Public Quasi Public (P)
	<i>Maywood Academy High School</i>	Public Quasi Public (P)
	<i>San Antonio Elementary School</i>	Public Facilities
	<i>Tanner Elementary School</i>	School
	<i>Tweedy Elementary School</i>	Residential and Commercial

Zoning Classification	<i>Bloomfield Park</i>	Open Space
	<i>Fedde Middle School</i>	Public Quasi Public / Junior High School
	<i>Bellflower City Hall</i>	Public (P)
	<i>Maywood Academy High School</i>	R-3
	<i>San Antonio Elementary School</i>	Public Facilities
	<i>Tanner Elementary School</i>	M-1 Light Manufacturing
	<i>Tweedy Elementary School</i>	Specific Plan
	<i>Bloomfield Park</i>	Open Space Land (O-S)
	<i>Fedde Middle School</i>	Public Quasi Public / Junior High School

Project Description

Introduction

Central Basin Municipal Water District (District or CBMWD) is a public agency that purchases imported water from the Metropolitan Water District of Southern California (MWD) and recycled water from the Los Angeles County Sanitation Districts (LACSD). The District's service area is composed of approximately 90 miles of recycled water pipeline that reaches over 300 customers, as shown in **Figure 9**.

The District is proposing the Proposition 1 Recycled Water Customer Conversion for Disadvantaged Communities Project (Proposition 1 Recycled Water Project or project), which will conserve potable water by transitioning to recycled water for irrigation in seven public and school sites that are located in disadvantaged communities. The project proposes to install recycled water pipeline that would connect to the District's existing recycled water transmission system, and would also require installation of new pipeline internally at the seven public sites that will be connected to the District's new recycled water transmission system installed as part of this project.

Project Description

The proposed project involves the installation of new recycled water pipeline as extensions to the District's recycled water system within public rights-of-way and internally at the seven public sites that will be connected to the District's new recycled water transmission system, as follows:

- Bellflower City Hall (**Figure 2**)
 - Recycled Water Pipeline (external): 0 lineal feet (LF)
 - Recycled Water Pipeline (internal): 175 LF
- Maywood Academy High School (**Figure 3**)
 - Recycled Water Pipeline (external): 600 LF
 - Recycled Water Pipeline (internal): 0 LF
- San Antonio Elementary School (**Figure 4**)
 - Recycled Water Pipeline (external): 45 LF
 - Recycled Water Pipeline (internal): 40 LF
- Tanner Elementary School (**Figure 5**)
 - Recycled Water Pipeline (external): 20 LF
 - Recycled Water Pipeline (internal): 500 LF

- Recycled Water Pipeline (external): 50 LF
- Recycled Water Pipeline (internal): 80 LF
- Bloomfield Park (**Figure 7**)
 - Recycled Water Pipeline (external): 100 LF
 - Recycled Water Pipeline (internal): 225 LF
- Fedde Middle School (**Figure 8**)
 - Recycled Water Pipeline (external): 6,000 LF
 - Recycled Water Pipeline (internal): 300 LF

The District's contractor will conduct the installation of the external and internal recycled water pipeline alignments.

Bellflower City Hall

This segment of recycled water (RW) pipeline is anticipated to replace potable water use in the amount of 5 AF per year by transitioning to recycled water for irrigation purposes. As previously stated, no new external RW pipeline is anticipated to be necessary for this project, as connection to recycled water service is already available, but 175 LF of internal pipeline will be installed within the Bellflower City Hall site as shown on **Figure 2**.

Construction Timing: 6 months of construction beginning in first quarter of 2025 date, anticipated to conclude by the end of the second quarter of 2025 date.

Maywood Academy High School

This segment of RW pipeline is anticipated to replace potable water use in the amount of 4 AF per year by transitioning to recycled water for irrigation purposes. As previously stated, 600 LF of external RW pipeline is anticipated to be necessary for this project, and 0 LF of internal pipeline will be installed within the Maywood Academy High School site as shown on **Figure 3**.

Construction Timing: 6 months of construction beginning in first quarter of 2025 date, anticipated to conclude by the end of the second quarter of 2025 date.

San Antonio Elementary School

This segment of RW pipeline is anticipated to replace potable water use in the amount of 2 AF per year by transitioning to recycled water for irrigation purposes. As previously stated, 45 LF of external RW pipeline is anticipated to be necessary for this project, and 40 LF of internal pipeline will be installed within the San Antonio Elementary School site as shown on **Figure 4**.

Construction Timing: 6 months of construction beginning in first quarter of 2025 date, anticipated to conclude by the end of the second quarter of 2025 date.

Tanner Elementary School

This segment of RW pipeline is anticipated to replace potable water use in the amount of 4 AF per year by transitioning to recycled water for irrigation purposes. As previously stated, 20 LF of external RW pipeline is anticipated to be necessary for this project, and 500 LF of internal pipeline will be installed within the Tanner Elementary School site as shown on **Figure 5**.

Construction Timing: 6 months of construction beginning in first quarter of 2025 date, anticipated to conclude by the end of the second quarter of 2025 date.

Tweedy Elementary School

This segment of RW pipeline is anticipated to replace potable water use in the amount of 2 AF per year by transitioning to recycled water for irrigation purposes. As previously stated, 50 LF of external RW pipeline is anticipated to be necessary for this project, and 80 LF of internal pipeline will be installed within the Tweedy Elementary School site as shown on **Figure 6**.

Construction Timing: 6 months of construction beginning in first quarter of 2025 date, anticipated to conclude by the end of the second quarter of 2025 date.

Bloomfield Park

This segment of RW pipeline is anticipated to replace potable water use in the amount of 70 AF per year by transitioning to recycled water for irrigation purposes. As previously stated, 100 LF of external RW pipeline is anticipated to be necessary for this project, and 225 LF of internal pipeline will be installed within the Bloomfield Park site as shown on **Figure 7**.

Construction Timing: 6 months of construction beginning in first quarter of 2025 date, anticipated to conclude by the end of the second quarter of 2025 date.

Fedde Middle School

This segment of RW pipeline is anticipated to replace potable water use in the amount of 35 AF per year by transitioning to recycled water for irrigation purposes. As previously stated, 6,000 LF of external RW pipeline is anticipated to be necessary for this project, and 300 LF of internal pipeline will be installed within the Fedde Middle School site as shown on **Figure 8**.

Construction Timing: 6 months of construction beginning in first quarter of 2025 date, anticipated to conclude by the end of the second quarter of 2025 date.

Construction Scenario: General

It is assumed that a pipeline construction firm can install approximately 100-200 lineal feet of RW pipeline per day. A team consists of the following:

Approximately 50-100 LF of pipeline installed per day

1 Excavator

1 Backhoe

1 Paver

1 Roller

1 Water truck

1 Worker's Utility Truck

1 Forman Truck

Traffic Control Signage and Devices

10 Dump/delivery trucks (50 miles round trip distance)

Employees (11 members per team)

The emissions calculations are based upon the above assumptions for each pipeline installation team. For air emission calculations it is further assumed that 1 team will be installing pipelines, and a second team will be deployed for the RW retrofit efforts for a maximum total of 200 lineal feet per day. It is assumed that installation of about 6,815 lineal feet (LF) of RW pipeline (external) and 1,320 LF of internal RW pipeline will occur over about 150 construction days or about 6 months. The final activity associated with the RW pipeline installation is repaving of roads disturbed by the construction, in addition to returning the surfaces internal to each site to their original condition, which in some cases may include resodding grass, replanting plants, or recompact dirt. This is anticipated to occur over an approximately 7 day period, though the actual effort may require fewer working days. Note paving will probably occur as quickly as possible when large enough areas are completed.

Ground disturbance emissions assume roughly quarter of an acre of land would be actively excavated on a given day. It is anticipated that installation of RW pipeline in developed locations will require the use of a backhoe, crane, compactor, roller/vibrator, pavement cutter, grinder, haul truck, worker's utility truck, foreman truck and two dump trucks operating 6 hours per day; a water truck and excavator operating 4 hours per day and a paving machine and compacter operating 2 hours per day. Installation of pipeline in undeveloped locations would require the same equipment without the paving equipment (cutter, grinder, paving machine). The Contractor may occasionally use a portable generator and welder for equipment repairs or incidental uses.

Surrounding land uses and setting:

The entirety of the area of potential effect (APE) for this project is urbanized. The project would be installed within 7 separate jurisdictions—City of Bellflower, City of Maywood, City of Huntington Park, City of Paramount, City of South Gate, City of Lakewood, and City of Hawaiian Gardens—all of which are located within Los Angeles County and within the District's service area. The land uses within the project area include nearly every type of land use supported by the Cities as a result of the nature of the proposed project as an RW pipeline project that would traverse through a variety of areas within road ROWs. The area surrounding the project sites includes residential, commercial, open space, public, and industrial uses. Note that the existing land uses for each new site that would be supported by the new RW pipeline alignments are listed above.

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

Implementation of the above Proposition 1 Recycled Water Project may require a variety of approvals from other agencies. This section summarizes agency approvals that have been identified to date. This list may be expanded as the environmental review proceeds.

- Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) for a NPDES general construction stormwater discharge permit. This permit is granted by submittal of an NOI to the SWRCB, but is enforced through a Storm Water Pollution Prevention Plan (SWPPP) that identifies construction best management practices (BMPs) for the site. In the project area, the Los Angeles Regional Water Quality Control Board enforces the BMP requirements described in the NPDES permit by ensuring construction activities adequately implement a SWPPP. Implementation of the SWPPP is carried out by the construction contractor, with the Regional Board and county providing

enforcement oversight.

- Encroachment or other permits may be required from the City of Bellflower, City of Maywood, City of Huntington Park, City of Paramount, City of South Gate, City of Lakewood, and City of Hawaiian Gardens, Union Pacific Railroad, any others, amongst others that have not yet been identified, such as, Southern California Edison, The Gas Company, etc.

Assembly Bill 52 Consultation

*Have California Native American tribes traditionally and cultural affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?*¹

No California Native American tribes have requested consultation with the District under Assembly Bill 52 (AB 52). As a result, no consultation notification under AB 52 was carried out, as none is required. However, CBMWD contacted Native American tribes through the Native American Heritage Commission (NAHC) processes as part of the preparation of the Cultural Resources Study. The result is that no Native American Tribes requested consultation under AB 52.

¹ Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.



Central Basin
Municipal Water District

Bellflower City Hall Pipeline Alignment

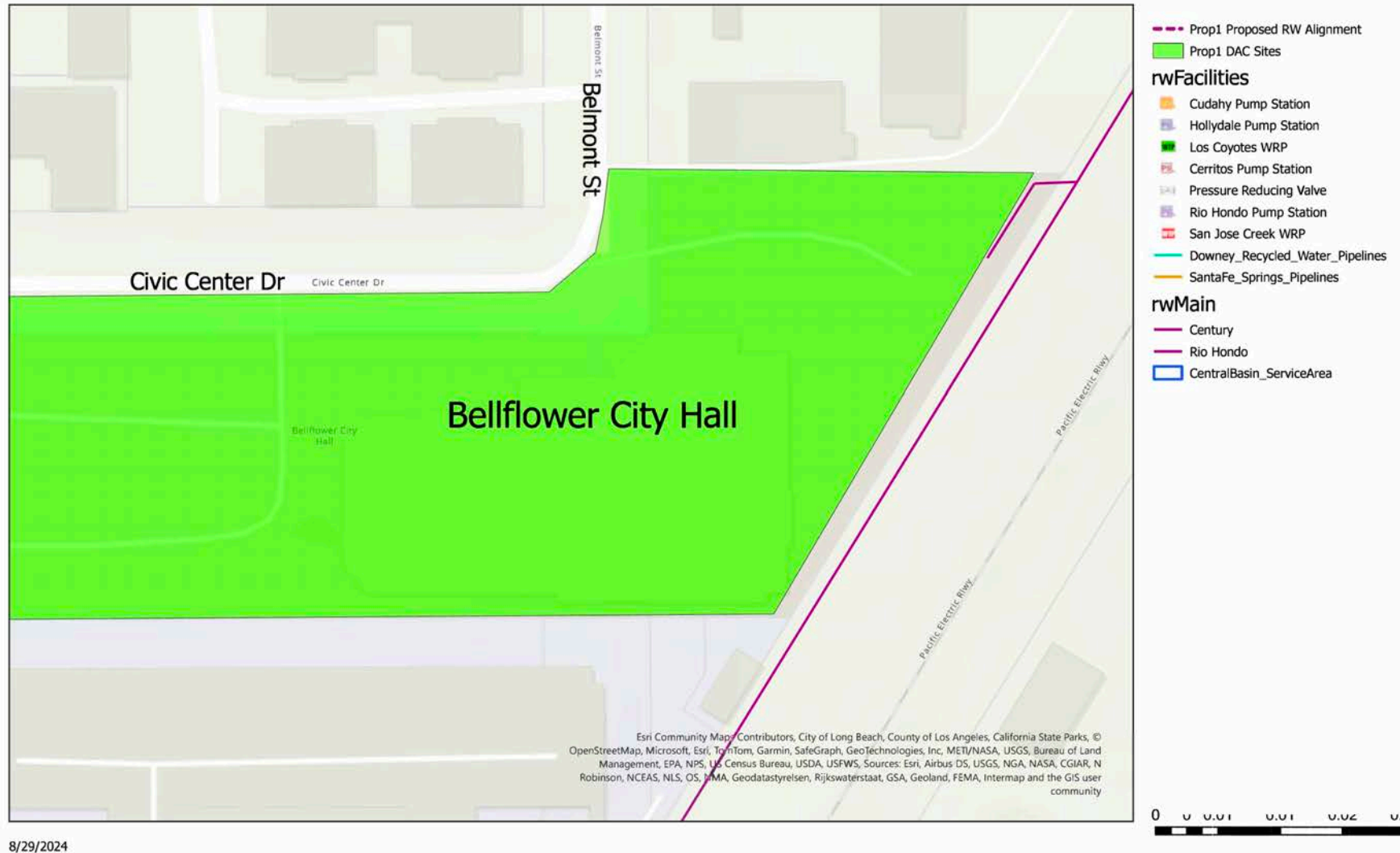
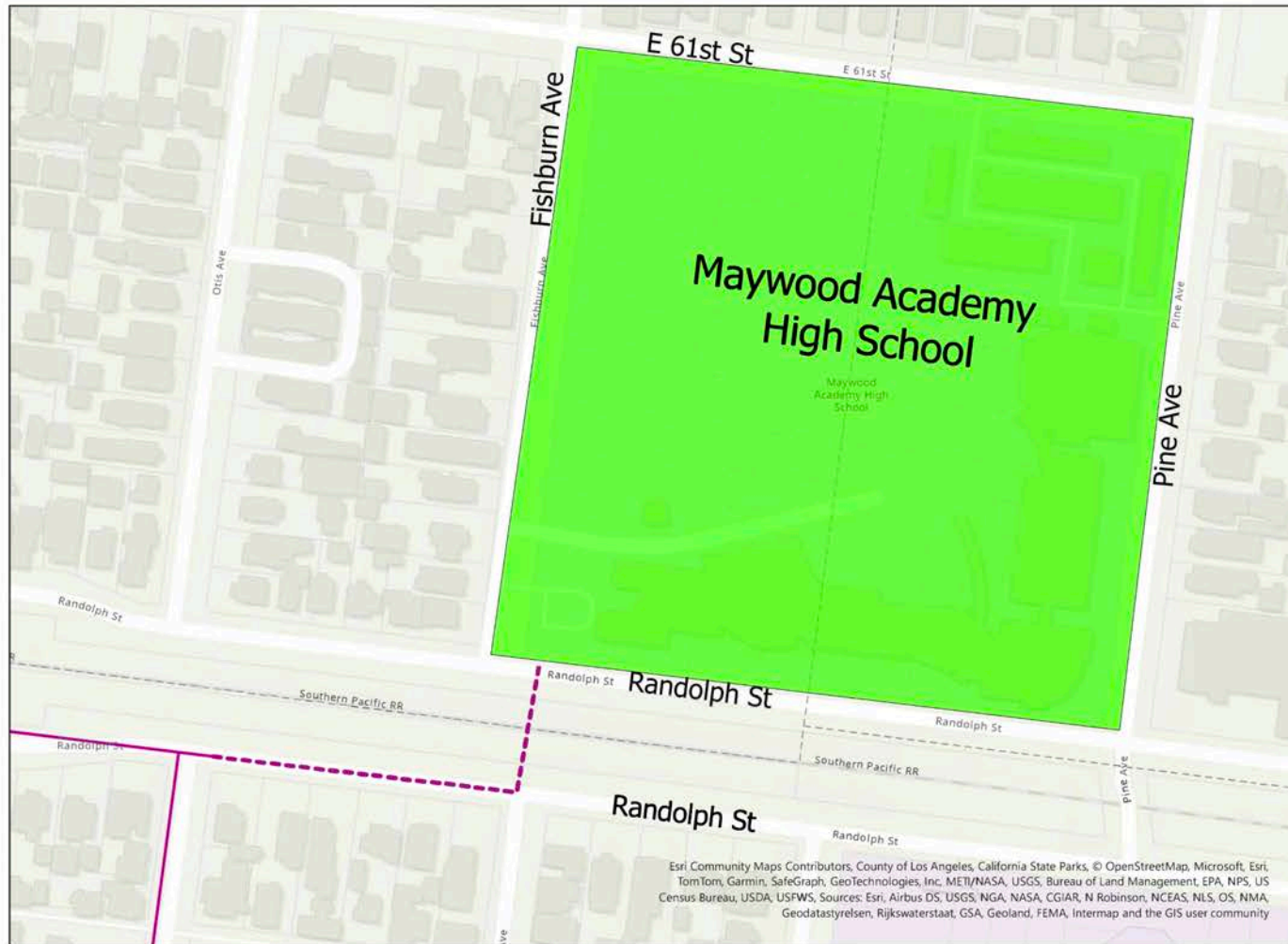


FIGURE 2



Central Basin
Municipal Water District

Maywood Academy High School Pipeline Alignment



- Prop1 Proposed RW Alignment
 - Prop1 DAC Sites
- rwFacilities**
- Cudahy Pump Station
 - Hollydale Pump Station
 - Los Coyotes WRP
 - Cerritos Pump Station
 - Pressure Reducing Valve
 - Rio Hondo Pump Station
 - San Jose Creek WRP
 - Downey_Recycled_Water_Pipelines
 - SantaFe_Springs_Pipelines
- rwMain**
- Century
 - Rio Hondo
 - CentralBasin_ServiceArea

8/29/2024

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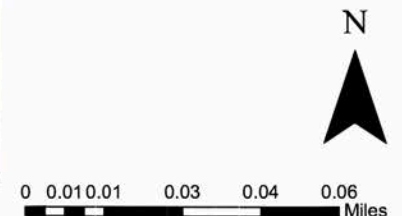
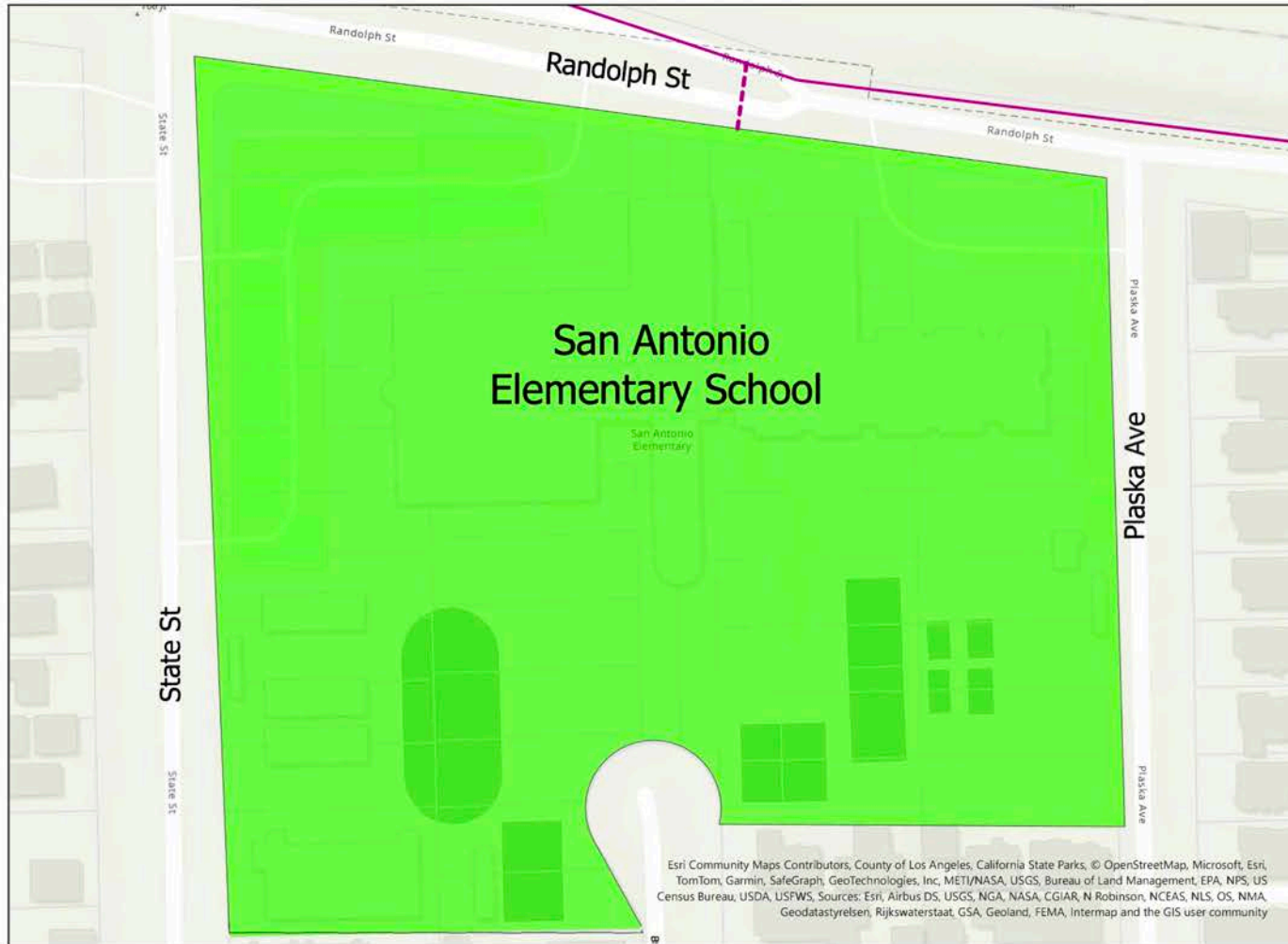


FIGURE 3



Central Basin
Municipal Water District

San Antonio Elementary School Pipeline Alignment



- Prop1 Proposed RW Alignment
- Prop1 DAC Sites
- rwFacilities**
 - Cudahy Pump Station
 - Hollydale Pump Station
 - Los Coyotes WRP
 - Cerritos Pump Station
 - Pressure Reducing Valve
 - Rio Hondo Pump Station
 - San Jose Creek WRP
 - Downey_Recycled_Water_Pipelines
 - SantaFe_Springs_Pipelines
- rwMain**
 - Century
 - Rio Hondo
 - CentralBasin_ServiceArea

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0 0 0.01 0.02 0.03 0.04
Miles

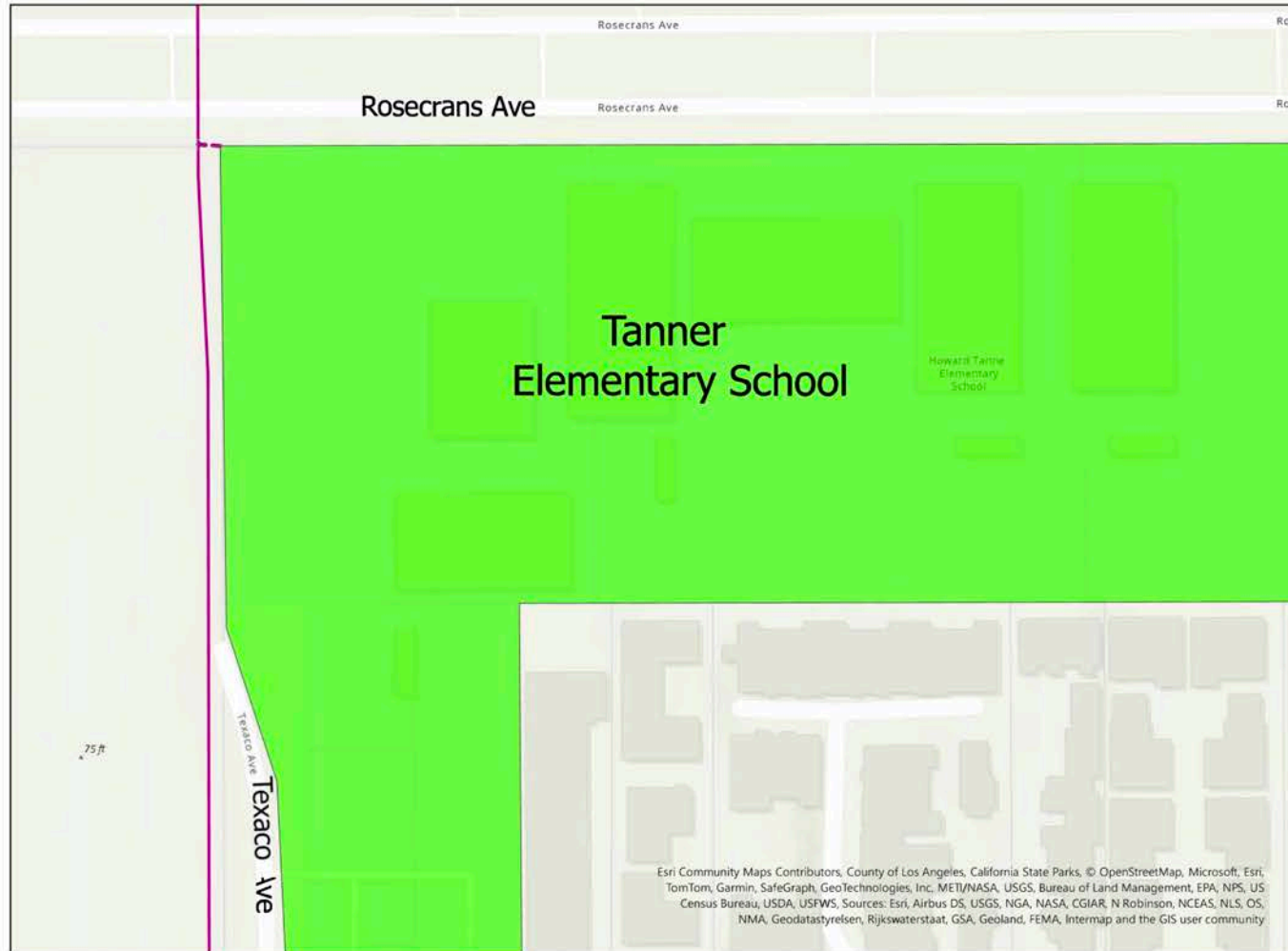
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FIGURE 4



Central Basin
Municipal Water District

Tanner Elementary School Pipeline Alignment



8/29/2024



0 0.01 0.02 0.03 0.03 Miles

FIGURE 5



Central Basin
Municipal Water District

Tweedy Elementary School Pipeline Alignment



8/29/2024

FIGURE 6



Central Basin
Municipal Water District

Bloomfield Park and Fedde Middle School Pipeline Alignment



- Prop1 Proposed RW Alignment
 - Prop1 DAC Sites
- rwFacilities**
- Cudahy Pump Station
 - Hollydale Pump Station
 - Los Coyotes WRP
 - Cerritos Pump Station
 - Pressure Reducing Valve
 - Rio Hondo Pump Station
 - San Jose Creek WRP
 - Downey_Recycled_Water_Pipelines
 - SantaFe_Springs_Pipelines
- rwMain**
- Century
 - Rio Hondo
 - CentralBasin_ServiceArea

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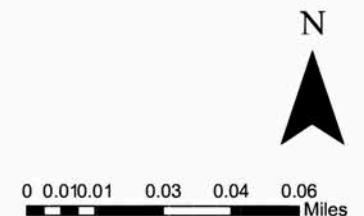
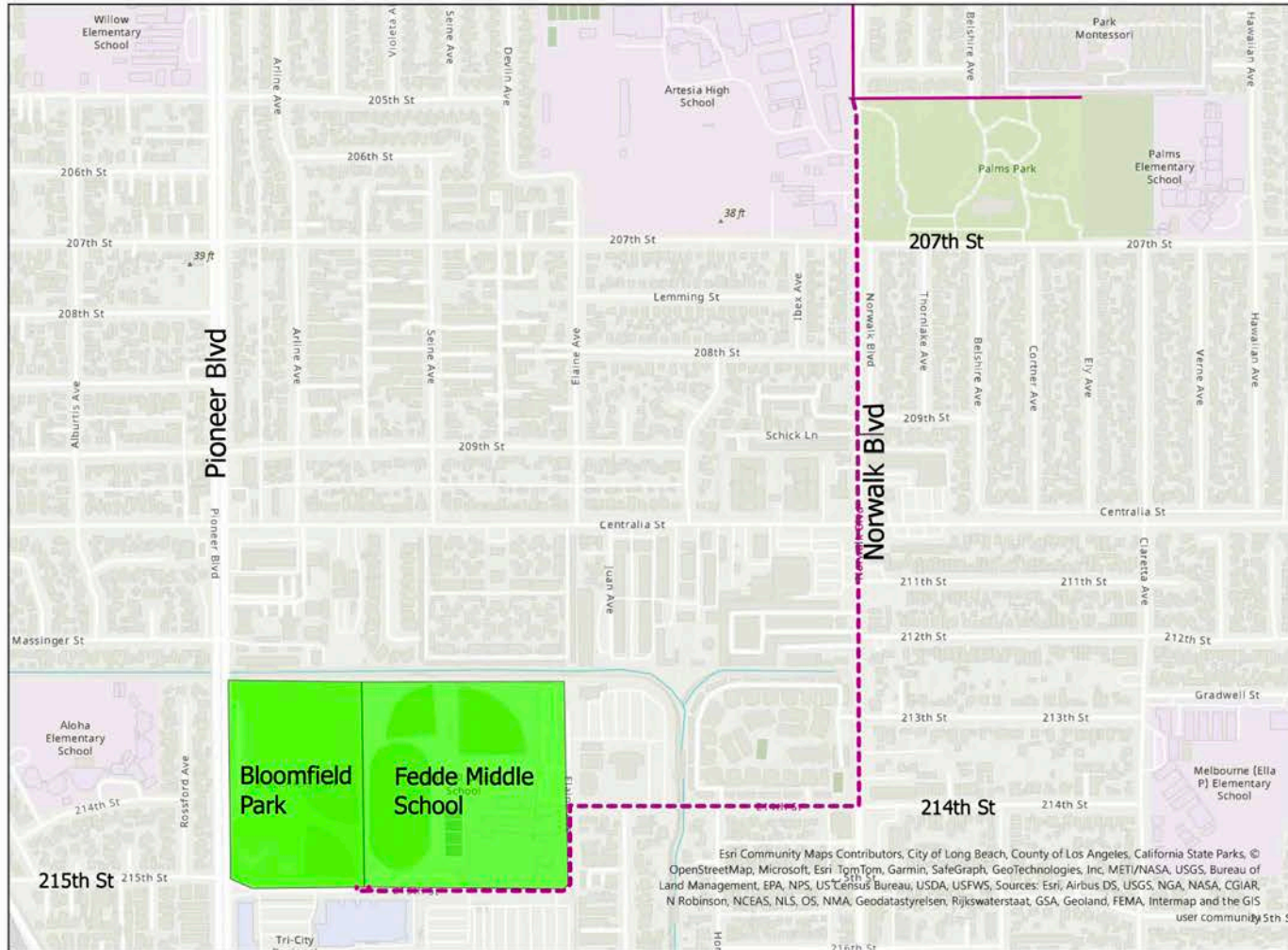


FIGURE 7



Central Basin
Municipal Water District

Bloomfield Park and Fedde Middle School Pipeline Alignment



- Prop1 Proposed RW Alignment
- Prop1 DAC Sites
- rwFacilities**
 - Cudahy Pump Station
 - Hollydale Pump Station
 - Los Coyotes WRP
 - Cerritos Pump Station
 - Pressure Reducing Valve
 - Rio Hondo Pump Station
 - San Jose Creek WRP
 - Downey_Recycled_Water_Pipelines
 - SantaFe_Springs_Pipelines
- rwMain**
 - Century
 - Rio Hondo
 - CentralBasin_ServiceArea



0 0.03 0.07 0.13 0.2 0.26 Miles

8/29/2024

Esri Community Maps Contributors, City of Long Beach, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Sources: Esri, Airbus DS, USGS, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

FIGURE 8

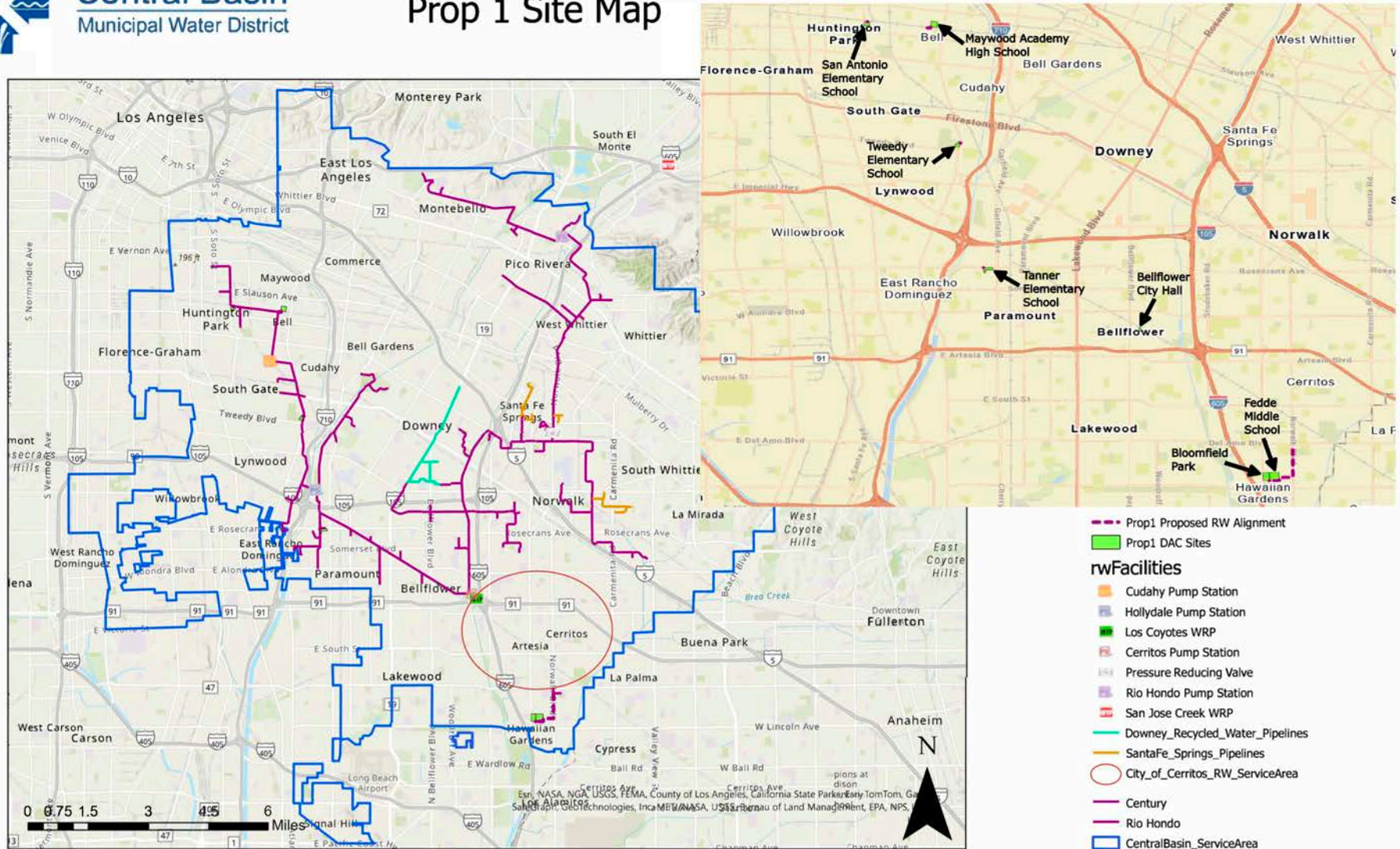
Tom Dodson & Associates
Environmental Consultants

Bloomfield Park and Fedde Middle School Pipeline Alignment Regional
Map



Central Basin
Municipal Water District

Prop 1 Site Map



8/29/2024

FIGURE 9



Central Basin
Municipal Water District

Prop 1 Site Map



8/29/2024

FIGURE 10

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR 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 proposed project, nothing further is required.

Tom Dodson & Associates
Prepared by

12/02/24
Date

Signed by:

8C0C12614CF7481...
Lead Agency (signature)

12/23/2024
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously

prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

SUBSTANTIATION

Impact Analysis

- a. *Less Than Significant Impact* – The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). In general, the RW replacement would occur within several incorporated cities within eastern Los Angeles County (Bellflower, Maywood, Huntington Park, Paramount, South Gate, Lakewood, and Hawaiian Garden), which can be described as highly urbanized, with development surrounding each of the proposed RW pipeline alignments. The dominant landscape within the project area is that of an urban setting; however, the Puente Hills are located to the north and east of the project area, which provide a background viewshed, though due to distance and development, much of the viewshed is obstructed. There are other hills and mountain ranges, such as the Santa Monica Mountains, San Gabriel Mountains, Mount Hollywood, San Rafael hills, and Verdugo Mountains to the north and northwest of the project area, but due to the distance from the project area, and the urban nature of the development in the project area, these mountainous features are not a substantial feature in the viewshed of the project area.

The presence of construction equipment and related construction materials would be visible from public vantage points, such as open space areas, sidewalks, and streets, but it would not adversely

affect any scenic views or vistas. Construction of the RW pipelines would not permanently affect views or scenic vistas as these features would be located belowground, most commonly within existing roadways. Once constructed, the roadways will be returned to their original condition, and repaved, the areas of disturbance internal to the project sites would be recovered with the same materials, and in other areas, such as the crossing at the Southern Pacific Railroad would be constructed utilizing tunnel methods. Given that the project would not degrade views to nearby scenic vistas and that the RW pipeline installation will ultimately result in repaving sections of roadway and concrete, and revegetating of vegetated areas, the proposed project would not substantially alter the views in the project footprint over the long-term. Thus, implementation of the proposed Proposition 1 Recycled Water Project is not expected to cause any substantial adverse effects on any important scenic vistas. No impacts are anticipated and no mitigation is required.

- b. *No Impact* – The proposed project will install the RW pipeline belowground, most commonly within existing roadways or within the sites that would be served by the new RW connection. None of the roadways within which the proposed project will be installed are designated as a scenic highway by the State of California (**Figure I-1**). As such no impacts to the scenic resources within a State Scenic Highway are anticipated. No rock outcroppings or historic buildings exist within the project footprint and as the proposed project would be constructed mostly within existing rights of way, and no trees will be impacted by installation of the proposed RW pipeline alignments. Based on the lack of any intrinsic scenic resources within the proposed alignments, the proposed project will not cause substantial project-specific damage to any such resources. No impacts are anticipated to occur under this issue and no mitigation is required.
- c. *No Impact* – The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites within 7 cities located in eastern Los Angeles County. The proposed RW pipelines would be placed belowground and would not be visible once construction is complete. As the RW pipelines will all be located belowground, and the roadways within which the RW pipelines are installed will be repaved as each segment of RW pipeline installation is completed, further, concrete will be reinstalled and revegetating of vegetated areas will occur once the RW pipeline is installed. Thus, construction and operation of the proposed RW pipelines will have no potential to conflict with applicable zoning or other regulations governing scenic quality. This is because the external RW pipeline will be installed within roadways or beneath rail ROW, which are land use and zoning independent, and because the RW pipeline installed internal to the sites the project aims to serve (aka “internal RW pipeline”) would be installed belowground and would not alter the operation or aboveground visual setting of the existing uses. No impacts are anticipated to occur under this issue and no mitigation is required.
- d. *No Impact* – There will be no new lighting associated with the proposed project. The RW pipelines will be installed belowground, and the roadways within which the RW pipelines are installed will be repaved as each segment of RW pipeline installation is completed; further, concrete will be reinstalled and revegetation of vegetated areas will occur once the RW pipeline is installed. No reflective materials or coatings are associated with this project. The construction activities are limited to daylight hours unless an emergency occurs. Further, the amount of security lighting needed during construction will be minimal. Therefore, with no permanent aboveground features, it is not anticipated that the development of the project would create any new permanent sources of light

or glare. No significant impact associated with lighting or glare can be identified and no mitigation is required.

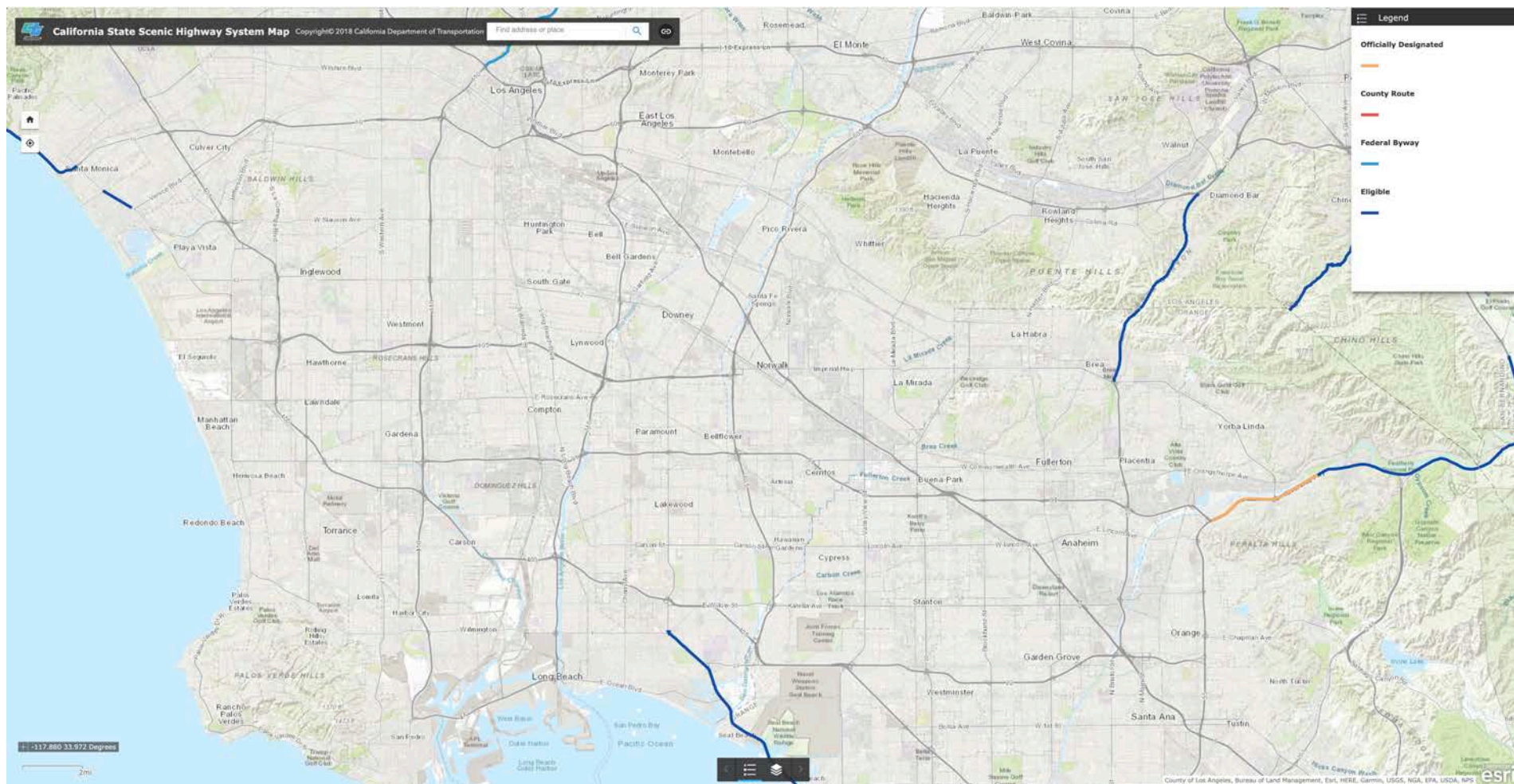


FIGURE I-1

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION

Impact Analysis

- a. *No Impact* – The proposed project footprint occupies various locations throughout urbanized areas within 7 cities in eastern Los Angeles County. Neither the project footprint, adjacent and surrounding

properties, nor the 7 individual sites within which RW pipeline would be installed are designated for agricultural use; no agricultural activities exist in the project area; and there is no potential for impact to any agricultural uses or values as a result of project implementation. According to the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, no prime farmland, unique farmland, or farmland of statewide importance exists within the vicinity of the proposed project (**Figure II-1**). No adverse impact to any agricultural resources would occur from implementing the proposed project. No mitigation is required.

- b. *No Impact* – The project footprint is not included in a Williamson Act contract or an Agricultural Preserve. Based on these facts, the proposed project will not cause a significant direct impact or conflict with the Williamson Act or an existing agricultural use. The project footprint is not currently being farmed and the land use designations surrounding the project footprint support a variety of urban uses that are not agriculture-related uses. Therefore, no potential for indirect effects on agricultural resources or values would occur due to implementation of the Proposition 1 Recycled Water Project.
- c. *No Impact* – There are no existing zoning ordinances that pertain to forest land, timberland, or timberland zoned Timberland Production applicable to the proposed project. The land use designations surrounding the project footprint support a variety of urban uses that are not related to forestry use. Therefore, the no potential for direct or indirect effects to existing zoning for forest land, timberland, or timberland zoned Timberland Production would occur due to implementation of the Proposition 1 Recycled Water Project.
- d. *No Impact* – As described in the preceding evaluation, there are no forest lands within the project area or project footprint, which is because the project area is urbanized. No potential for loss of forest land would occur if the project is implemented. No mitigation is required.
- e. *No Impact* – Because the project site and surrounding area do not support either agricultural or forestry uses and, furthermore, because the project site and environs are not designated for such uses, implementation of the proposed project would not cause or result in the conversion of farmland or forest land to alternative use. No adverse impact would occur. No mitigation is required.

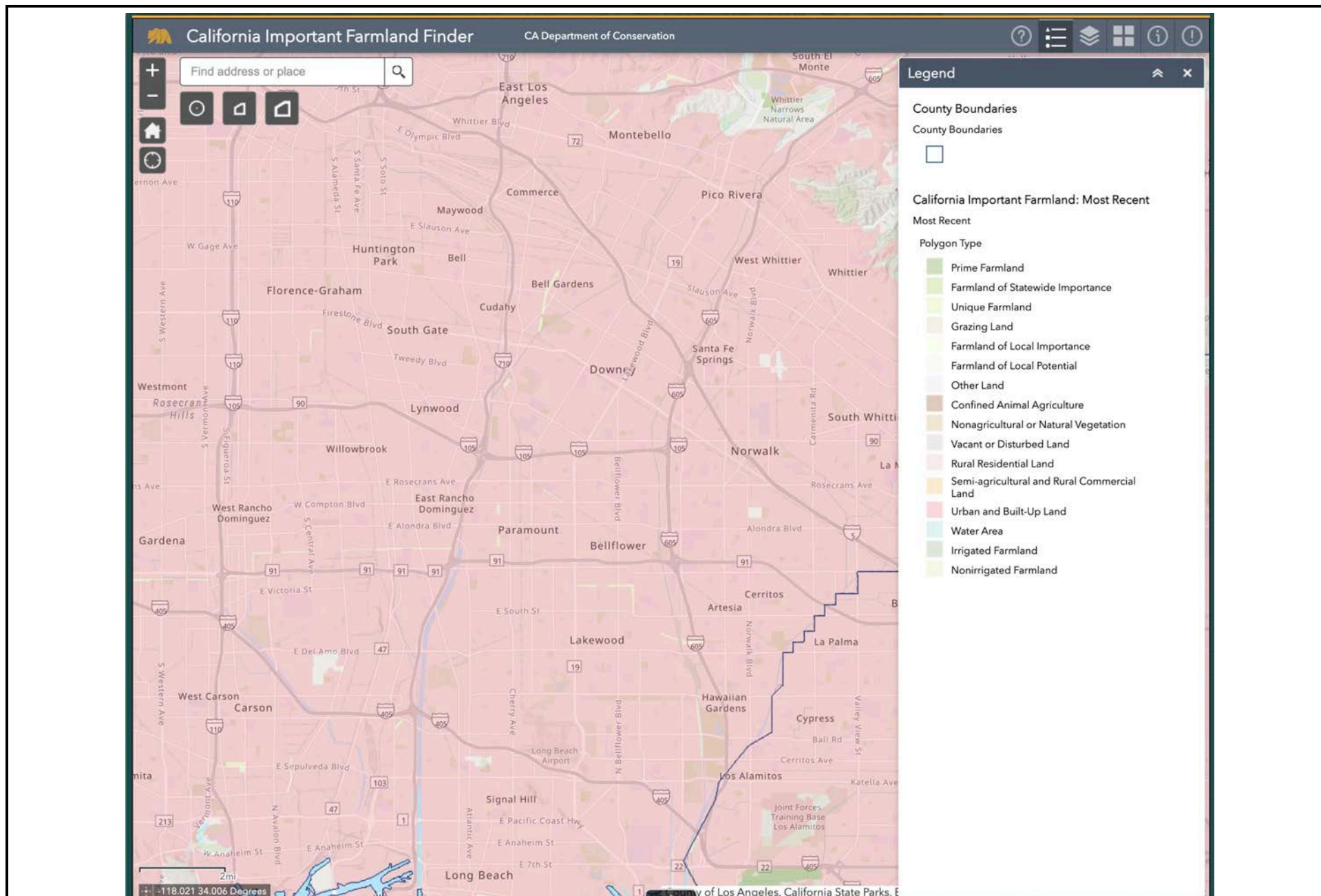


FIGURE II-1

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from the following technical study: *Central Basin Municipal Water District Air Quality & Greenhouse Gas Assessment* prepared by Urban Crossroads dated November 27, 2024. This technical study is provided as **Appendix 3** to this document. Additionally, the *Central Basin Municipal Water District Construction Trip Generation Assessment* prepared by Urban Crossroads dated October 21, 2024 is utilized to support the modeling efforts for Appendix 3. This technical study is provided as **Appendix 8** to this document.

Background

The project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. As stated, the project site is located within the SCAB, a 6,745-square-mile subregion of the SCAQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County.

The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air Basin is bounded by the San Gabriel Mountains to the south and west, the Los Angeles/Kern County border to the north, and the Los Angeles/San Bernardino County border to the east. The Riverside County portion of the Salton Sea Air Basin is bounded by the San Jacinto Mountains in the west and spans eastward as far as the Palo Verde Valley.

Climate

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality. The annual average temperatures throughout the SCAB vary from the low to mid 60s (degrees Fahrenheit [°F]). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO₂) to sulfates (SO₄) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent (%) along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90% of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow

layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO_x) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

Criteria Pollutants

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O₃) (precursor emissions include NO_x and reactive organic gases (ROG), CO, particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The Riverside County portion of the SCAB is designated as a nonattainment area for the federal O₃ and PM_{2.5} standards and is also a nonattainment area for the state standards for O₃, PM₁₀, and PM_{2.5}.

Toxic Air Contaminants (TAC) Trend

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of TAC emissions resulting from mobile and area sources, such as cars, trucks, stationary products, and consumer products. According to the Ambient and Emission Trends of Toxic Air Contaminants in California journal article which was prepared for CARB, results show that between 1990-2012, ambient concentration and emission trends for the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene (C₆H₆), and 1,3-butadiene (C₄H₆); those that are derived from stationary sources: perchloroethylene (C₂Cl₄) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted VOCs: formaldehyde (CH₂O) and acetaldehyde (C₂H₄O).² The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk.

Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where

² It should be noted that ambient DPM concentrations are not measured directly. Rather, a surrogate method using the coefficient of haze (COH) and elemental carbon (EC) is used to estimate DPM concentrations.

they gather are defined as “sensitive receptors.” These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the localized significance threshold (LST) Methodology, the nearest land use where an individual could remain for 24 hours to the Project site has been used to determine construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5}, since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain onsite for a full 24 hours but are typically onsite for eight hours or less. The LST Methodology states that “*LSTs based on shorter averaging periods, such as the NO₂ and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours.*”

Although the project covers a wide range of areas and affects multiple locations, the LST analysis provided later in the report will evaluate localized emissions of PM₁₀, PM_{2.5}, NO_x, and CO based on a 25-meter distance. This conservative approach ensures a more cautious assessment of the localized air quality impacts relative to the project, and is consistent with the LST Methodology, which explicitly states that “*It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.*”

Applicable Regulatory Requirements

SCAQMD Rules that are currently applicable during construction activity for this project include but are not limited to Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings).

SCAQMD Rule 403

This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

Methodology

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this report has been utilized in this analysis.

The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}) and GHG emissions from direct and indirect sources; and quantify

applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this project to determine construction and operational air quality and GHG emissions.

Air Quality Regional Emissions Thresholds

The SCAQMD has developed regional significance thresholds for criteria pollutants, as summarized at Table III-1. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2023) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table III-1: Maximum Daily Regional Emissions Thresholds

Pollutant	Construction	Operations
NO _x	100 lbs./day	55 lbs./day
VOC	75 lbs./day	55 lbs./day
PM ₁₀	150 lbs./day	150 lbs./day
PM _{2.5}	55 lbs./day	55 lbs./day
SO _x	150 lbs./day	150 lbs./day
CO	550 lbs./day	550 lbs./day

lbs./day – Pounds Per Day

Sensitive Receptors

For this project, the appropriate area for the LST analysis is the SCAQMD Central San Bernardino Valley monitoring station (SRA 4). LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size. The SCAQMD's screening look-up tables are utilized in determining localized impacts. It should be noted that since the look-up tables identify thresholds at only 1 acre, 2 acres, and 5 acres, linear regression has been utilized to determine localized significance thresholds.

The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (LST Methodology). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4 . LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the sensitive receptor.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the project's potential to cause an individual or cumulatively significant impact. As previously mentioned, this memo provides an analysis of the installation of approximately 6,815 LF of external RW pipeline and 1,320 LF of internal RW pipeline, without reference to a specific site. For the purposes of this localized analysis, sensitive receptors will be considered at Fedde Middle School.

The nearest land use where an individual could remain for 24 hours to the project site has been used to determine localized construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5} (since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time). The nearest receptor used for

evaluation of localized impacts of PM10 and PM2.5 is location R2, represented by the existing residence at 12004 214th St, approximately 52 feet (16 meters) east of the project site.

As previously stated, and consistent with LST Methodology, the nearest industrial/commercial use to the project site is used to determine construction and operational LST air impacts for emissions of NOX and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to 8 hours. It should be noted that the existing residence R2 is located at a closer distance than the nearest industrial/commercial use. As such, the same receptor will be used for evaluation of localized NOX and CO.

It should be noted that the LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such, for evaluation of localized PM10, PM2.5, NOX, and CO, a 25-meter distance will be used.

Impact Analysis

- a. ***Less Than Significant Impact*** – The project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743-square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, certain state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In December 2022, the SCAQMD released the Final 2022 AQMP (2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the CAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 RTP/SCS, a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The project's consistency with the AQMP will be determined using the 2022 AQMP as discussed below. SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal metropolitan planning organization (MPO) requirements under the Sustainable communities and Climate Protection Act. The proposed project would be developed in accordance with all applicable rules and regulations contained in those plans. It should be noted that although the 2024-2050 RTP was released after approval of the 2022 AQMP, the 2022

AQMP is reliant in part upon the general plan land use designations.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook. These indicators are discussed below.

The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that under this criterion refer to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As evaluated, the project's regional and localized construction and operational-source emissions would not exceed applicable regional significance thresholds. As such, a less than significant impact is expected.

On the basis of the preceding discussion, the project is determined to be consistent with the first criterion.

The project will not exceed the assumptions in the AQMP based on the years of project build-out phase.

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in County of Los Angeles General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds will be exceeded, a less than significant impact would result.

On the basis of the preceding discussion, the project is determined to be consistent with the second criterion, and as a result, the project is determined to be consistent with the AQMP and the project would result in a less than significant impact under this issue.

- b. ***Less Than Significant Impact*** – Air pollution emissions associated with the proposed project would occur over both a short and long-term time period. Short-term emissions include fugitive dust from construction activities (i.e., site prep, demolition, grading) and exhaust emissions at the project site. Long-term emissions generated by future operation of the proposed pipeline includes energy necessary to transmit the water to the new end users, as well as periodic trips to and from the project sites for maintenance purposes.

Construction Emissions

In order to forecast the procession for development of the above infrastructure improvements, it is assumed that in the worst-case year of construction, construction would consist of the following:

- Installation of about 6,815 LF of external RW pipeline and 1,320 LF of internal RW pipeline will occur over about 150 construction days or about 6 months.

Construction Activities

Construction activities associated with the project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Construction-related emissions are expected from the following activities:

- Demolition/Crushing
- Linear, Grubbing & Land Clearing
- Linear, Grubbing & Excavation
- Linear, Drainage, Utilities, & Sub-Grade
- Linear, Paving

Demolition Activities

As previously stated, construction of the Project proposes to install recycled water pipeline that would connect to the CBMWD's existing recycled water transmission system and install new pipeline internally at the seven public sites that will be connected to the CBMWD's new recycled water transmission system. The Project involves the installation of approximately 6,815 linear feet (LF) of external recycled water (RW) pipeline and 1,320 LF of internal RW pipeline, with a width of 2 feet and a depth of 6 inches. As such, this analysis assumes that demolition of existing asphalt/concrete would result in a total of 307.5 tons of demolished material to be hauled off-site.

Grading Activities

Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. This analysis assumes that earthwork activities are expected to balance on site and no import or export of soils would be required.

On-Road Trips

Construction generates on-road vehicle emissions from vehicle usage for workers and vendors commuting to and from the site. Worker, vendor, and hauling trips are based information provided in the Project's Construction Trip Generation Assessment (**Appendix 8**).

Construction Duration

For purposes of analysis, construction of project is expected to commence in January 2025 and would last through August 2025. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to

emission regulations becoming more stringent.³ The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines*.

Construction Equipment

Equipment modeled is based on CalEEMod defaults and consultation with the District. Consistent with industry standards and typical construction practices, each piece of equipment will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the code.

Regional Construction Emissions Summary

The estimated maximum daily construction emissions are summarized on Table III-2, and as shown, the project construction-source emissions would not exceed SCAQMD regional thresholds. Thus, the project would result in a less than significant impact associated with construction activities. Detailed Construction model outputs are presented in Attachment A to **Appendix 3**.

Table III-2: Regional Construction Emissions Summary

Source	Emissions (lbs./day)					
	VOC	NOX	CO	SOX	PM10	PM2.5
Summer						
2025	4.89	31.84	35.74	0.14	1.83	1.21
Winter						
2025	5.86	41.00	43.90	0.15	2.66	1.63
Maximum Daily Emissions	5.86	41.00	43.90	0.15	2.66	1.63
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
¹ PM10 and PM2.5 source emissions reflect 3x daily watering per SCAQMD Rule 403 for fugitive dust.						

Regional Operational Emissions

The proposed project primarily involves construction activity. No new trips would be anticipated to be generated by this use. The purpose of the project is to install recycled water pipeline that would connect to the CBMWD's existing recycled water transmission system and to install new pipeline internally at the seven public sites that will be connected to the CBMWD's new recycled water transmission system. As such, the project will result in emissions associated with water usage, which will be accounted for under GHG emissions rather than operational emissions. As project operations would not exceed SCAQMD thresholds, the project would not violate an air quality standard or contribute to an existing violation. Therefore, project operations would not result in a cumulatively considerable net increase of any criteria pollutant and impacts would be less than significant.

Conclusion

The project, as evaluated herein would not exceed the regional or localized air quality significance thresholds. The CAAQS designates the project site as nonattainment for O₃, PM₁₀, and PM_{2.5} while

³ As shown in the CalEEMod User's Guide Version 2022.1.1, Section 4.3 "Off-Road Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

the NAAQS designates the project site as nonattainment for O₃ and PM_{2.5}.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. In this report the SCAQMD clearly states (Page D-3):

“...the SCAQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which SCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Impacts: The project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed project construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, proposed project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

Operational Impacts: The project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed project operational-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, the proposed project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

- c. *Less Than Significant Impact* – The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered.

Localized Construction Emissions

The analysis makes use of methodology included in the SCAQMD LST Methodology. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). The SCAQMD

established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. For this Project, the appropriate SRA for the LST analysis is the SCAQMD South Coastal LA County Area monitoring station (SRA 4). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the project's potential to cause an individual or cumulatively significant impact. As previously mentioned, this memo provides an analysis of the installation of approximately 6,815 LF of external RW pipeline and 1,320 LF of internal RW pipeline, without reference to a specific site. As previously stated, and in accordance with the LST Methodology, although the Project covers a wide range of areas and affects multiple locations, this analysis will evaluate localized emissions of PM₁₀, PM_{2.5}, NO_x, and CO using a 25-meter distance. This conservative approach ensures a more cautious assessment of the localized air quality impacts associated with the project.

Table III-3 identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Outputs from the model runs for construction LSTs are provided in Attachment A. For analytical purposes, emissions associated with peak construction activities are considered for purposes of LSTs since these phases represent the maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed herein.

⁴ The purpose of SCAQMD's Environmental Justice program is to ensure that everyone has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Further, the SCAQMD defines Environmental Justice as "...equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution."

Table III-3: Project Localized Construction Impacts

On-Site Emissions	Emissions (lbs./day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition				
Maximum Daily Emissions	8.59	7.78	0.63	0.37
SCAQMD Localized Threshold	57	585	4	3
Threshold Exceeded?	NO	NO	NO	NO
Linear, Grubbing & Land Clearing				
Maximum Daily Emissions	30.26	33.56	1.10	1.01
SCAQMD Localized Threshold	57	585	4	3
Threshold Exceeded?	NO	NO	NO	NO
Linear, Grading & Excavation				
Maximum Daily Emissions	30.26	33.56	1.10	1.01
SCAQMD Localized Threshold	57	585	4	3
Threshold Exceeded?	NO	NO	NO	NO
Linear, Drainage, Utilities, & Sub-Grade				
Maximum Daily Emissions	30.26	33.56	1.10	1.01
SCAQMD Localized Threshold	57	585	4	3
Threshold Exceeded?	NO	NO	NO	NO
Linear, Paving				
Maximum Daily Emissions	30.26	33.56	1.10	1.01
SCAQMD Localized Threshold	57	585	4	3
Threshold Exceeded?	NO	NO	NO	NO

As shown in Table III-3, emissions resulting from the construction will not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, results of the LST analysis indicate that the project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during project construction.

Localized Operational Emissions

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). As previously discussed, the purpose of the project is to install recycled water pipeline that would connect to the CBMWD's existing recycled water transmission system and to install new pipeline internally at the seven public sites that will be connected to the CBMWD's new recycled water transmission system. The project will not include stationary or mobile sources. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

CO "Hot Spot" Analysis

A CO hotspot is defined as a localized concentration of CO exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by SCAQMD, the air basin was designated as non-attainment,

requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

In 2003, the SCAQMD as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

- d. *Less Than Significant Impact* – Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills or various heavy industrial uses. The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that any project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operations would be less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife 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, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or 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 native 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?	☐	☐	☐	☒

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from a Biological Resources Assessment prepared by ELMT Consulting, Inc dated November 2024, titled *Central Basin Municipal Water District Proposition 1 Recycled Water Customer Conversion for Disadvantaged Communities Project Biological Resources Assessment* and provided as **Appendix 4** to this Initial Study.

General Setting

The project consists of seven (7) separate project site subareas that are generally located throughout southeastern Los Angeles County, California. The eastern Los Angeles County area lies roughly 0 to 300 feet above mean sea level and is characterized by mild to hot temperatures year-round with a borderline Mediterranean and semi-arid climate. Rainfall occurs primarily in the winter, while summers are relatively

dry. Climatological data obtained for the Los Angeles County indicates the annual precipitation averages approximately 14-18 inches per year. Almost all of the precipitation, in the form of rain, occurs in the months between November and April, with February being the wettest month, averaging around 3-4 inches of rainfall. The average minimum and maximum temperatures for the region are about 50°F and 80°F, respectively, with December and January being the coldest months (average daily low around 40-45°F) and August being the hottest (average daily high around 90°F).

On-site topography in the region supporting the project sites is generally flat with no significant areas of topographic relief as development in the area has flattened the land.

All seven of the project sites are historically underlain by Urban land-Hueneme, drained-San Emigdio complex, (0 to 2 percent slopes). The San Antonio Elementary School site is additionally underlain by Urban land-Metz-Pico complex, (0 to 2 percent slopes).

The entirety of the area of potential effect (APE) for this project is urbanized. The project would be installed within 7 separate jurisdictions—City of Bellflower, City of Maywood, City of Huntington Park, City of Paramount, City of South Gate, City of Lakewood, and City of Hawaiian Gardens—all of which are located within Los Angeles County and within the District's service area. The land uses within the project area include nearly every type of land use supported by the Cities as a result of the nature of the proposed project as an RW pipeline project that would traverse through a variety of areas within road rights-of-way. The area surrounding the project sites includes residential, commercial, open space, public, and industrial uses.

Vegetation

All of the seven project sites support developed land. Plant species present within the developed areas include jacaranda (*Jacaranda mimosifolia*), juniper (*Juniperus spp.*), pine (*Pinus spp.*), fig trees (*Ficus spp.*), oak (*Quercus spp.*), crepe myrtle (*Lagerstroemia spp.*), bird of paradise (*Strelitzia reginae*), Indian hawthorne (*Raphirolepis indica*), rosemary (*Salvia rosmarinus*), sycamore (*Platanus spp.*), tuckeroo (*Cupaniopsis anacardioides*), bottle brush tree (*Callistemon*), red trumpet vine (*Campsis radicans*), olive (*Olea europaea*), ash (*Fraxinus spp.*), gum tree (*Eucalyptus spp.*), and Peruvian pepper tree (*Schinus molle*).

Wildlife

Fish: No fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed within the project area. Therefore, no fish are expected to occur and are presumed absent.

Amphibians: No amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibian species were observed within the project area. Therefore, no amphibians are expected to occur and are presumed to be absent.

Reptiles: The project site provides limited foraging and cover habitat for local reptile species adapted to regular disturbance and developed conditions. No reptilian species were observed onsite. Reptile species that could be expected to occur on-site include Great Basin fence lizard (*Sceloporus occidentalis longipes*), western fence lizard (*Sceloporus occidentalis*), and western side-blotched lizard (*Uta stansburiana elegans*).

Birds: The project site provides suitable foraging and nesting habitat for a variety of bird species adapted to urban environments. Bird species detected onsite during the investigation include house finch

(*Haemorrhous mexicanus*), California towhee (*Melospiza crissalis*), Anna's hummingbird (*Calypte anna*), red-tailed hawk (*Buteo jamaicensis*), California scrub jay (*Aphelocoma californica*), song sparrow (*Melospiza melodia*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), Nuttall's woodpecker (*Picoides nuttallii*), western bluebird (*Sialia mexicana*), American crow (*Corvus brachyrhynchos*), house sparrow (*Passer domesticus*), northern mocking bird (*Mimus polyglottos*), white-faced ibis (*Plegadis chihi*), and common raven (*Corvus corax*).

Mammals: The project site provides limited habitat for a mammalian species adapted to regular disturbance and developed conditions. No mammalian species were detected onsite during the investigation. Common mammalian species that could be expected to occur onsite include raccoon (*Procyon lotor*), black rat (*Rattus rattus*), ground squirrel (*Otospermophilus beecheyi*), coyote (*Canis latrans*), and domestic cat (*Felis catus*).

Nesting Birds

Ornamental/landscaped vegetation on and surrounding the project sites have the potential to provide suitable nesting opportunities for common residential and migratory avian species known to occur in the area. Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction.

Special-Status Plants

According to the California Natural Diversity Data Base (CNDDB) and California Native Plant Society (CNPS), thirty-three (33) special-status plant species have been recorded in Los Alamitos, Whittier, South Gate, and Los Angeles quadrangles. No special-status plant species were observed on-site during the field investigation. The project sites are fully developed and do not support undisturbed natural plant communities with the potential to provide suitable habitat for special-status plant species. Based on habitat requirements for the identified special-status species, and known distributions, it was determined that the project sites do not have the potential to support any special-status plant species known to occur in the area, and are presumed absent.

Special-Status Plant Communities

According to the CNDDB, two (2) special-status plant community has been reported in Los Alamitos, Whittier, South Gate, and Los Angeles quadrangles: Walnut Forest and Southern California Salt Marsh. Based on the results of the field investigation, no special-status plant communities were observed on-site.

Special-Status Wildlife

According to the CNDDB, eighty-two (82) special-status wildlife species have been reported in the Los Alamitos, Whittier, South Gate, and Los Angeles quadrangles. One special-status species was observed on-site: snowy egret (*Egretta thula*). Based on habitat requirements for the identified special-status species, and known distributions, it was determined that the ornamental plant communities found within the project sites have a moderate potential to support the following special-status wildlife species: Cooper's hawk (*Accipiter cooperii*), great egret (*Ardea alba*), great blue heron (*Ardea herodias*), California horned lark (*Eremophila alpestris actia*), and California gull (*Larus californicus*). None of the other listed

special-status wildlife species are expected to occur onsite due to the high level of human disturbance/developed, and are presumed absent.

Special-Status Habitats

The project sites are not located within federally designated Critical Habitat. The nearest federally designated Critical Habitat occurs 5.9 miles to the northeast of the project sites for coastal California gnatcatcher (*Poliioptila californica californica*).

The project will not result in any loss or adverse modification of USFWS designated Critical Habitat, or any other special status habitats.

Jurisdictional Waters

There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The United States Army Corps of Engineers (Corps) Regulatory Branch regulates discharge of dredge and/or fill materials into “waters of the United States” pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the Regional Water Quality Control Board (RWQCB) regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act and the California Department of Fish and Wildlife Service (CDFW) regulates alterations to streambed and associated plant communities pursuant to Section 1602 of the California Fish and Game Code.

The United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) and the United States geological Survey (USGS) National Hydrography Dataset were reviewed to determine if any blueline streams or riverine resources have been documented within or immediate surrounding the project sites. Based on this review, no riverine resources or blueline streams are mapped as occurring on the project sites. Further, no features were observed the project sites that would qualify as jurisdictional under the Corps, RWQCB, or CDFW.

It should be noted that one drainage occurs immediately north of both the Bloomfield Park site and Fedde Middle School sites (refer to **Figure IV-1**). No other jurisdictional drainage and/or wetland features were observed near or within the project site during the field investigation.

Impact Analysis

- a. *Less Than Significant With Mitigation Incorporated* – The Proposition 1 Recycled Water Project sites are in urbanized areas. The majority of the project will be installed belowground within existing road rights of way. There are portions of the project that will require jack and bore techniques to install the RW pipeline below existing facilities and avoid impacting above ground facilities, and thereby avoiding impacting any habitat or species identified as a candidate, sensitive, or special status species. The habitat conditions within and adjacent to the project area are not suitable to support for any sensitive habitat and/or any species listed or proposed for listing under the federal Endangered Species Act (ESA) or California Endangered Species Act (CESA), or species designated as sensitive by the CDFW, or CNPS.



0 150 300 600 US Feet

Source: ESRI Aerial Imagery, Los Angeles County

CENTRAL BASIN MUNICIPAL WATER DISTRICT
SITE #6 AND 7: FEDDE MIDDLE SCHOOL AND BLOOMFIELD PARK

Project Site

Exhibit 3-6

FIGURE IV-1

While one special status species was observed during the field investigation: snowy egret, based on habitat requirements for the identified special-status species, and known distributions, it was determined that the ornamental plant communities found within the project sites have a moderate potential to support the following special-status wildlife species: Cooper's hawk, great egret, great blue heron, California horned lark, and California gull. It was further determined that the project site does not have the potential to support any of the other special-status wildlife species known to occur in the vicinity of the site and all are presumed to be absent. To ensure impacts to aforementioned avian species do not occur from implementation of the proposed project, a pre-construction nesting bird clearance survey shall be conducted prior to ground disturbance.

BIO-1 *1. Prior to grading or construction activities, including vegetation removal occurring between February 1st and August 31st, a pre-construction clearance survey for nesting birds will be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The clearance survey will need to focus on the presence/absence of California gnatcatcher to ensure no impacts to California gnatcatcher occur from project implementation.*

If occupied California gnatcatcher habitat is present, all habitat clearing, grubbing, grading, and associated construction actions will be timed to avoid the active breeding season for California gnatcatcher (March 1 to August 15) within the Criteria Cell.

The District shall ensure that impacts to nesting bird species at the project site are avoided through the implementation of preconstruction surveys, ongoing monitoring, and if necessary, establishment of minimization measures. The District shall adhere to the following:

- a. The District shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.*
- b. Surveys shall be conducted by the Designated Biologist at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. If a nest is suspected, but not confirmed, the Designated Biologist shall establish a disturbance-free buffer until additional surveys can be completed, or until the location can be inferred based on observations. If a nest is observed, but thought to be inactive, the Designated Biologist shall monitor the nest for one hour (four hours for raptors during the non-breeding season) prior to approaching the nest to determine status. The Designated Biologist shall use their best professional*

judgement regarding the monitoring period and whether approaching the nest is appropriate.

- c. *If an active avian nest is confirmed, the Designated Biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The Designated Biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Designated Biologist determines that such project activities may be causing an adverse reaction, the Designated Biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the District for mitigation monitoring compliance record keeping.*

With no other habitat or species of concern located within the project area, and through the implementation of **MM BIO-1**, above, to minimize impacts to avian species that may occur within the project area, the development of the Proposition 1 Recycled Water Project would have a less than significant potential to impact to any native biological resources.

- b. *No Impact* – The Project would avoid impacts to jurisdictional features subject to regulation by the Corps under Section 404 of the Clean Water Act (CWA), RWQCB under Section 401 of the CWA and Porter Cologne Water Quality Control Act, and CDFW under Section 1602 of the California Fish and Game Code, respectively. No jurisdictional features were observed within the project sites. One drainage occurs adjacent to the northern boundary of the Bloomfield Park site and Fedde Middle School site. However, project implementation is not expected to impact the drainage. According to the CNDDDB, two (2) special-status plant community has been reported in Los Alamitos, Whittier, South Gate, and Los Angeles quadrangles: Walnut Forest and Southern California Salt Marsh. Based on the results of the field investigation, no special-status plant communities were observed on-site. The project sites are not located within federally designated Critical Habitat. The nearest federally designated Critical Habitat occurs 5.9 miles to the northeast of the project sites for coastal California gnatcatcher (*Polioptila californica californica*). The project will not result in any loss or adverse modification of USFWS designated Critical Habitat, or any other special status habitats. Neither the project footprint or surrounding area contain any riparian habitat or other sensitive natural communities. Therefore, no adverse impact to riparian habitat or any native biological resources would occur from implementing the proposed project. No mitigation is required.
- c. *No Impact* – According to the BRA (**Appendix 4**), which included a review of the project area, the project footprint does not contain any wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.), or any other sensitive natural community resource. No inundated areas, wetland features, or wetland plant species that would be considered wetlands as defined by Section 404 of the Clean Water Act occur within the proposed Project footprint. With no federally protected

wetland habitat within the project footprint, no impacts thereof are anticipated and no mitigation is required.

- d. *Less Than Significant With Mitigation Incorporated* – The proposed project will involve installing replacement RW pipeline within existing road rights of way, and otherwise belowground within urban environs. No trenching activity is anticipated to occur in areas containing native habitat. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Los Angeles County Department of Regional Planning (LACDRP) refers to habitat linkages, wildlife corridors, and major open spaces as “Significant Ecological Areas” (SEAs) and typically defines SEAs as habitat that consists of large, contiguous blocks with intervening areas of roads, rural residential development, and other low intensity disturbance. The LACDRP establishes and protects SEAs with the goal of maintaining high levels of connectivity between core habitat areas via a network of core open space areas and wide linkages and corridors.

As mapped by the LACDRP, the project sites do not occur within or near a SEA. The Rio Hondo Wildlife Sanctuary SEA occurs approximately 5.9 miles to the northeast of the project sites. The project sites are separated from the Rio Hondo Wildlife Sanctuary SEA by a large existing urbanized region. Additionally, the project sites support developed land that is surrounded by existing development. Therefore, implementation of the proposed project will not have any direct or indirect impacts to the SEA. Further, the sites do not function as a Wildlife Movement Pathway (WMP) or support wildlife movement opportunities through the area into the Rio Hondo Wildlife Sanctuary SEA.

With no native habitat, and no wildlife corridors that traverse the project footprint, implementation of the proposed project is not anticipated to interfere with the movement of native animals of any kind, or to impede the use of any native wildlife nursery sites. However, due to the large project footprint, the project has a potential to impact avian species, such as nesting birds, which is addressed by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (FGC). The, the implementation of **MM BIO-1** is necessary to minimize impacts to nesting birds. With implementation of the above mitigation measure, any impacts under this issue are considered less than significant.

- e. *No Impact* – The proposed project footprint within which the RW pipeline alignments will be installed within existing road rights-of-way or otherwise belowground. The footprint is not anticipated to contain trees that will require removal as part of construction. No other local policies or ordinances protecting biological resources would apply to the proposed project, as no native biological resources exist within the project footprint. Therefore, impacts under this issue are considered less than significant and no mitigation is required.

- f. *No Impact* – The Proposition 1 Recycled Water Project footprint and surrounding area are not covered by an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP), and there are no other adopted plans to protect native habitats or natural communities that affect the project site. Therefore, no impacts are anticipated and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

SUBSTANTIATION: The following information is provided based on the *"Identification and Evaluation of Historic Properties: Central Basin Municipal Water District Proposition 1 Recycled Water Customer Conversion for Disadvantaged Communities Project, Cities of Bellflower, Hawaiian Gardens, Huntington Park, Lakewood, Maywood, Paramount, and South Gate, Los Angeles County, California"* that was prepared by CRM TECH. The report is dated December 18, 2024 and is provided as **Appendix 5** to this Initial Study. The following information is abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

Background and Summary

Between September and December 2024, CRM TECH performed a cultural resources study on a total of six sites designated for a recycled water conveyance project in the Cities of Bellflower, Hawaiian Gardens, Huntington Park, Lakewood, Maywood, Paramount, and South Gate, Los Angeles County, California. The project sites are located at and near existing government, school, or park facilities and within the rights-of-way of various public roadways scattered across the seven cities.

The study is a part of the environmental review process for the proposed project, which entails primarily the installation of 1.3 linear miles of recycled water pipeline laterals to connect the existing recycled water transmission system to the project sites. The Central Basin Municipal Water District (CBMWD), as the lead agency for the project, required the study in compliance with the California Environmental Quality Act (CEQA). The purpose of the study is to provide the CBMWD with the necessary information and analysis to determine whether the proposed project would cause substantial adverse changes to any "historical resources," as defined by CEQA, that may exist in the project area.

In order to accomplish this objective, CRM TECH conducted a cultural resources records search, historical and geoarchaeological background research, Native American consultation, and an intensive-level field survey. The results of these research procedures indicate that no "historical resources" are known to be present within the project area. However, a prehistoric archaeological site that appears to be significant in terms of both research potential and traditional cultural value, 19-004195, was previously recorded in close proximity to the Hawaiian Gardens/Lakewood portion of the project area. The site was identified as a Gabrielino cemetery as well as a habitation area that is possibly associated with a village site reported in ethnohistoric literature, Apahanga.

The presence of Site 19-004195 within a few hundred feet of the project area suggests a high level of archaeological sensitivity for the portions of the project area lying across open land within Bloomfield Park and the Fedde Middle School campus, especially since the cultural remains were discovered in excavated subsurface sediments in a previously disturbed area. While no indication of any archaeological features or artifacts was observed on the surface at these locations, the potential for such features and artifacts to be encountered during excavations for the proposed pipeline installation cannot be determined on the basis of the surface inspection alone. Further archaeological investigations, including limited subsurface exploration, will be necessary to ascertain the sensitivity of the sediments within the project boundaries prior to the commencement of construction activities.

Based on these findings, CRM TECH concludes that the proposed project's potential to impact "historical resources" remains indeterminate at this time due to the possibility of subsurface archaeological deposits of prehistoric origin at the Hawaiian Gardens/Lakewood project site. To ensure CEQA compliance for the proposed project, CRM TECH recommends mitigation that shall be implemented to minimize potential impacts to prehistoric resources as a result of project implementation.

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way, including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). Based on the Background and Summary provided above, a prehistoric archaeological site that appears to be significant in terms of both research potential and traditional cultural value, 19-004195, was previously recorded in close proximity to the Hawaiian Gardens/Lakewood portion of the project area. The site was identified as a Gabrielino cemetery as well as a habitation area that is possibly associated with a village site reported in ethnohistoric literature, Apahanga.

The presence of Site 19-004195 within a few hundred feet of the project area suggests a high level of archaeological sensitivity for the portions of the project area lying across open land within Bloomfield Park and the Fedde Middle School campus, especially since the cultural remains were discovered in excavated subsurface sediments in a previously disturbed area. While no indication of any archaeological features or artifacts was observed on the surface at these locations, the potential for such features and artifacts to be encountered during excavations for the proposed pipeline installation cannot be determined on the basis of the surface inspection alone. Further archaeological investigations, including limited subsurface exploration, will be necessary to ascertain the sensitivity of the sediments within the project boundaries prior to the commencement of

construction activities. Thus, the following mitigation measures are necessary to minimize impacts to cultural resources:

CUL-1 *Should any cultural resources be encountered during construction of these facilities, ground disturbing activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the District. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.*

Additionally, the following measure will ensure that the treatment of any discovered cultural materials follows the appropriate protocol to minimize impacts to such resources at Bloomfield Park and Fedde Middle School:

CUL-2 *A limited archaeological excavation program, known commonly as an Extended Phase I survey, shall be implemented in the portions of the project area in Bloomfield Park in Lakewood and on the Fedde Middle School campus in Hawaiian Gardens. The scope of an Extended Phase I survey consists mainly of excavation of shovel test pits and, if necessary, backhoe trenches to assess the archaeological sensitivity of the subsurface sediments and search for evidence of buried cultural deposits. If any prehistoric archaeological remains associated with Site 19-004195 are discovered during the Extended Phase I survey, additional excavations using standard Phase II testing procedures will be required to evaluate the significance of the findings.*

- Since the exploratory excavations of an Extended Phase I survey may not be able to reach the maximum depth of ground disturbance required for pipeline installation at these locations, archaeological monitoring shall be required during project construction at Bloomfield Park and the Fedde Middle School.*
- The Extended Phase I survey and future archaeological monitoring shall be coordinated with local Native American groups, such as Gabrieleño/Tongva San Gabriel Band of Mission Indians, who may wish to participate.*
- No further cultural resources investigations are recommended elsewhere in the project area. However, if buried cultural materials are discovered during any earth-moving operations associated with the project, all work in the immediate vicinity should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.*
- Human remains unearthed during the project will need to be treated in accordance with Health and Safety Code §7050.5 and Public Resources Code §5097.98.*

Under the above conditions, the proposed project may be cleared to proceed in compliance with the cultural resources provisions of CEQA. With the incorporation of the above mitigation measures, potential for impact to cultural resources will be reduced to a less than significant level. No additional mitigation is required.

- c. *Less Than Significant With Mitigation Incorporated* – As noted in the discussion above, a prehistoric archaeological site that appears to be significant in terms of both research potential and traditional cultural value, 19-004195, was previously recorded in close proximity to the Hawaiian

Gardens/Lakewood portion of the project area. This site was identified as a Gabrielino cemetery as well as a habitation area that is possibly associated with a village site reported in ethnohistoric literature, Apahanga. Human remains discovered during the project will need to be treated in accordance with the provisions of Health and Safety Code (HSC) §7050.5 and PRC §5097.98, which is mandatory. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires that the Police Department, County Sheriff and Coroner's Office receive notification if human remains are encountered. However, given the close proximity to site 19-004195, the implementation of **MM CUL-2** is necessary to minimize impacts related to the potential for discovery and treatment of human remains. Thus, impacts are less than significant with mitigation incorporated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

SUBSTANTIATION

Impact Analysis

a&b. *Less Than Significant Impact* – Energy consumption encompasses many different activities. For example, construction can include the following activities: delivery of equipment and material to a site from some location (note it also requires energy to manufacture the equipment and material, such as harvesting, cutting and delivering wood from its source); employee trips to work, possibly offsite for lunch (or a visit by a catering truck), travel home, and occasionally leaving a site for an appointment or checking another job; use of equipment onsite (electric or fuel); and sometimes demolition and disposal of construction waste. For the proposed project the number of employees will be limited to about 22 persons at a given time during construction with no new employees anticipated to be required once construction has concluded. The project would require demolition of existing pavement, concrete, and excavation of existing vegetation to install the RW pipeline alignments belowground. To minimize energy costs of construction debris management, laws are in place that require diversion of all material subject to recycling. During construction, the proposed project will utilize construction equipment that is CARB approved, minimizing emissions generated and electricity required to the extent feasible. Equipment not in use for 5 minutes must be turned off, and electrical construction equipment must be used where available. This standard requirement would prevent a significant impact during construction due to wasteful, inefficient, or unnecessary consumption of energy resources, and would also conform to the CARB regulations regarding energy efficiency.

Southern California Edison Company (SCE) is the primary distributor of electricity in the project area. However, the operation of the RW pipelines will not require a new source of energy to operate. The distribution of recycled water to the 7 new sites within the District's service area would be served by existing booster pump stations. The transmission of an additional 122 AF would only nominally increase energy demand by the District. Transmission of 1 AF of water requires about 1.8 megawatts (MW) of energy, as such the project would increase energy demand by 220 MW, annually. However, in the context of the energy resources required to transmit the District's supply (between 4,500 and 5,550 AF annually), the increase in energy demand only represents a percentage of 2.2. Furthermore, through utilizing a local source of water (recycled water) rather than imported water from the State Water Project (California Delta area) or Colorado River, the overall energy use demanded by this project would be less on a per AF basis than use of imported water, even in part,

to serve these same uses. Based on the energy intensity shown in Table 4 of the Water-Energy Nexus Report⁵, reliance on local sources of water is significantly less energy intensive than relying on imported water from either the State Water Project or the Colorado River. Even the most energy-intensive local source is 25% less energy intensive than Colorado River water and more than 50% less than State Water Project water. Thus, the use of energy to support the transmission of recycled water in place of potable water, the source of which is, in some cases, imported would not be unnecessary, inefficient, or wasteful. No natural gas would be required to transmit the additional recycled water, and during operation, trips to the project footprint would occur only on an as needed basis for maintenance purposes. As such, petroleum consumption associated with implementation of the Proposition 1 Recycled Water Project would not be considered unnecessary, inefficient, or wasteful.

According to SCE's website⁶, SCE is committed to delivering power reliably and to meet demand; SCE is expanding and upgrading the transmission and distribution networks to meet the region's growing demand for electricity, and improve grid performance, while meeting California's ambitious renewable-power goals. As such, it is anticipated that SCE will continue to have ample power supply to serve the construction of the project without the need for additional electrical capacity. Therefore, given the lack of energy required to operate the proposed project, it is not anticipated that the project would either result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts under these issues are considered less than significant.

⁵ Next 10, September 2021. The Future of California Water-Energy Nexus
https://www.next10.org/sites/default/files/2021-09/Next10-Water-Energy-Report_v2.pdf (accessed 10/10/23)

⁶ SCE, 2024. Meeting Demand. <https://www.sce.com/about-us/reliability/meeting-demand> (accessed 10/10/23)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause 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 onsite or offsite 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 direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where RWs are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

SUBSTANTIATION

Impact Analysis

a. i. Ground Rupture

Less Than Significant Impact – The project footprint is located in 7 incorporated cities within eastern Los Angeles County. The nearest Alquist-Priolo fault zones traverse the Puente Hills to the northeast and travel diagonally from northwest to south of the project area; this is depicted on **Figure VII-1**,

the California Department of Conservation Seismic Hazards Program: Alquist-Priolo Fault Traces map prepared by the California Geologic Survey. As such, according to **Figure VII-1**, the footprint is not located within an Alquist-Priolo fault zone, though the RW pipelines are likely to be subject to strong ground shaking throughout the life of RW pipeline operation. Underground pipelines are not typically susceptible to severe damage from groundshaking fault rupture, depending on the severity of a seismic event. While damage to pipelines can occur, pipelines can be repaired and placed back into operation with no loss of human life. Therefore, the proposed project would have a less than significant potential to expose people or structures to rupture of a known earthquake fault, as delineated on the California Geologic Survey Alquist-Priolo Earthquake Fault Zoning Map.

ii. Strong Seismic Ground Shaking

Less Than Significant Impact – As stated in the discussion above, the proposed project is located in an area that is seismically active, and as with much of southern California, the proposed RW pipelines will be subject to strong seismic ground shaking impacts should any major earthquakes occur in the future. As shown on the Fault Activity Map of California prepared by the United States Geologic Survey (**Figure VII-2**), there are several faults that traverse the project area. As a result, and like all other development projects in the area and throughout the southern California region, the proposed project will be required to comply with all applicable seismic design standards contained in the California Building Code (CBC). Compliance with the CBC and the use of best management design practices will enable maximum structural integrity of the RW pipelines to be maintained in the event of an earthquake. As stated above, generally, belowground pipelines are not typically susceptible to severe damage from ground shaking. Many such facilities exist and function within areas susceptible to strong ground shaking effects. Therefore, given that the proposed project consists of the installation of RW pipelines that will be constructed within existing roadway ROW, including beneath rail ROW and roadway medians, and within 6 of the 7 project sites, and that no structures will be developed in support of the proposed project, there is a less than significant potential for people or structures to be exposed to strong seismic ground shaking.

iii. Seismic-Related Ground Failure Including Liquefaction

Less Than Significant Impact – The three factors determining whether a site is likely to be subject to liquefaction include seismic shaking, type and consistency of earth materials, and groundwater level. Liquefaction of saturated cohesionless soils can be caused by strong ground motion resulting from earthquakes. Soil liquefaction is a phenomenon in which saturated, cohesionless soils lose their strength due to the build-up of excess pore water pressure during cyclic loading such as that induced by earthquakes. According to the California Geologic Survey map showing the Seismic Hazards Programs for Liquefaction Zones provided as **Figure VII-3**, a substantial portion of the project footprint is located within a general area known to be susceptible to liquefaction.

As with other ground failure potential, RW pipelines are not susceptible to significant adverse effects associated with liquefaction. Damage to pipelines can occur, but can be repaired and placed back into operation with no loss of human life. Therefore, potential impacts associated with seismic-related ground failure would be considered less than significant. No mitigation is required.

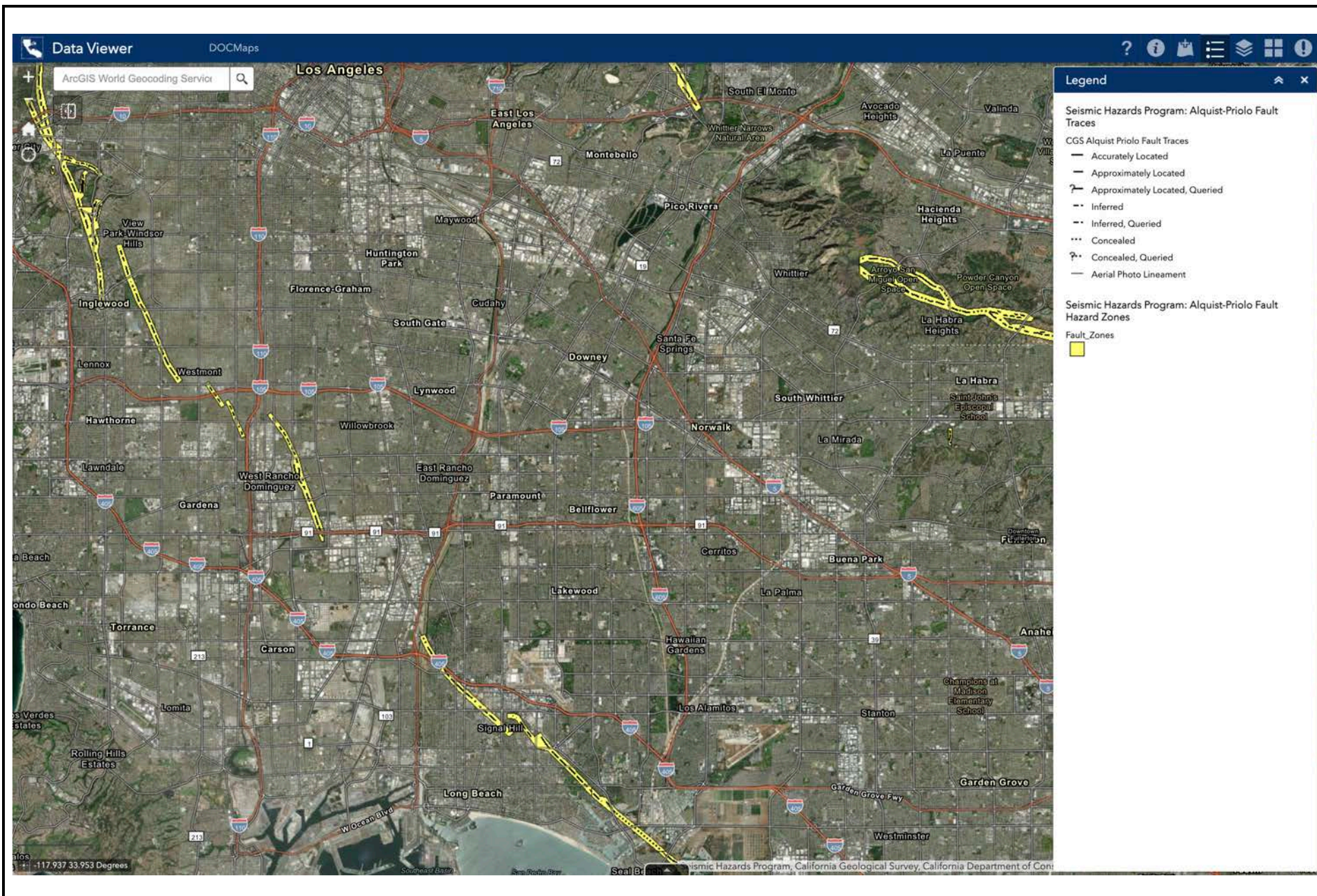


FIGURE VII-1

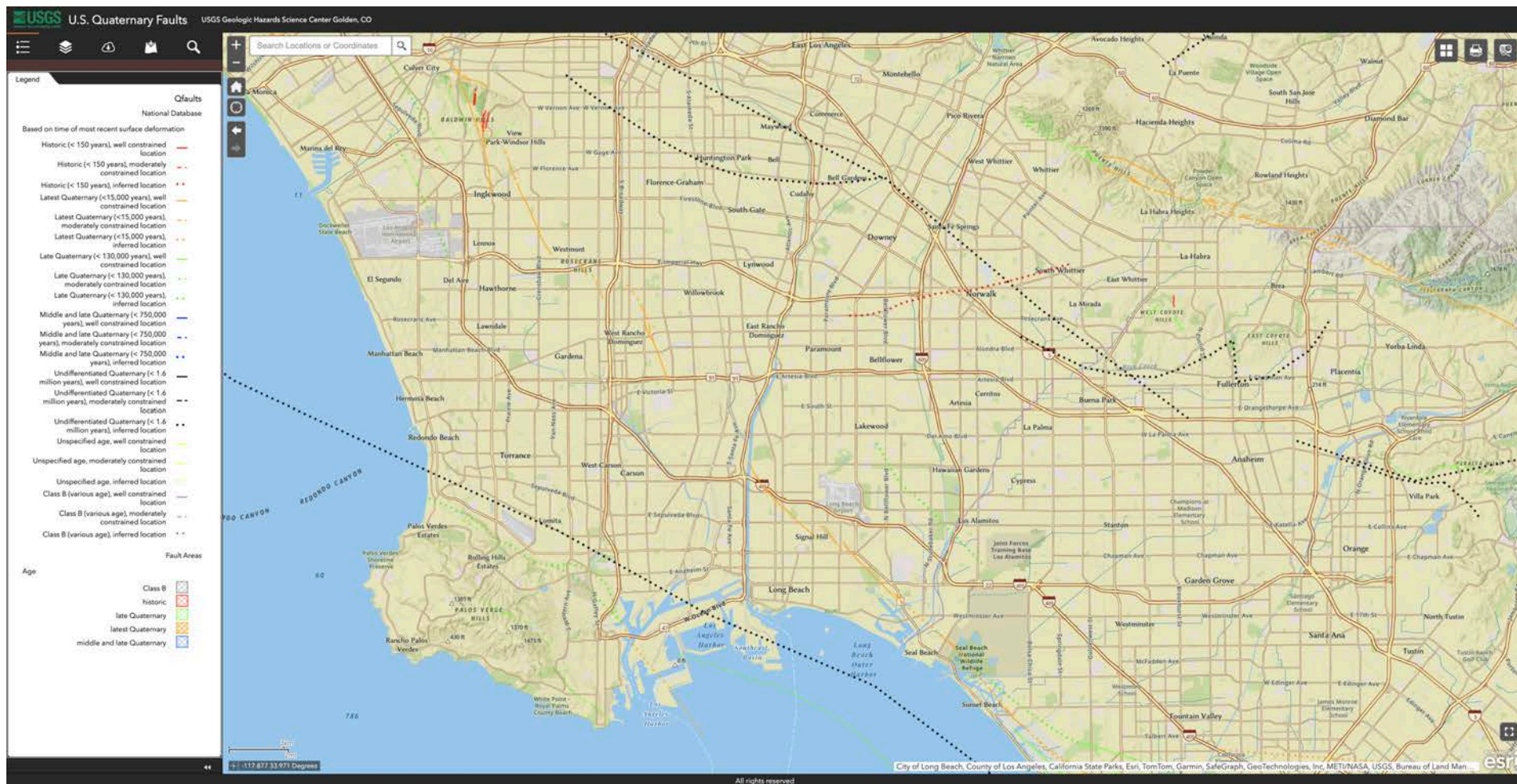


FIGURE VII-2

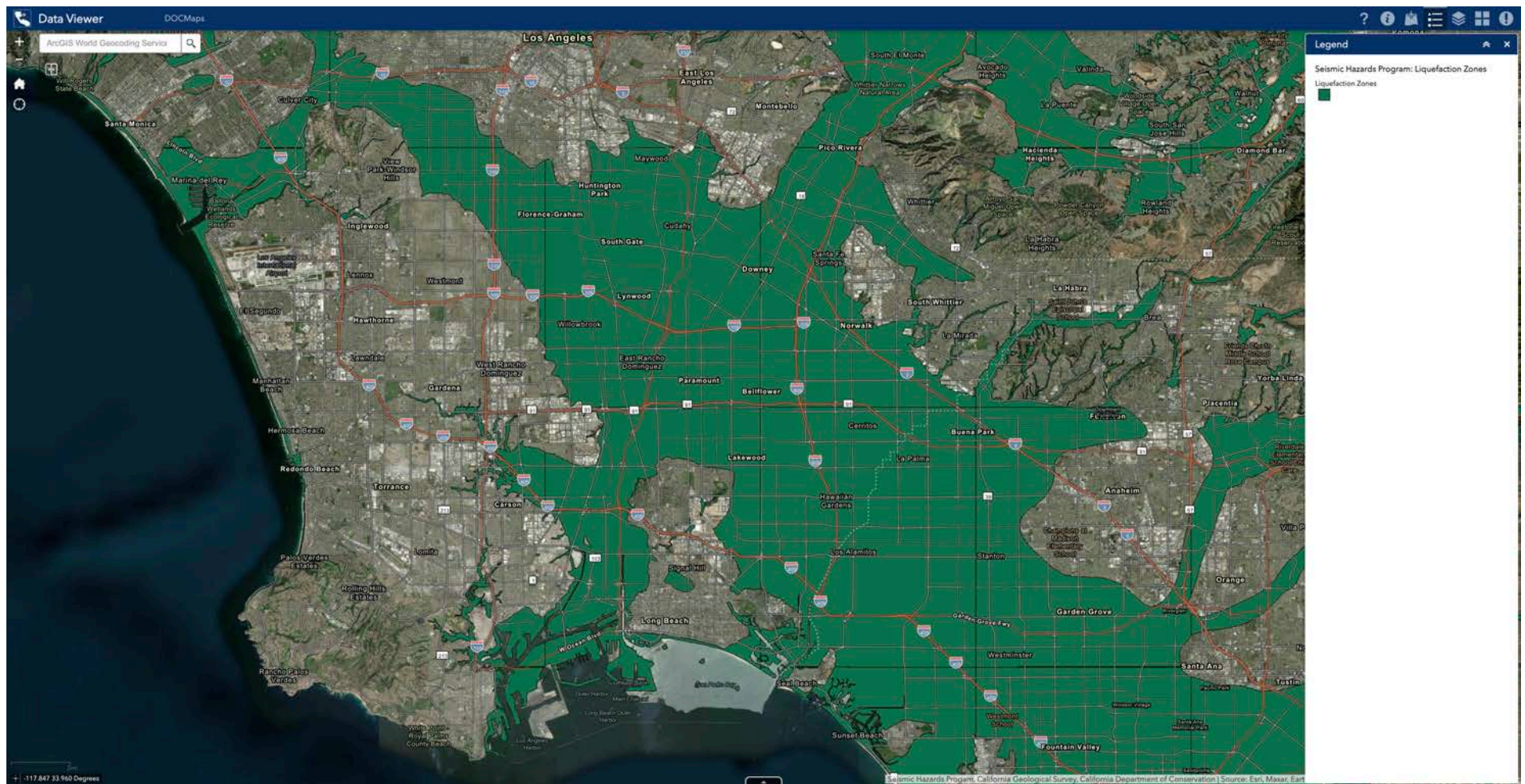


FIGURE VII-3

iv. Landslide

Less Than Significant Impact – Landslides in the project area are generally known to occur around the Puente Hills to the northeast and Palos Verdes Hills to the southwest. The proposed project footprint is located in the valley region of eastern Los Angeles County, and the whole of the project area is relatively flat. Landslides generally occur on hillsides and within mountainous areas. According to California Geologic Survey map showing the Seismic Hazards Programs for Landslide Zones provided as **Figure VII-4**, the whole of the project footprint is located outside of a delineated landslide zone. However, pipelines are not typically susceptible to significant adverse effects associated with landslides. Damage to pipelines can occur, but can be repaired and placed back into operation with no loss of human life. Therefore, potential impacts associated with landslides are considered less than significant. No mitigation is required.

- b. *Less Than Significant With Mitigation Incorporated* – The majority of the project area has been graded, compacted, and paved with asphalt, or would occur within engineered sites where concrete and vegetation may be removed temporarily to install the RW pipeline within a trench belowground. There are minimal cases in which jack and bore techniques would be deployed to enable the RW pipeline to cross under rail ROW. The proposed Proposition 1 Recycled Water Project will result in land disturbance in the areas that will require construction within roadways and adjacent ROW, as well as internal to 6 of the 7 sites that would be served with recycled water, would accommodate the trenching required to install the RW pipeline. Adequate drainage facilities exist to accommodate existing drainage flows, and no change in drainage will result once the roadways are repaved, concrete is reinstalled, dirt is compacted, and vegetated areas are revegetated and the RW pipelines are in place belowground. This project will result in the disturbance of more than one acre of land and will require filing a Notice of Intent (NOI), securing a National Pollutant Discharge Elimination System (NPDES), general construction stormwater discharge permit, and preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will include but not be limited to the following measures to mitigate potential impacts associated with erosion and surface water quality degradation during construction:

GEO-1 *Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. Where covering is not possible, measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup such that erosion does not occur.*

GEO-2 *Excavated areas shall be backfilled and compacted such that erosion does not occur. Paved areas disturbed by this project shall be repaved in such a manner that roadways and other disturbed areas are returned to the pre-project conditions or better.*

GEO-3 *All exposed, disturbed soil (trenches, stored backfill, etc.) will be sprayed with water or soil binders twice a day or more frequently if fugitive dust is observed migrating from the site within which the RW pipelines are being installed.*

GEO-4 *The length of trench which can be left open at any given time will be limited to that needed to reasonably perform construction activities. This will serve to reduce the amount of backfill stored onsite at any given time.*

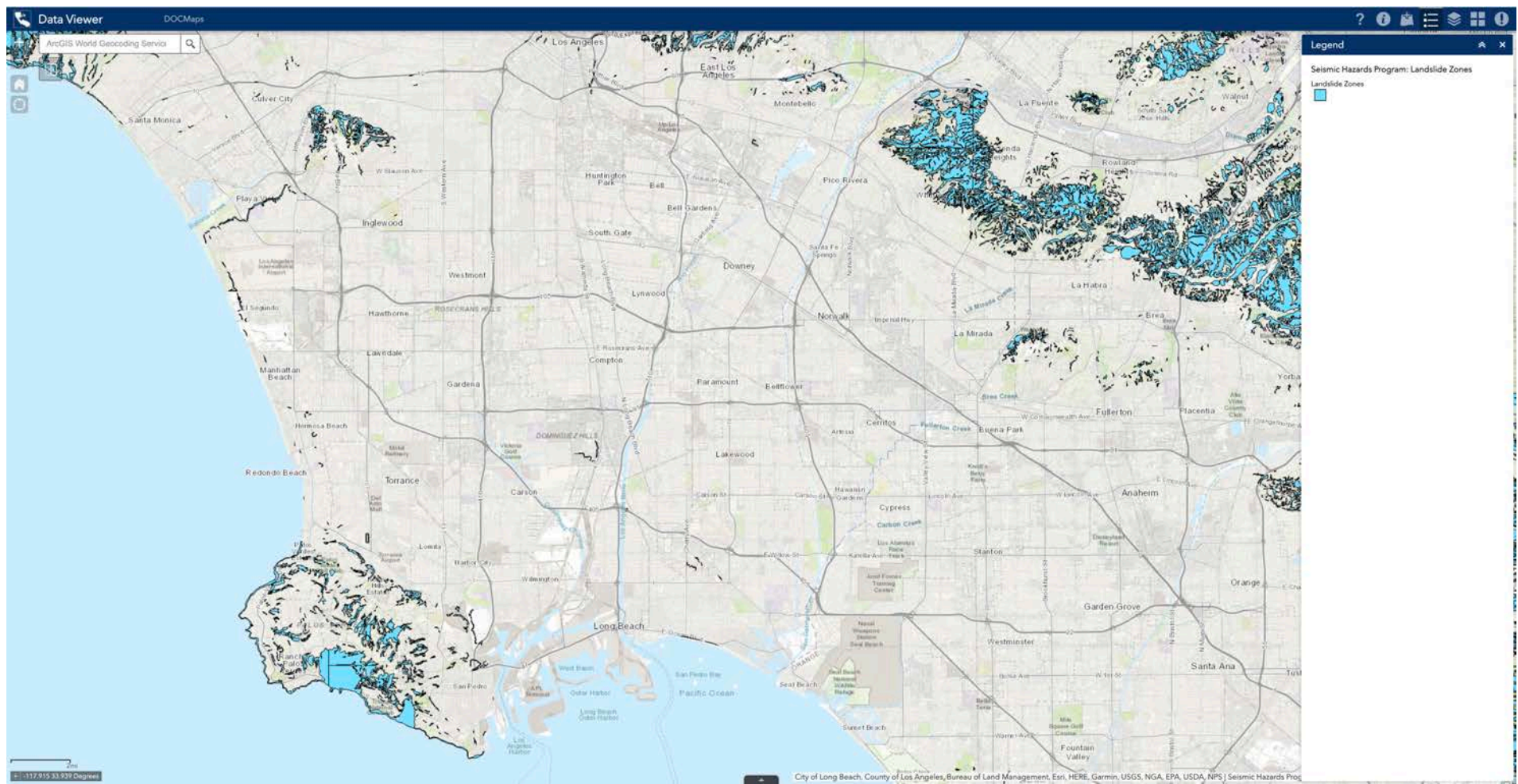


FIGURE VII-4

With implementation of the above mitigation measures, any impacts are considered less than significant. No further mitigation is necessary.

- c. *Less Than Significant Impact* – As stated under issues VII(a[iii]) and VII(a[iv]) above, the project footprint traverses through areas that are susceptible to landslides and liquefaction. This indicates that the project footprint and general area may be underlain by unstable soils, or be affected by subsidence, lateral spreading, or collapse. However, the proposed project consists of the installation of RW pipelines mostly within existing roadways, with some jack and bore techniques required to enable RW to cross under the rail ROW, and pipelines are generally not susceptible to significant adverse effects associated with unstable soils. As stated under issues VII(a[iii]) and VII(a[iv]) above, damage to pipelines can occur, but can be repaired and placed back into operation with no loss of human life. Based on the analysis above, though the project is located within soils that may be unstable, the type of project would minimize impacts to structures or humans from occurring. No mitigation measures are required.
- d. *Less Than Significant Impact* – The majority of the proposed project will be located belowground. As stated throughout the Geology and Soils section of the Initial Study, pipelines are generally not subject to experiencing significant effects of soil instability or in this case, expansive soils. Because of the varied locations associated with the site, the soils underlying each site are varied with the following soil types present according to data gathered from the United States Department of Agriculture Web Soil Survey for each of the RW pipeline alignments (**Appendix 6**):
- Urban land-Hueneme, drained-San Emigdio complex
 - Urban land-Metz-Pico complex
 - Urban land, frequently flooded

Expansive soils are typically in the clay soil family, none of which are present within the project footprint; furthermore, while damage to pipelines can occur, damaged pipelines can be repaired and placed back into operation with no loss of human life. The pipelines will be installed on engineered fill and cover material that will minimize potential damage. Given the above, the proposed project would have a less than significant potential to 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. *No Impact* – The proposed project proponent is CBMWD, and the overall purpose of the proposed project is intended to expand the District's RW system and reduce potable water use. No septic systems or alternative wastewater disposal systems are proposed as part of the project. During construction, portable toilet facilities may be utilized to serve the needs of construction workers, and these facilities would be serviced by in accordance with portable toilet service standards. Thus, no impacts related to the use of septic tanks or alternative water disposal systems will occur.
- f. *Less Than Significant With Mitigation Incorporated* – The potential for discovering paleontological resources during development of the project is considered unlikely due to the past disturbance and extent of ground disturbance within disturbed areas of the project site. The vast majority of the RW pipeline alignments are contained within the rights-of-way of existing public roadways, where typically the top five to six feet of soils are practically engineered fill that has been greatly disturbed by road construction and the installation of subsurface utility lines. In other cases, such as where jack and bore techniques would be utilized, much of the soils/sediment will be well belowground with

little potential for disturbance of subsurface paleontological resources. No unique geologic features are known or suspected to occur on or beneath the sites. However, because these resources are located beneath the surface and can only be discovered as a result of ground disturbance activities, the following measure shall be implemented:

GEO-5 *Should any paleontological resources be accidentally encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the District. The paleontological professional shall assess the find, determine its significance, and determine appropriate mitigation measures within the guidelines of the California Environmental Quality Act that shall be implemented to minimize any impacts to a paleontological resource.*

With incorporation of this contingency mitigation, the potential for impact to paleontological resources will be reduced to a less than significant level. No additional mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: 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?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from the following technical study: *Central Basin Municipal Water District Air Quality & Greenhouse Gas Assessment prepared by Urban Crossroads dated November 27, 2024*. This technical study is provided as **Appendix 3** to this document.

Climate Change Setting

Global climate change (GCC) is the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed project evaluated in this memo cannot generate enough GHG emissions to affect a discernible change in global climate. However, the proposed project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, this memo will evaluate the potential for the proposed project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂, N₂O, CH₄, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's

average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

For the purposes of this analysis, emissions of CO₂, CH₄, and N₂O were evaluated because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and there are no accepted emissions factors or methodology to accurately calculate these gases.

Standards of Significance

According to the *CEQA Guidelines* Appendix G thresholds, to determine whether impacts from GHG emissions are significant. Would the project:

- **Threshold 1:** Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- **Threshold 2:** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a "threshold of significance." For establishing significance thresholds, the Office of Planning and Research's amendments to the *CEQA Guidelines* Section 15064.7(c) state "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

CEQA Guidelines Section 15064.4(a) further states, ". . . A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . . ; or (2) Rely on a qualitative analysis or performance-based standards."

CEQA Guidelines Section 15064.4 provides that a lead agency should consider the following factors, among others, in assessing the significance of impacts from greenhouse gas emissions:

- **Consideration #1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- **Consideration #3:** The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals

or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

Establishment of Significance Thresholds

Based on the foregoing guidance, the County of Los Angeles as elected to rely on compliance with a local air district threshold in the determination of significance of project-related GHG emissions. Specifically, the County has selected the interim 3,000 MTCO₂e/yr threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare project-related GHG emissions.

The 3,000 MTCO₂e/yr threshold is based on a 90 percent emission "capture" rate methodology. Prior to its use by the SCAQMD, the 90 percent emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in their CEQA & Climate Change white paper (2008). A 90 percent emission capture rate means that unmitigated GHG emissions from the top 90 percent of all GHG-producing projects within a geographic area – the SCAB in this instance – would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10 percent of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90 percent emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State's GHG reduction targets, are allowed to proceed. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximate 1 percent of projected statewide GHG emissions in the Year 2050.

In setting the threshold at 3,000 MTCO₂e/yr, SCAQMD researched a database of projects kept by the Governor's Office of Planning and Research (OPR; now Governor's Office of Land Use and Climate Innovation). That database contained 798 projects, 87 of which were removed because they were very large projects and/or outliers that would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. The SCAQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. Emissions from each of these projects were calculated by SCAQMD to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the SCAQMD analysis determined that the 90th percentile ranged between 2,983 to 3,143 MTCO₂e/yr. The SCAQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MTCO₂e/yr) to define small projects that are considered less than significant and do not need to provide further analysis.

The Los Angeles County, within which the proposed project would be installed, understands that the 3,000 MTCO₂e/yr threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO₂e/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA GHG Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and

local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold “uses the Executive Order S-3-05 goal [80 percent below 1990 levels by 2050] as the basis for deriving the screening level” and, thus, remains valid for use in 2022. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Thus, for purposes of analysis in this analysis, if project-related GHG emissions do not exceed the 3,000 MTCO₂e/yr threshold, then project-related GHG emissions would clearly have a less-than-significant impact pursuant to Threshold GHG-1. On the other hand, if project-related GHG emissions exceed 3,000 MTCO₂e/yr, the project would be considered a substantial source of GHG emissions.

Impact Analysis

- a. *Less Than Significant Impact* – The estimated GHG emissions for the project land use are summarized in Table VIII-1. The estimated GHG emission includes emissions from Carbon Dioxide (CO₂), Methane (CH₄), Nitrous Oxide (N₂O), and Refrigerants (R). As shown in Table VIII-1, the project would generate a total of approximately 46.08 MTCO₂e/yr. Detailed operation model outputs for the proposed project are presented in Attachment B of **Appendix 3**.

Table VIII-1: Emissions (Metric Tons CO₂e)

Source	Emissions (MT/year)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	32.29	1.29E-03	7.04E-04	4.90E-03	32.54
Water	7.72	0.18	0.00	0.00	13.54
Total CO ₂ e (All Sources)	46.08				

As shown in Table VIII-1, the project will result in approximately 46.08 MTCO₂e/yr; the proposed project would not exceed the screening threshold of 3,000 MTCO₂e/yr. Thus, the project would not have the potential to result in a cumulatively considerable impact with respect to GHG emissions and project GHG emissions would have a less than significant impact.

- b. *Less Than Significant Impact* – Pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions.

The 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85% below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

The project is consistent with the general plan land use designation, density, building intensity, and applicable policies specified for the project area in SCAG's Sustainable Community Strategy/

Regional Transportation Plan, which pursuant to SB 375 calls for the integration of transportation, land-use and housing policies to plan for achievement of the GHG-emissions target for the region. Thus, a less than significant impact related to GHG emissions from project construction and operation would occur and no mitigation is required.

This project involves the construction of several pipelines within Los Angeles County, designed to align with the goals of the County's Climate Action Plan (CAP). Sustainable construction practices will be implemented to minimize environmental impact and reduce GHG emissions. Measures will be taken to protect local ecosystems and engage with the community to address any concerns. By adhering to the CAP's objectives, this project aims to contribute positively to the County's sustainability goals while ensuring the efficient delivery of essential services. Thus, the proposed project would result in a less than significant potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
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 or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

SUBSTANTIATION

a&b. *Less Than Significant With Mitigation Incorporated* – The project should not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; but it may 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 during construction. The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW),

including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). During construction, there is a potential for accidental release of petroleum products in sufficient quantity to pose a significant hazard to people and the environment. The following mitigation measure will be incorporated into the SWPPP prepared for the project and it can reduce such a hazard to a less than significant level:

HAZ-1 *All accidental spills or discharge of hazardous material during construction activities shall be reported to the Certified Unified Program Agency and shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately a licensed disposal or treatment facility. This measure shall be incorporated into the SWPPP prepared for the proposed project. Prior to accepting the site as remediated, the area contaminated shall be tested to verify that any residual concentrations meet the standard for future residential or public use of the site.*

Additionally, roadways adjacent to and within the project footprint are public roads that can be used by any common carrier to or from the local area. For such transporters, the existing regulatory mandates ensure that the hazardous materials and any hazardous wastes transported to and from the project site will be properly managed. These regulations are codified in Titles 8, 22, and 26 of the California Code of Regulations. For example, maintenance trucks for construction equipment must transport their hazardous materials in appropriate containers, such as tanks or other storage devices. In addition, the haulers must comply with all existing applicable federal, state and local laws and regulations regarding transport, use, disposal, handling and storage of hazardous wastes and material, including storage, collection and disposal. Compliance with these laws and regulations related to transportation will minimize potential exposure of humans or the environment to significant hazards from transport of such materials and wastes.

Thus, once constructed, the RW pipelines will not require or result in transport, use, or disposal of hazardous materials. Therefore, with implementation of the identified mitigation measure, impacts are considered less than significant.

- c. *Less Than Significant Impact* – The project sites are located within one quarter mile of a school, particularly given that much of the proposed project would bring RW to school sites. This includes San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Fedde Middle School, and Maywood Academy High School. While the proposed project would be developed within one quarter mile of a school, it is not anticipated to emit hazardous emissions or handle large quantities of hazardous materials or substances that would cause a significant impact to a local school. Furthermore, the District will develop further safety standards and operational procedures and continue to enforce existing safety standards and operational procedures for safe transport and use of its operational and maintenance materials that are potentially hazardous. As such, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste during construction or operation in a quantity that would pose any danger to people adjacent to, or in the general vicinity of, the project site. Therefore, the impacts of the proposed project to this issue area would be considered less than significant.

- d. *Less Than Significant With Mitigation Incorporated* – The proposed project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. The proposed Proposition 1 Recycled Water Project consists of the installation of approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School). The California State Water Resources Control Board's GeoTracker website (consistent with Government Code Section 65962.5) results (see **Appendix 7**) results are as follows:
- **Maywood Academy High School:** Maywood Academy High School is located in an area that, within a 2,500 ft radius of the project footprint, is surrounded by several open Cleanup cases. Of these open cases, 1 is open and inactive, 2 have no further action required, 2 are eligible for closure, 4 were found to have soil vapor/soil contamination, resulting in groundwater contamination and are being assessed (Bellwood Properties, LLC and Former Maywood Electrical Substation and GSE Properties, LLC), 1 permitted facility (Huntington Park Elementary School) and 1 has soil vapor contamination for which remediation is ongoing. These open cases involve site soil contamination, and groundwater contamination. The proposed project would not involve excavation to groundwater level, and therefore, would not be anticipated to encounter contaminated groundwater during either construction or operation of the proposed project. Further, the soil contamination at the individual sites listed above and shown in **Appendix 7** are site specific, and therefore, it is not anticipated that either project construction or operation would result in uncovering soil/soil vapor contamination. However, given that the RW pipeline alignment would be located in close proximity to open Cleanup cases, unknown contaminants may exist within the project area. Thus, during project construction, it is possible that contaminated soil and/or groundwater could be encountered during excavation, thereby posing a health threat to construction workers, the public, and the environment. Additionally, occasionally, a project that involves subsurface excavation or exploration may encounter an unknown contaminated site. Once encountered, there are existing protocols to address such contamination. In addition to implementing **MM HAZ-7**, which would address encounters with unknown contamination, notification of regulatory agencies and following their guidance would ensure the RW pipeline would have a less than significant impact related to contaminated sites.
 - **San Antonio Elementary School:** San Antonio Elementary School is located in an area that, within a 2,500 ft radius of the project footprint, is surrounded by several open Cleanup cases. Of these open cases, 1 was found to have soil vapor/soil contamination, resulting in groundwater contamination and are being assessed (J & V Auto Repair Services), 3 inactive military cleanup sites, 1 inactive groundwater contamination site, 1 certified state response site where metal contamination may have caused groundwater contamination (Bethlehem Steel Vernon Lot 18), 1 Class 2 Violation against compliance for a Large Quantity Generator (Bodycote Thermal Processing), 1 site where no further action is required, 1 site for which the remediation actions are overseen by the Los Angeles RWQCB (Former Trico), 1 site for which remediation is ongoing for soil, soil vapor, and groundwater contamination (Industrial Steel Treating Co), 1 Environmental Protection Agency (EPA) referral for evaluation site for which metals, polychlorinated biphenyls (PCBS), and volatile Organics (VOCs) were the media of concern (Mahl

Steel Co.), 1 site with open remediation for groundwater, soil, soil vapor, and well contamination by Chromium, Chromium VI, Dichloroethane (DCE), Gasoline, Other Chlorinated Hydrocarbons, Other Metal, Tetrachloroethylene (PCE), Total Petroleum Hydrocarbons (TPH), Trichloroethylene (TCE), Waste Oil / Motor / Hydraulic / Lubricating (Trico Industries), 1 State Response Certification for contamination of metal/lead in soil (Vernon Industry Plaza – Lot 7), and 1 land use restriction site. As discussed under Maywood Academy High School above, it is not anticipated that either project construction or operation would result in uncovering soil/soil vapor contamination or encountering contaminated groundwater. However, given that the RW pipeline alignment would be located in close proximity to open Cleanup cases, unknown contaminants may exist within the project area. Thus, implementation of **MM HAZ-2** is necessary to ensure a less than significant impact related to contamination sites for the activities taking place at this site.

- **Tanner Elementary School:** Tanner Elementary School is located in an area that, within a 2,500 ft radius of the project footprint, is surrounded by several open Cleanup cases. Of these open cases, 1 corrective action site for potential groundwater, soil, and soil vapor contamination by arsenic, tetrachloroethylene (PCE), and TCE (Ace Clearwater), 2 Tiered Permits with referral to another agency indicating that remediation has already been performed, 1 Class 2 violation against compliance for a Transporter (ACM+ Environmental Services), 1 land use restriction site, 3 were found to have soil vapor/soil contamination, resulting in groundwater contamination and are being assessed (Chevron Terminal, Federated Weiner Metals, New Century Industries, Inc.), 3 hazardous waste generator sites with inspection violations and no current enforcement activities, 1 State Response Site with certified cleanup status, 1 minor violation against compliance for a Universal Waste Electronics Collector (Macsun LLC/Sunada Recycling), and 1 School Site requiring no further action (Rosecrans School Site). As discussed under Maywood Academy High School above, it is not anticipated that either project construction or operation would result in uncovering soil/soil vapor contamination or encountering contaminated groundwater. However, given that the RW pipeline alignment would be located in close proximity to open Cleanup cases, unknown contaminants may exist within the project area. Thus, implementation of **MM HAZ-2** is necessary to ensure a less than significant impact related to contamination sites for the activities taking place at this site.
- **Tweedy Elementary School:** Tweedy Elementary School is located in an area that, within a 2,500 ft radius of the project footprint, is surrounded by several open Cleanup cases. Of these open cases, 1 is inactive with soil and soil vapor as the potential media of affected by arsenic, lead, metals, and oil, 4 were found to have soil vapor/soil contamination, resulting in groundwater contamination and are being assessed (BCO – Universal Cast Iron, LAUSD SRHS #9, Former Riverton Steel, LAUSD-South Regional High School #9), 1 EPA referral for evaluation site for which no specified contaminants were the media of concern, 2 federal superfund sites for which remediation for VOCs is ongoing (Copper Drum and Seam Master Industries), 1 local agency referral for evaluation site for which metals and TCE were the media of concern (L.A. Breakers – Gordillo Property), 2 School Cleanup sites—one that has been certified and another that is inactive requiring evaluation (South Gate Elementary School and South Gate New Elementary School Park Site), and 1 land use restriction site. As discussed under Maywood Academy High School above, it is not anticipated that either project construction or operation would result in uncovering soil/soil vapor contamination or encountering contaminated groundwater. However, given that the RW pipeline alignment would be located in close proximity to open Cleanup cases, unknown contaminants may exist within the project area. Thus, implementation of **MM HAZ-2** is necessary to ensure a less than significant impact related to contamination sites for the

activities taking place at this site.

- **Bloomfield Park & Fedde Middle School:** Bloomfield Park & Fedde Middle School are located in an area that, within a 2,500 ft radius of the project footprint, is surrounded by only 1 open Cleanup case. This case is identified as eligible for closure, and as a result, it is not anticipated that either project construction or operation would result in uncovering soil/soil vapor contamination or encountering contaminated groundwater.
- **Bellflower City Hall:** Bellflower City Hall is located in an area that, within a 2,500 ft radius of the project footprint, is not surrounded by any open Cleanup cases. Thus, it is not anticipated that either project construction or operation would result in uncovering soil/soil vapor contamination or encountering contaminated groundwater.

Based on the data contained **Appendix 7** containing the California State Water Resources Control Board's GeoTracker website (consistent with Government Code Section 65962.5) data for the project footprint, there is some potential to encounter contaminated soils or materials during trenching or jack and bore activities on behalf of the project. To prevent impacts from unknown subsurface hazardous materials or wastes, the following mitigation measure shall be implemented:

HAZ-2 *Should an unknown contaminated site be encountered during construction of project facilities, all work in the immediate area shall cease; the type of contamination and its extent shall be determined; and the local Certified Unified Program Agency or other regulatory agencies (such as the DTSC or Regional Board) shall be notified. Based on investigations of the contamination, the site may be closed and avoided or the contaminant(s) shall be remediated to a threshold acceptable to the Certified Unified Program Agency or other regulatory agency threshold and any contaminated soil or other material shall be delivered to an authorized treatment or disposal site.*

No further hazardous materials of concern are anticipated to be located within the project footprint. Therefore, with the implementation of the mitigation measures outlined above, historic contamination within the project area is not forecast to cause a significant adverse impact pertaining to hazardous materials. No mitigation further mitigation is required.

- e. *Less Than Significant Impact* – The proposed project is located within areas throughout eastern Los Angeles County, wherein a number of airports are located. Refer to the Los Angeles County Airport Land Use Commission Site Map provided as **Figure IX-1**. The closest airport to the project footprint is the Long Beach International Airport, with the Hawthorne Airport also located within close proximity to the project footprint. None of the project footprints are located within an airport land use plan, as shown on **Figure IX-1**. Given that the proposed project does not propose development of any above ground structures, the potential for the proposed project to cause or experience any routine or substantial adverse impact related to public airport operations is considered less than significant. No mitigation is required.

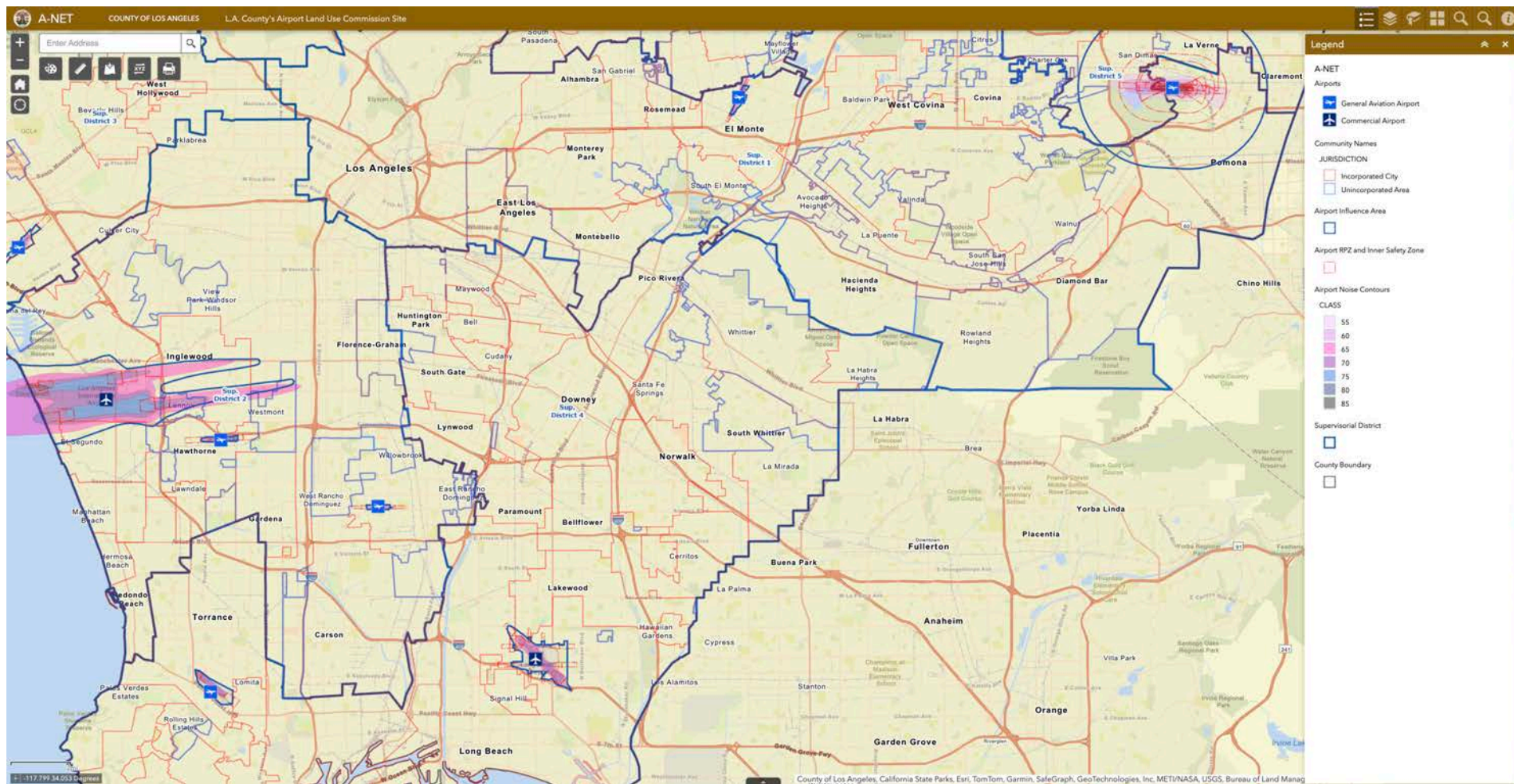


FIGURE IX-1

- f. *Less Than Significant With Mitigation Incorporated* – The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). The proposed Proposition 1 Recycled Water Project will not be developed within or conflict with any emergency response or evacuation route. The County of Los Angeles provides disaster route maps for each of the 7 cities within which the project would be constructed.⁷ These Disaster Maps are provided as **Figures IX-2 through IX-8**, and indicate that none of the proposed RW pipeline installation would occur within an identified evacuation or emergency. The proposed RW pipeline segments are generally not located within major roadways, and would not would conflict with Southern Pacific Railroad traffic. In the City of Hawaiian Gardens, Norwalk Blvd, within which RW pipeline would be installed, has been identified as an evacuation route, but only south of Carson Street, which is south of the RW pipeline installation proposed within Norwalk Boulevard. At no time during the installation of any segment of pipeline will the entirety of this roadway be closed. The project would require one lane to be closed, which would allow for through-traffic so long as a traffic management plan is developed and implemented. As such, please refer to the Transportation Section of this document, Section XVII. Mitigation measures (MMs) **TRAN-1** and **TRAN-2** would be implemented to address any potential traffic disruption and emergency access issues on area roadways.

TRAN-1 *The District shall require that contractors prepare a construction traffic control plan. Elements of the plan should include, but are not necessarily limited to, the following:*

- *Develop circulation and detour plans, if necessary, to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.*
- *To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.*
- *Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones.*
- *For roadways requiring lane closures that would result in a single open lane, maintain alternate one-way traffic flow and utilize flagger-controls.*
- *Coordinate with facility owners or administrators of sensitive land uses such as police and fire stations, hospitals, and schools. Provide advance notification to the facility owner or operator of the timing, location, and duration of construction activities.*

TRAN-2 *The District shall require that all disturbances to public roadways be repaired in a manner that complies with the Standard Specifications for Public Works Construction*

⁷ Los Angeles County Department of Public Works, 2024. Disaster Route Maps (by City) <https://pw.lacounty.gov/dsg/DisasterRoutes/city.cfm> (accessed 11/22/24)

(green book) or other applicable County of Los Angeles standard design requirements.

With implementation of these measures requiring construction traffic control and that roadways are returned to their original or better condition; impacts are reduced to a less than significant. No additional mitigation is required.

- g. *Less Than Significant Impact* – The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The proposed project footprint traverses urban landscapes within the City of Bellflower, City of Maywood, City of Huntington Park, City of Paramount, City of South Gate, City of Lakewood, and City of Hawaiian Gardens. The project is located not located within any very high fire hazard zone according to the CALFIRE Fire Hazard Severity Zone Viewer Map (**Figure IX-9**). The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). Below ground pipelines are not susceptible to wildfire hazards and the development of the proposed pipeline will not increase the risk of wildland fires to nearby residences and structures. Therefore, because the entirety of the project will be installed belowground and outside of any fire hazard severity zones, the proposed project would have a less than significant potential to expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. No mitigation is required.



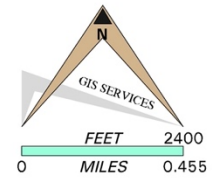
FIGURE IX-4

- City Boundary
- Freeway Disaster Route
- Disaster Route
- Thomas Guide Page Grid

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CITY OF BELLFLOWER

(Map Size: 8.5" x 11")



AMC:sarsacawkw dsrsvcesaml drtbellfloweraml Prepared by: DLACY

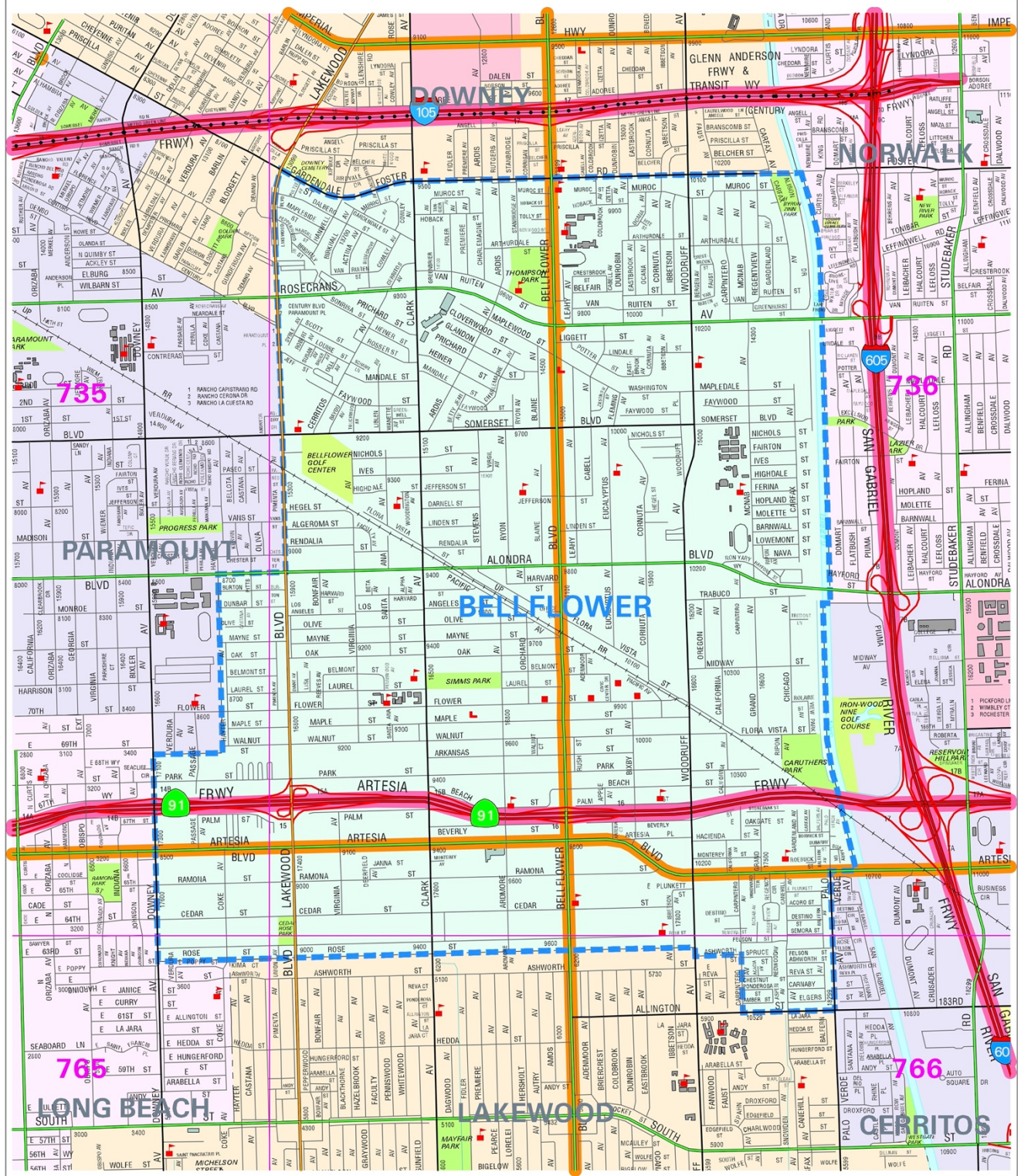


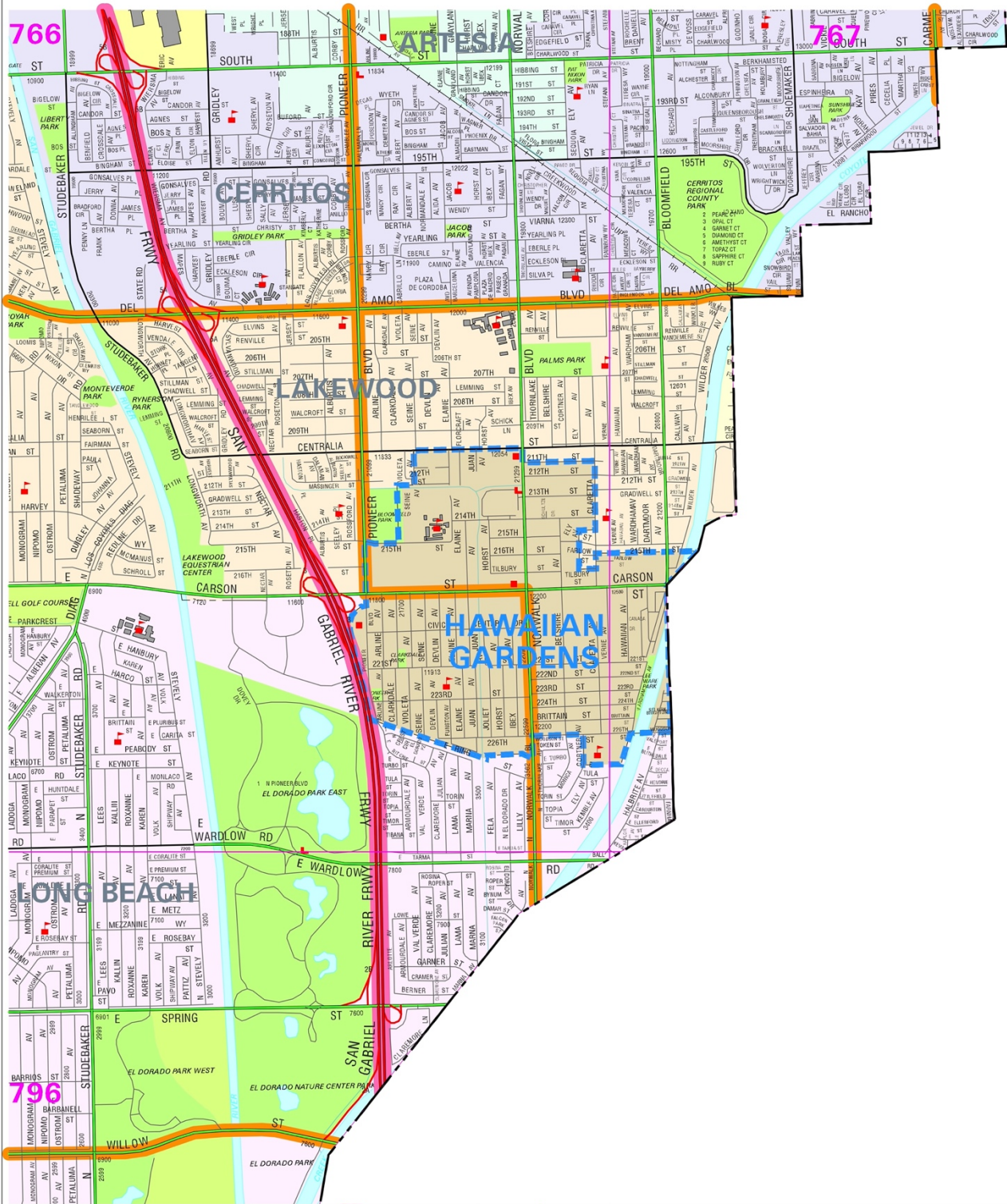
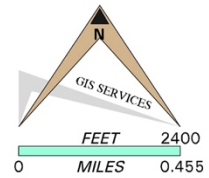
FIGURE IX-2

- City Boundary
- Freeway Disaster Route
- Disaster Route
- Thomas Guide Page Grid

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CITY OF HAWAIIAN GARDENS

(Map Size: 8.5" x 11")



AML s:\arcswkbw dsrvices\aml dr\hawaiiangardens.aml Prepared by: DLACY

FIGURE IX-3

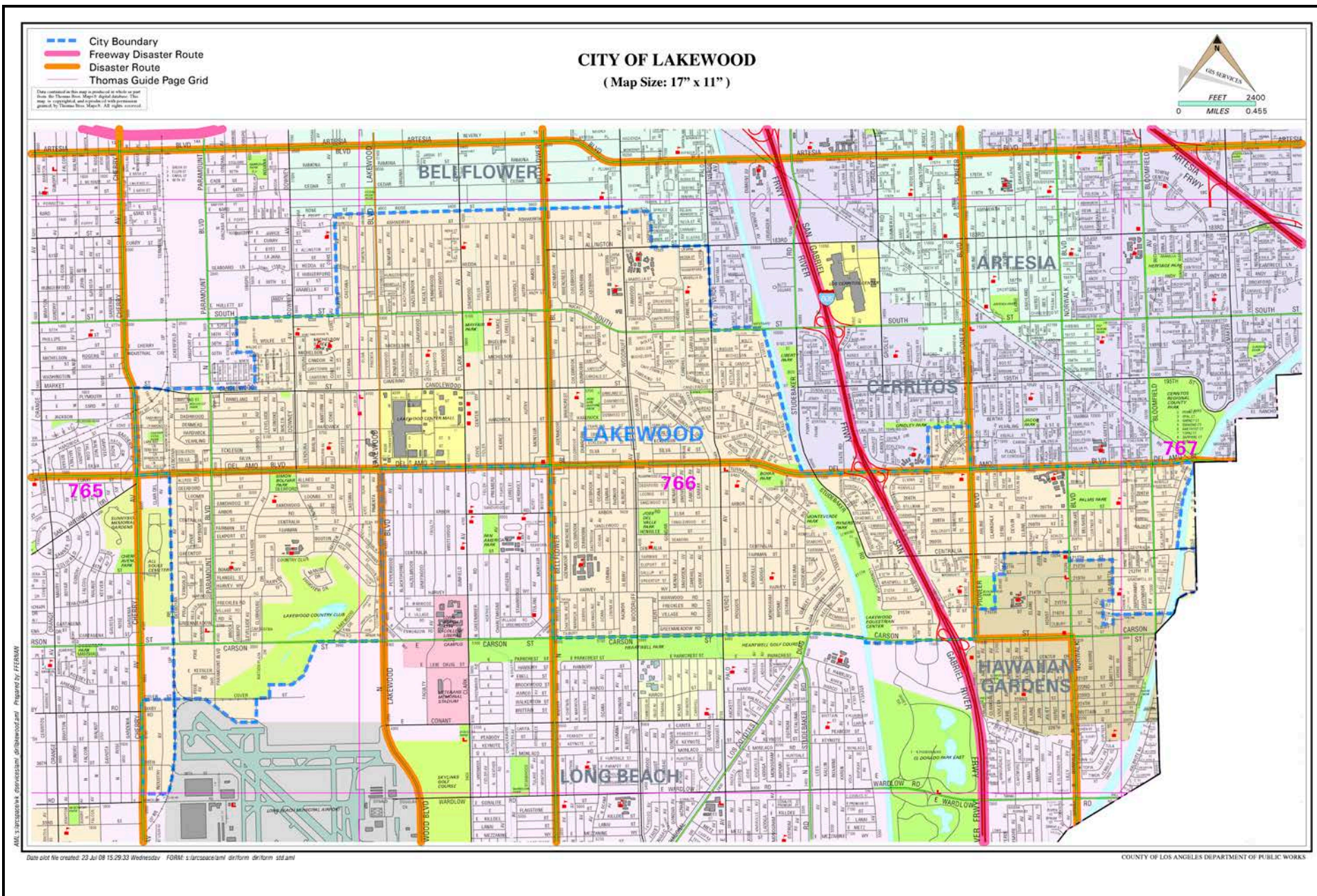


FIGURE IX-5

Tom Dodson & Associates
Environmental Consultants

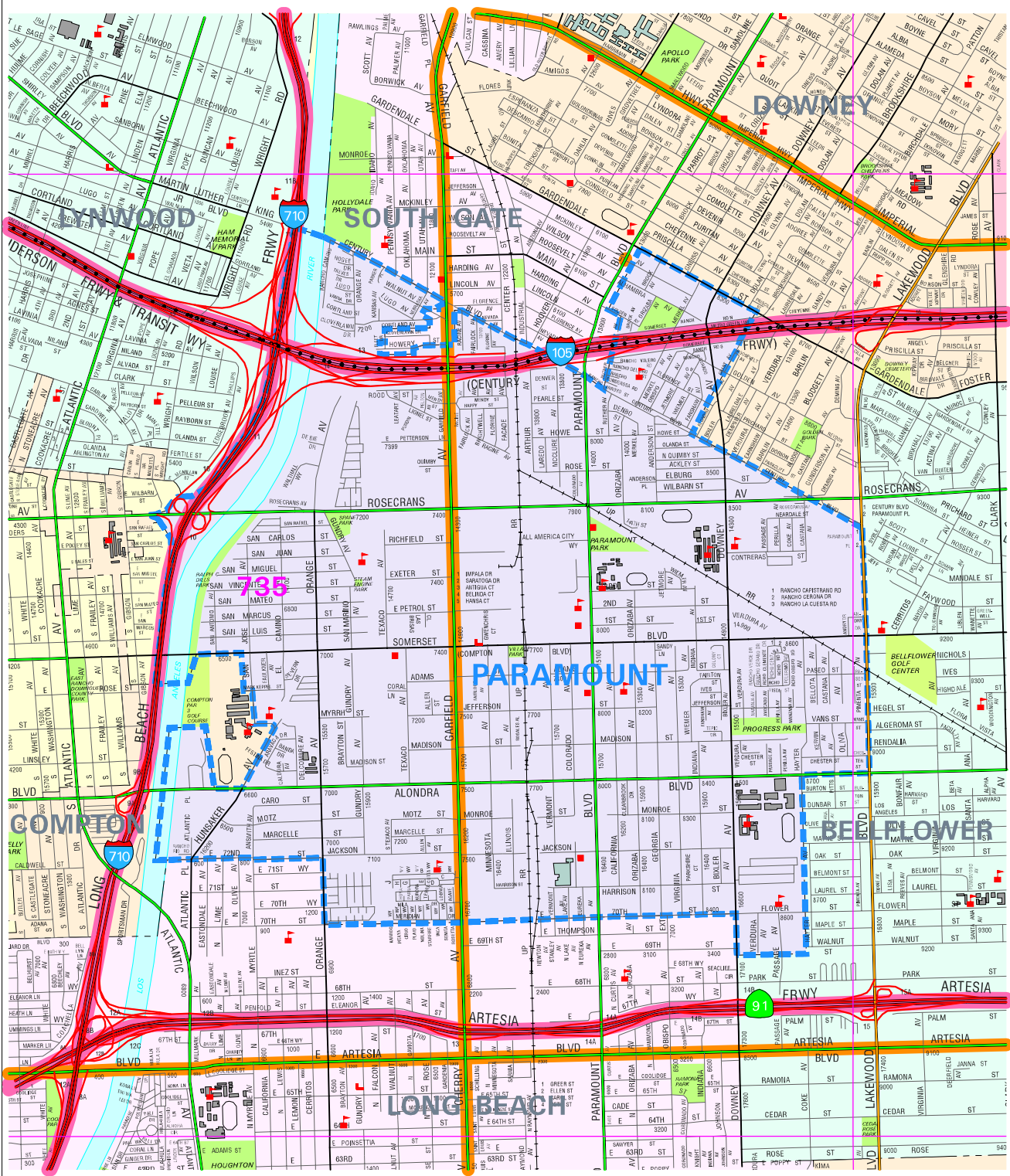
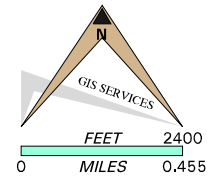
Evacuation Map Lakewood

- City Boundary
- Freeway Disaster Route
- Disaster Route
- Thomas Guide Page Grid

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CITY OF PARAMOUNT

(Map Size: 8.5" x 11")



AMT:sarsasawak dsrviceatlmi dirparamountaml Prepared by DLACY

FIGURE IX-7

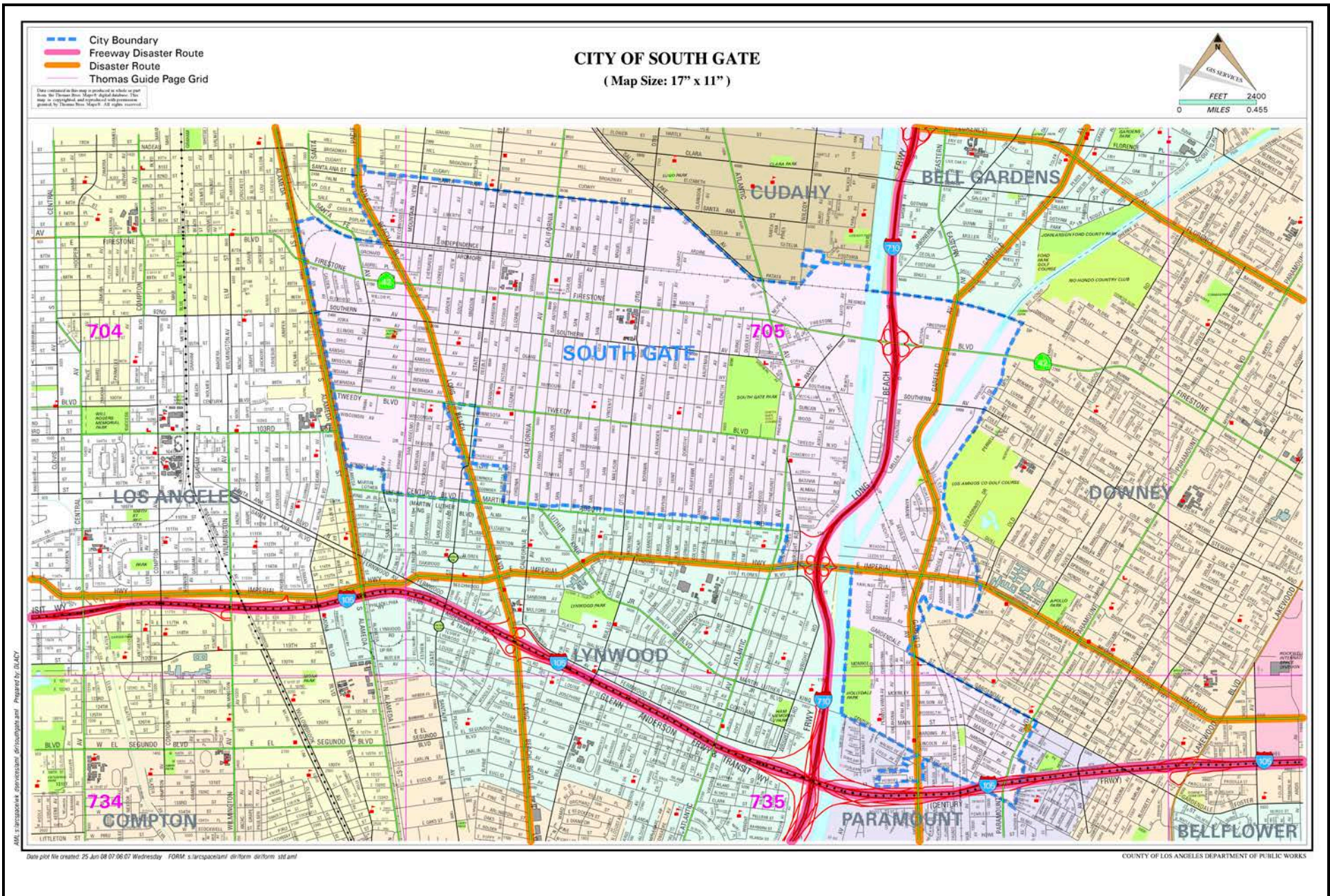


FIGURE IX-8

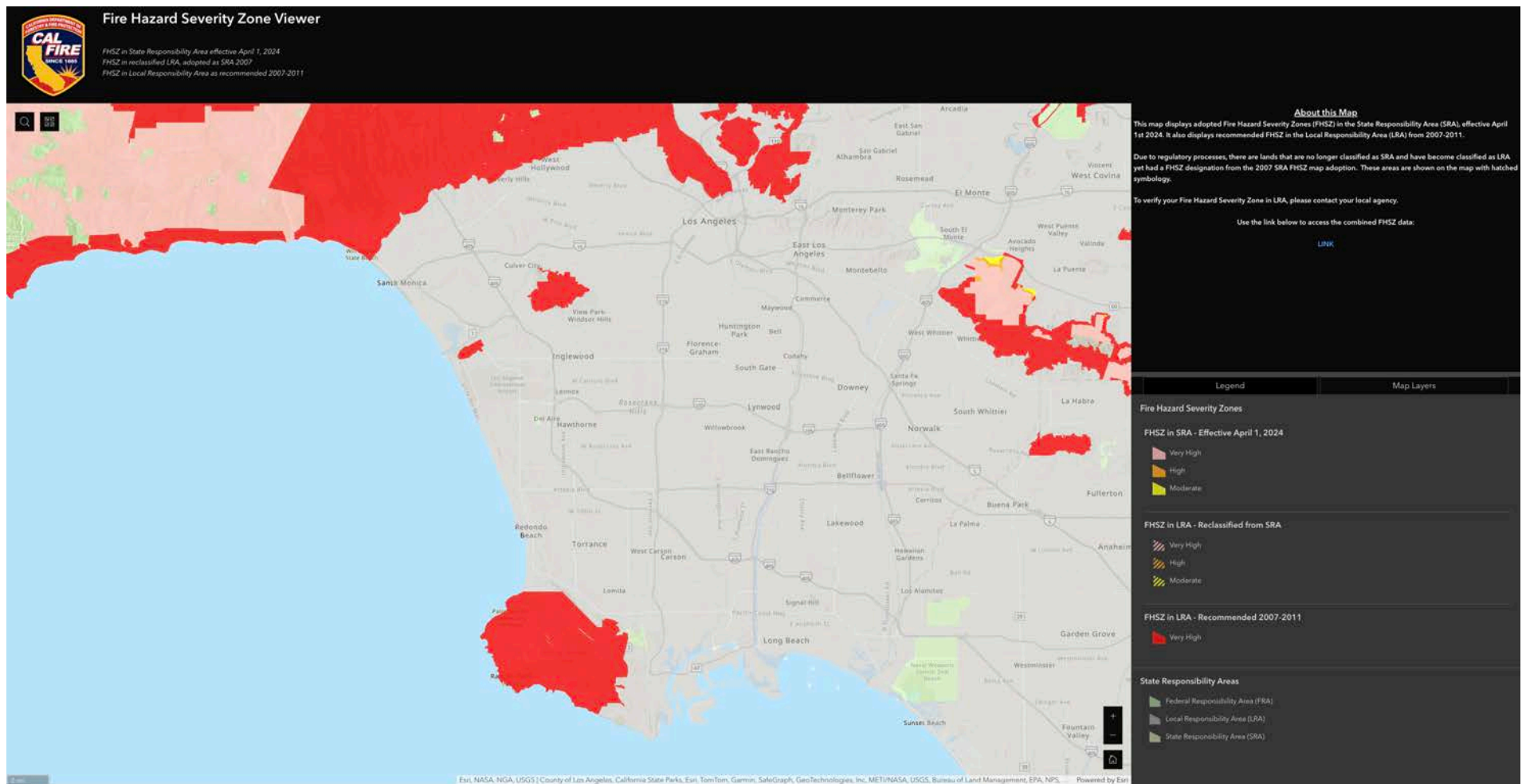


FIGURE IX-9

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation onsite or offsite?	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	☐	☐	☒	☐
(iii) 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?; or,	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

SUBSTANTIATION

- a. *Less Than Significant With Mitigation Incorporated* – The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). The area of disturbance from the construction of the RW pipeline

will occur within existing rights-of-way including paved roadways or otherwise belowground through jack and bore methods, or within the disturbed project sites that will be connected to the District's RW system. Three main sources of potential violation of water quality standards or waste discharge requirements are as follows: from generation of municipal wastewater; from stormwater runoff; and potential discharges of pollutants, such as accidental spills. To address stormwater and accidental spills within this environment, any new project must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that project-related surface runoff meets discharge requirements over the short- and long-term. In the short term, construction activities will have some potential to affect the quality of stormwater discharged from the project sites. Land disturbance activities could result in erosion and sedimentation immediately adjacent to the disturbed project alignment. Spills or leaks of petroleum products used by construction equipment could also potentially affect the quality of surface water. The project will be required to obtain a general construction National Pollutant Discharge Elimination System (NPDES) stormwater discharge permit prior to the start of construction. Obtaining coverage under the General Construction NPDES permit requires the preparation and implementation of the SWPPP, which specifies Best Management Practices (BMPs) that must be implemented during construction of this specific project. Compliance with the terms and conditions of the NPDES and the SWPPP, as well as the WQMP, is mandatory and is judged adequate mitigation by the regulatory agencies for potential impacts to stormwater during construction activities. Implementation of the following mitigation measure is also considered adequate to reduce potential impacts to stormwater runoff to a less than significant level.

HYD-1 *The District shall require that the construction contractor to implement specific Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving offsite into receiving waters. These practices shall include a Plan that identifies the methods of containing, cleanup, transport and proper disposal of hazardous chemicals or materials released during construction activities that are compatible with applicable laws and regulations. BMPs to be implemented by the District include the following:*

- *The use of silt fences or coir rolls;*
- *The use of temporary stormwater desilting or retention basins;*
- *The use of water bars to reduce the velocity of stormwater runoff;*
- *The use of wheel washers on construction equipment leaving the site;*
- *The washing of silt from public roads at the access point to the site to prevent the tracking of silt and other pollutants from the site onto public roads;*
- *The storage of excavated material shall be kept to the minimum necessary to efficiently perform the construction activities required. Excavated or stockpiled material shall not be stored in water courses or other areas subject to the flow of surface water; and*
- *Where feasible, stockpiled material shall be covered with waterproof material during rain events to control erosion of soil from the stockpiles.*

Once constructed, the proposed RW pipeline will operate belowground within existing road rights-of-way that will be repaved to their original or better condition, and any other disturbed areas facilitating jack and bore would be returned to their original condition. Therefore, with no

anticipated operational impacts or substantial change in the environment from implementation of the proposed project, implementation of these mandatory Plans and their BMPs, as well as MMs HYD-1 and HAZ-1 above, will prevent a violation of any water quality standards or waste discharge.

- b. *Less Than Significant Impact* – The project does not propose the installation of any water wells that would directly extract groundwater. The proposed Proposition 1 Recycled Water Project would install RW pipeline belowground; once installed the pavement, asphalt, and landscaped areas aboveground that have been impacted by construction will be re-installed with the same or similar materials to that which exists at present. As a result, it is not anticipated that the modifications to pervious surface area within the project area would substantially interfere with groundwater recharge. As the project does not propose to extract groundwater from the underlying groundwater basin, it is not anticipated that the Proposition 1 Recycled Water Project Installation would decrease groundwater supplies. Therefore, the Proposition 1 Recycled Water Project is not anticipated not 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. Therefore, impacts under this issue are considered less than significant and no mitigation is required.
- c.
- (i-iii). *Less Than Significant Impact* – No substantial impact to drainage patterns or structures will result from implementing this project. The roadways and areas of disturbance within which the RW pipeline will be installed will be returned to their original condition upon completion of the placement of each section of RW pipeline, as will the landscaped areas internal to the sites that are proposed to be served with RW by the District. The roadways will generate essentially the same amount of stormwater as they do at present because no expansion of roadway or change in drainage patterns are anticipated. Conveyance of stormwater to drainage alignments and storm drains within these roadways will remain intact and unchanged once construction has been completed. No substantial change to the existing drainage pattern will result from project implementation. Adequate drainage facilities exist to accommodate pre- and post-project drainage flows, and will therefore result in a less than significant impact. Based on the data outlined above, this project will not substantially alter the existing drainage pattern of the site or area; will not substantially alter the course of a stream or river in such a manner that will result in substantial erosion or siltation either on or off the project footprint; or contribute runoff water that could exceed the capacity of the existing drainage facilities. No additional sources of polluted runoff will result and impacts are considered less than significant. No additional mitigation is required.
- c
- (iv). *Less Than Significant Impact* – According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) National Flood Hazard Layer Viewer provided as Figures X-1 through X-5:
- **Maywood Academy High School**: Maywood Academy High School and its associated RW pipeline alignment are not located within a flood hazard zone (**Figure X-1**).
 - **San Antonio Elementary School**: San Antonio Elementary School and its associated RW pipeline alignment are not located within a flood hazard zone (**Figure X-2**).
 - **Tanner Elementary School**: Tanner Elementary School and its associated RW pipeline alignment are located within in Zone X, an area of reduced flood hazard due to levee (**Figure X-3**).
 - **Tweedy Elementary School**: Tweedy Elementary School and its associated RW pipeline alignment are located within in Zone X, an area of reduced flood hazard due to levee (**Figure X-4**).

- **Bloomfield Park & Fedde Middle School:** Bloomfield Park & Fedde Middle School Tweedy Elementary School and its associated RW pipeline alignment is located within in Zone X, an area of reduced flood hazard due to levee (**Figure X-5**).
- **Bellflower City Hall:** Bellflower City Hall is located within in Zone X, an area of reduced flood hazard due to levee (**Figure X-6**).

The proposed project would install pipeline belowground within existing roadways or otherwise will be installed belowground within existing man-made and disturbed sites. This project will not substantially alter the existing drainage pattern of the site or area because the roadway and compacted alignment will be returned to their original condition once the RW pipeline has been installed. As such, once installed belowground, the existing drainage pattern will be maintained, and given that no project components will be installed above ground, the proposed project would have no potential to impede or redirect flows. No mitigation is required and impacts are considered less than significant.

- d. *Less Than Significant Impact* – As stated above under issue X(c[iv]), the proposed project footprint covers areas that are not delineated within a flood hazard, or are located within is located within Zone X, an area of reduced flood hazard due to levee. The project footprint is located within about 4 miles of the Pacific Ocean, but the project is not located on the California Geologic Survey's Tsunami Map (**Figure IX-7**), so impacts associated with tsunami are not anticipated to occur. There are no large bodies of water, such as lakes or reservoirs, located in close proximity to the project footprint, and as such impacts associated with seiche are not anticipated to occur. Mudflow typically occurs on hillsides and the proposed project is not located on a hillside or in an area exposed to significant mudflow. Once the proposed RW pipeline is installed belowground, the roadways and other areas of disturbance will be returned to their original condition or better. With no above ground structures proposed, the proposed Proposition 1 Recycled Water Project would not risk release of pollutants due to project inundation. Impacts under this issue are considered less than significant. No mitigation is required.
- e. *No Impact* – Please refer to the discussion under issue X(b) above. The Coastal Plain of Los Angeles – Central Basin underlies the project area. The Central Basin that overlies the project area has been adjudicated and as such, pumping from the Basin is controlled by the Watermaster. The Central Subbasin of the Coastal Plain of the Los Angeles Central Groundwater Basin, which underlies the project site, is designated as a “very low priority” basin and is therefore not required per the Sustainable Groundwater Management Act (SGMA) to be managed by a Groundwater Sustainability Agency through implementation of a Groundwater Sustainability Plan. As the proposed project would install pipelines belowground that would distribute RW, and as the District must comply with Title 22 Regulations pertaining to the use of recycled water, it is not anticipated that the proposed Proposition 1 Recycled Water Project would have a significant potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No mitigation is required.

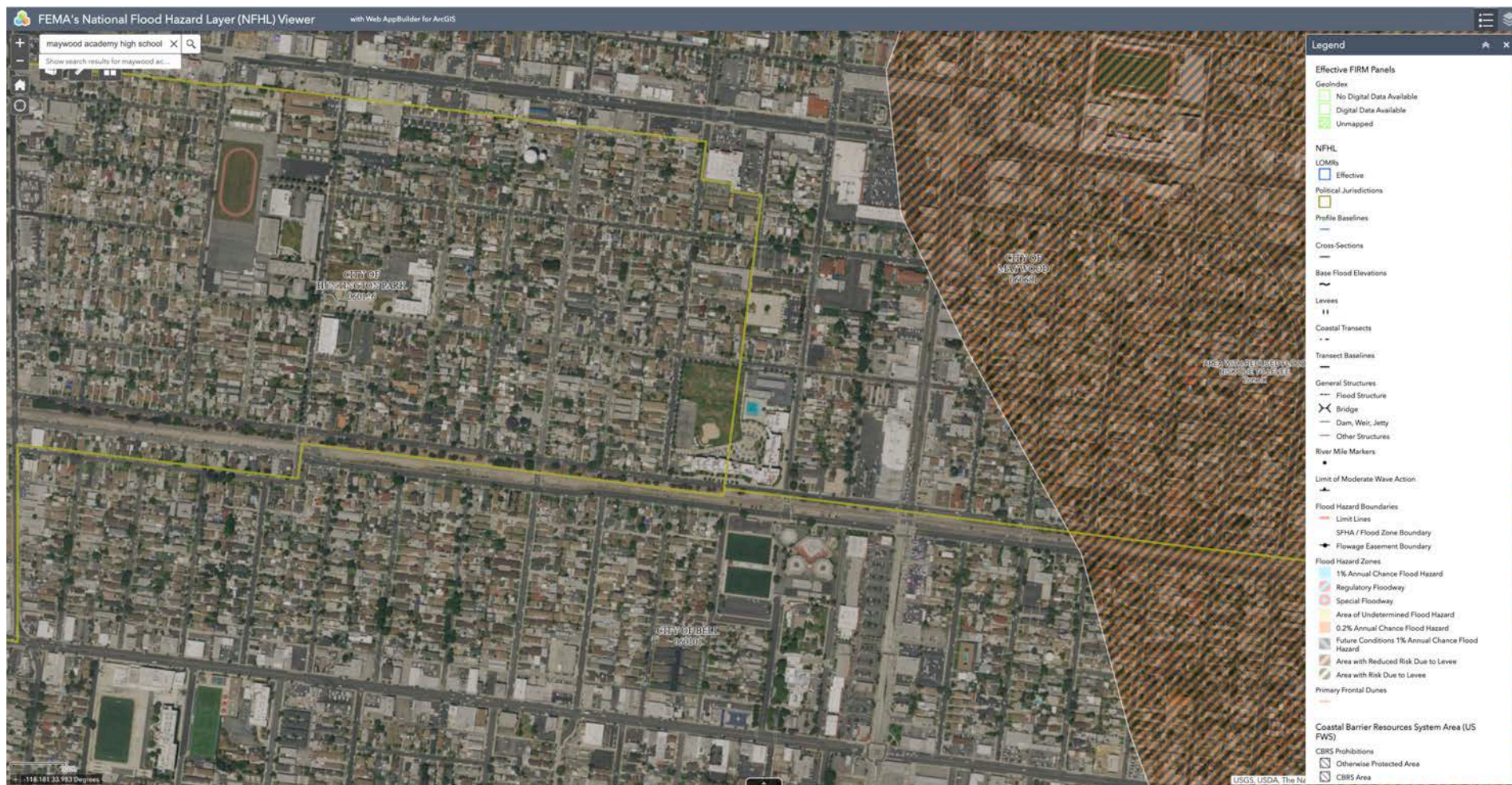


FIGURE X-1

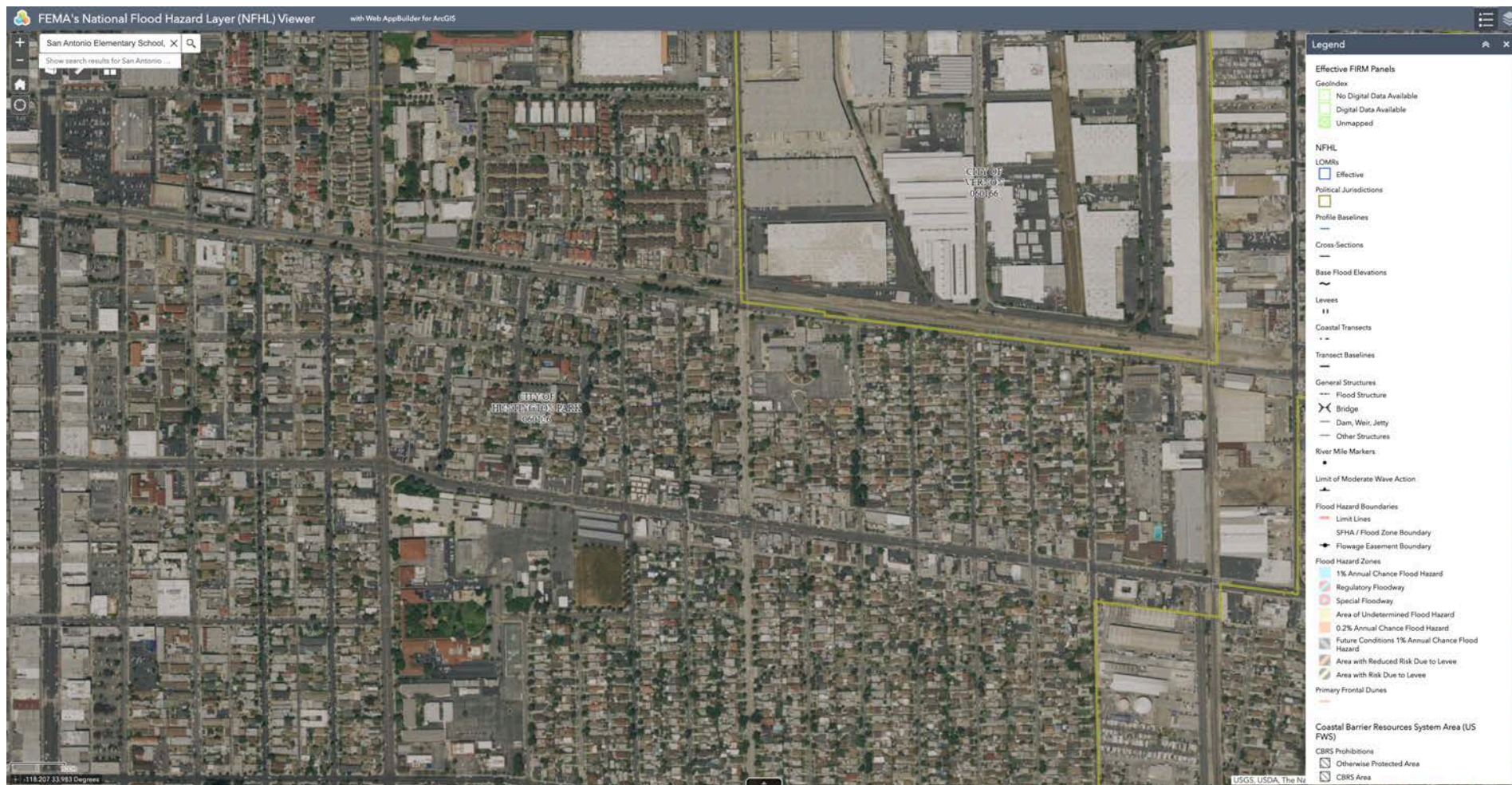


FIGURE X-2

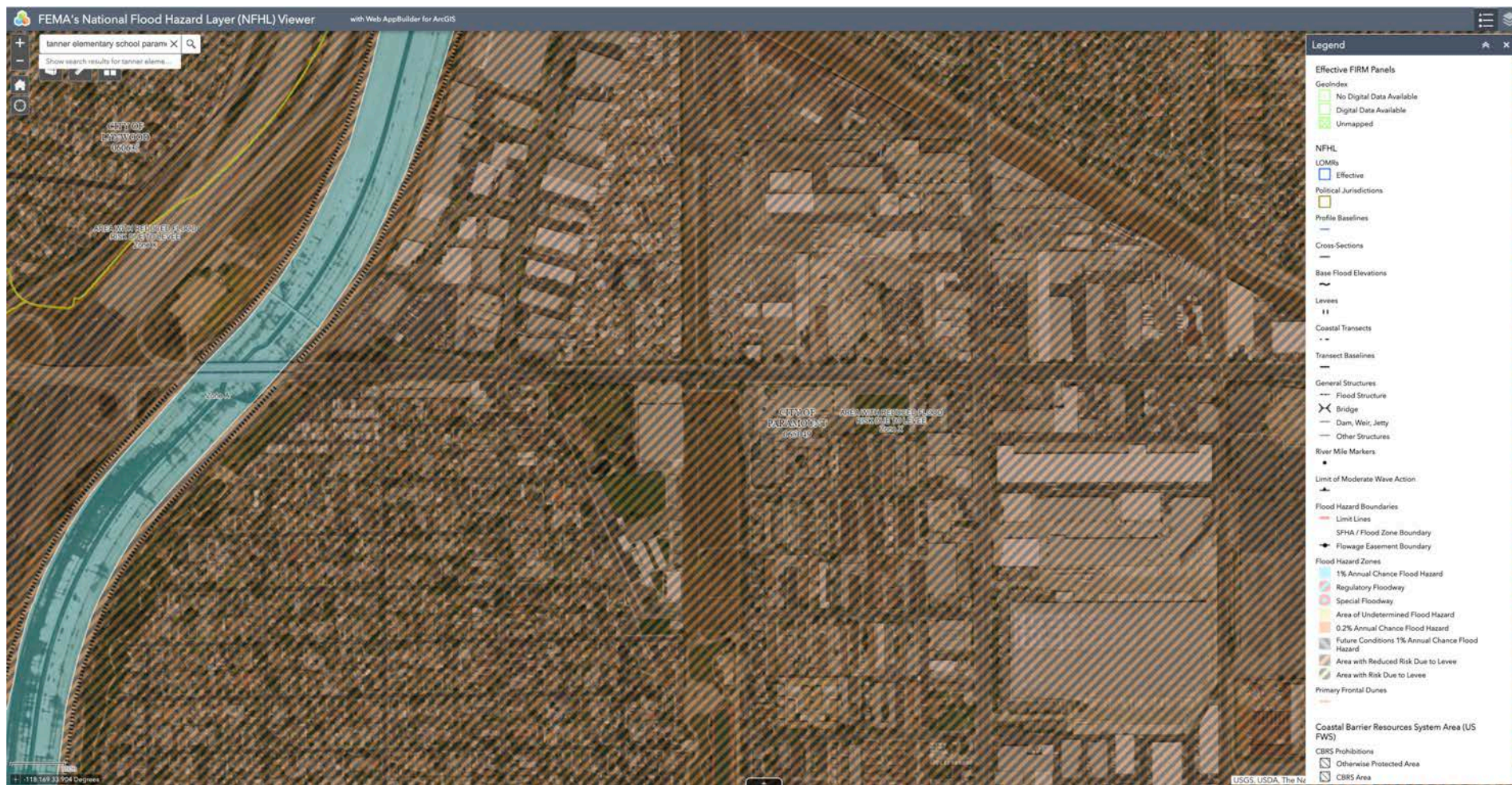


FIGURE X-3

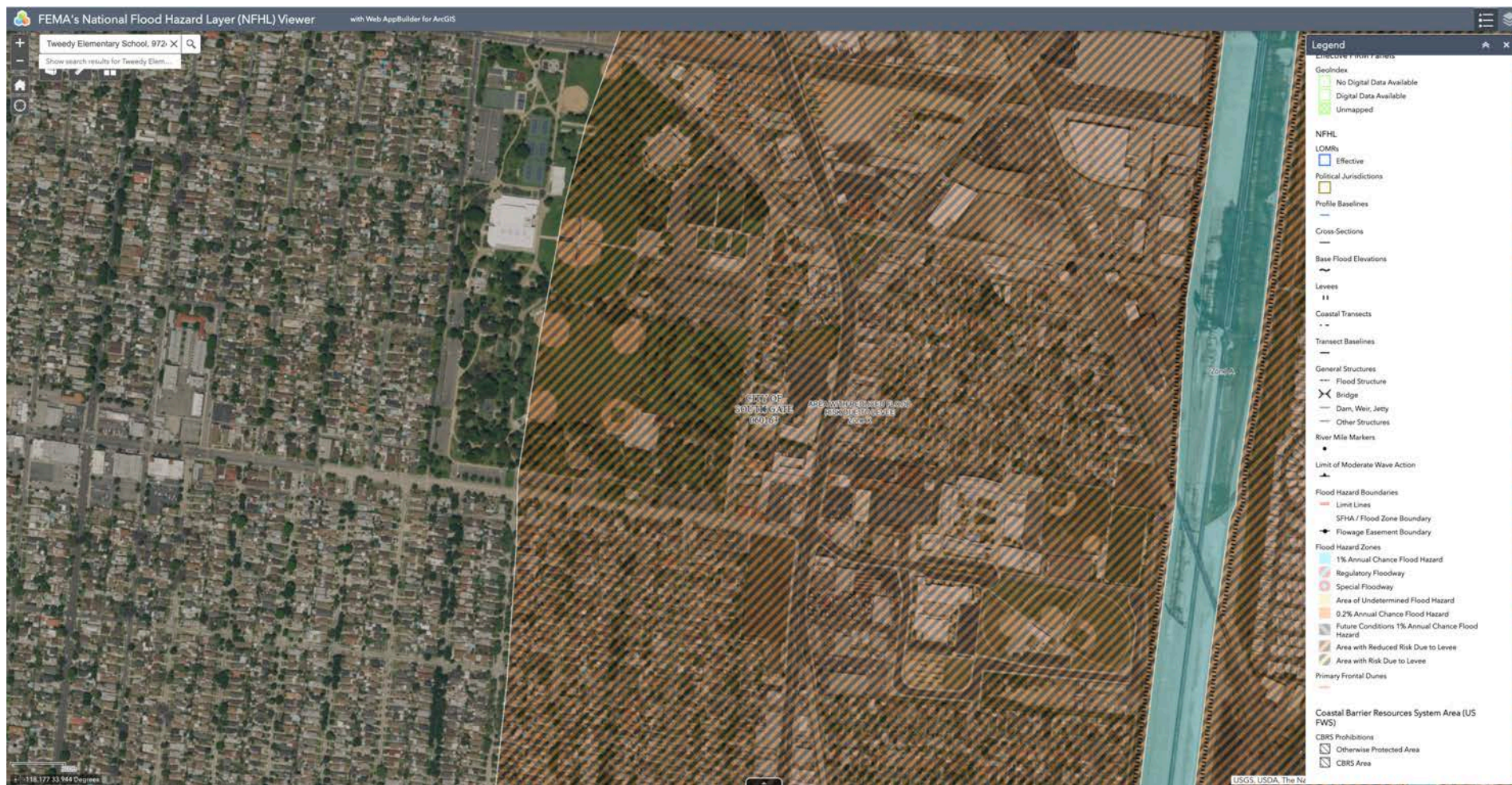


FIGURE X-4

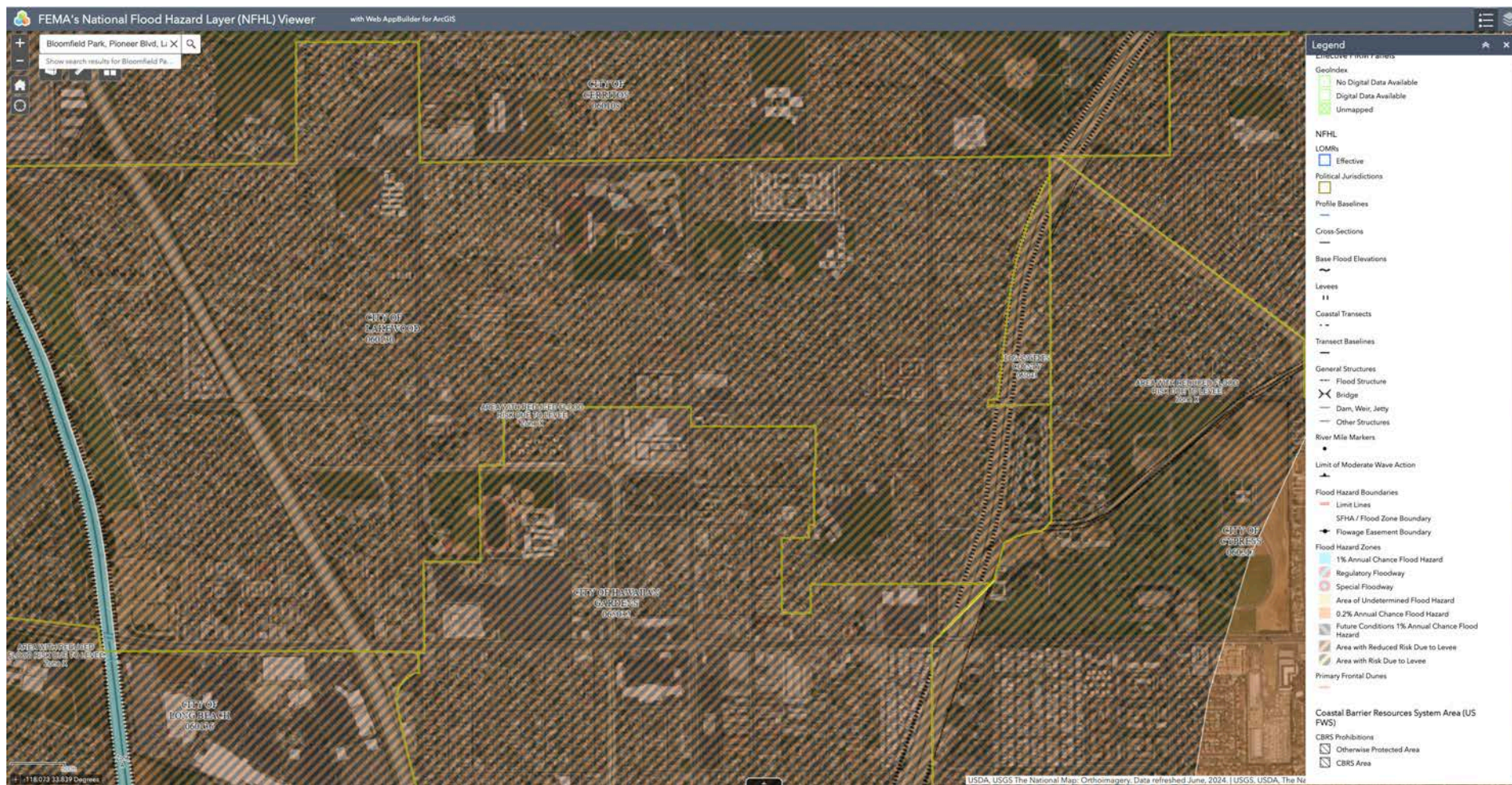


FIGURE X-5

Tom Dodson & Associates
Environmental Consultants

FEMA National Flood Hazard Layer Viewer Fedde Middle School & Bloomfield Park

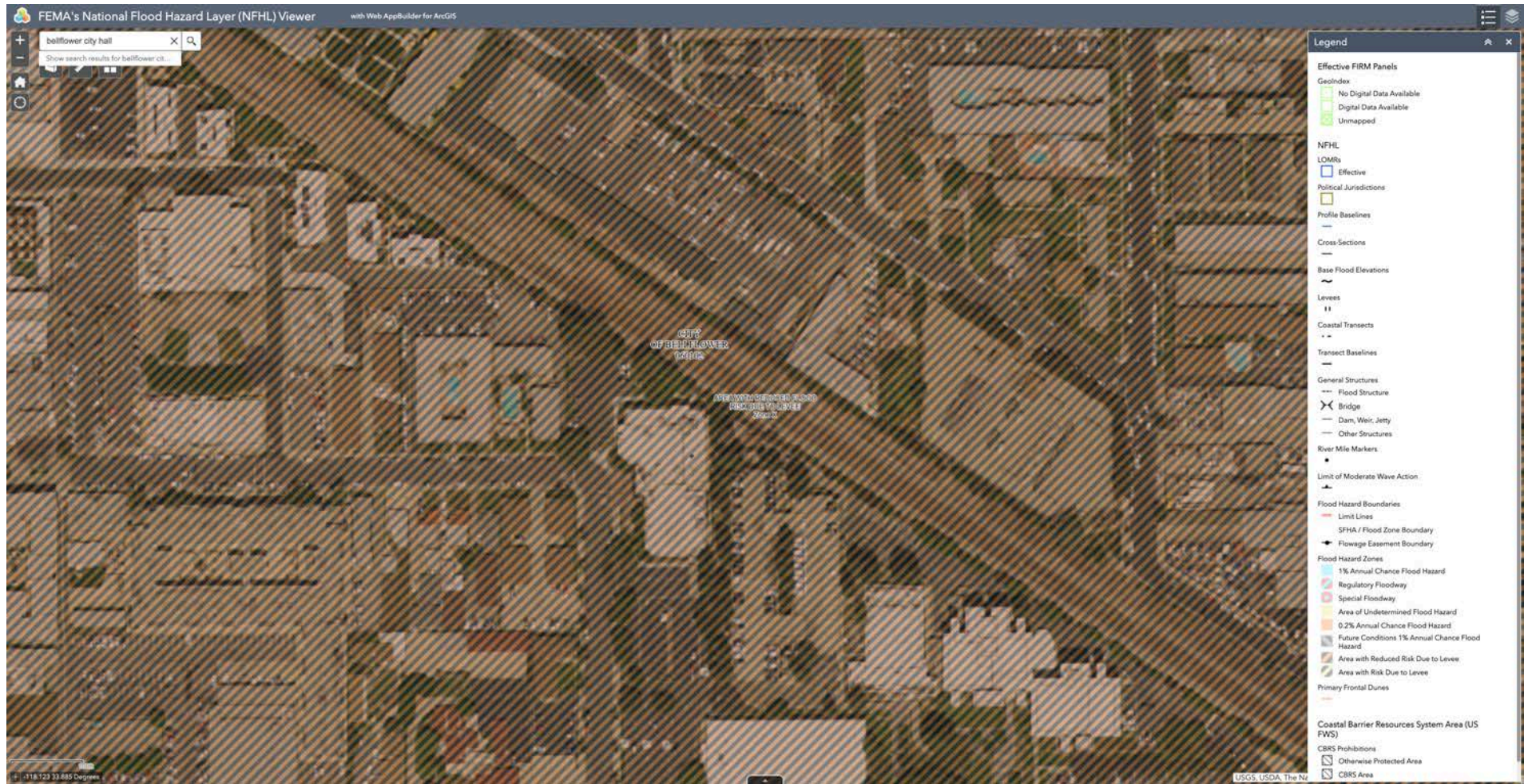


FIGURE X-6



Department of Conservation
California Geological Survey

Tsunami Hazard Area Map

Legend

CA Tsunami Hazard Line

CA Tsunami Hazard Area Brochure

CA Tsunami Hazard Area

- Yes, Tsunami Hazard Area
- No, Outside Hazard Area

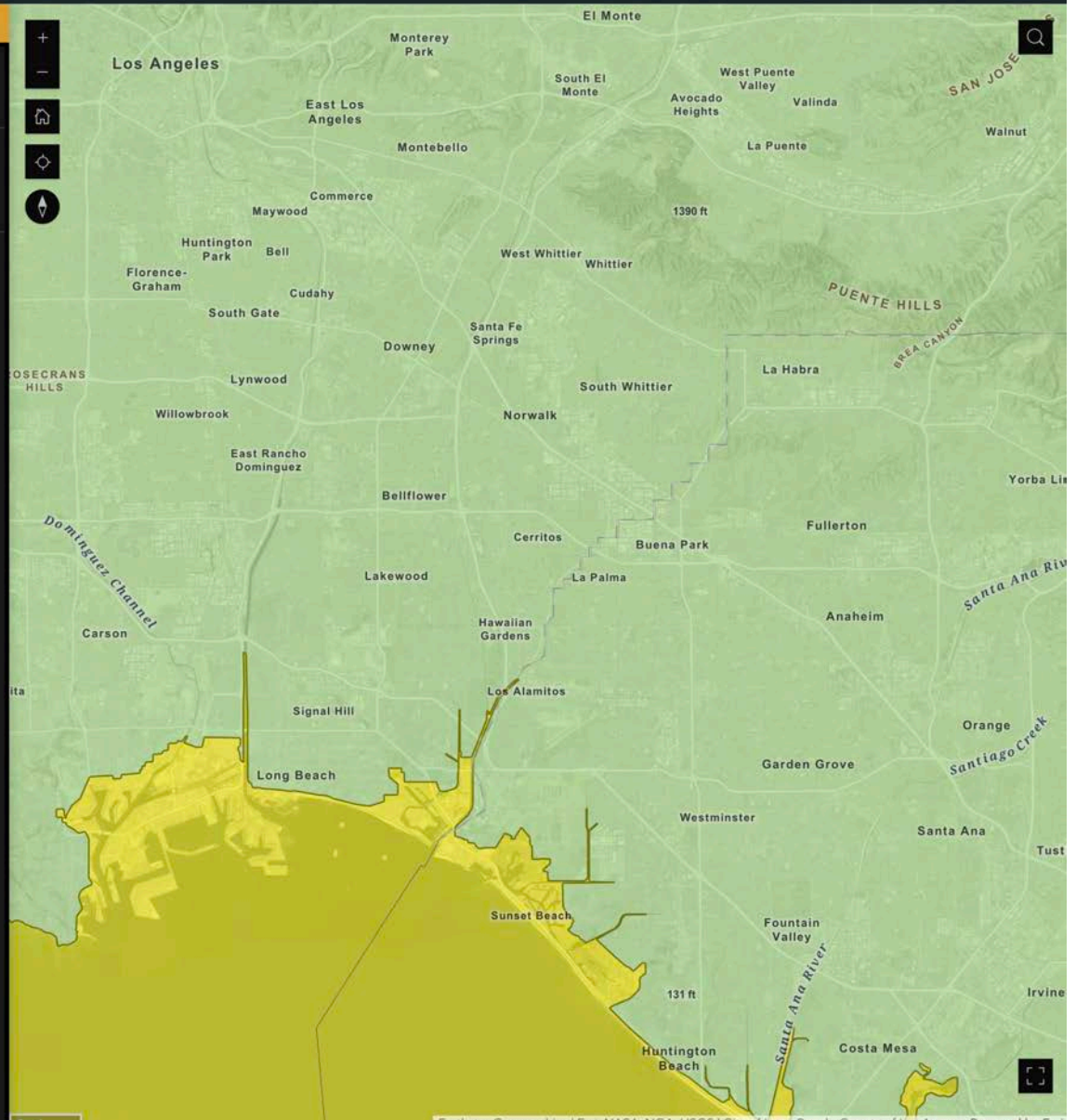


FIGURE X-7

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

SUBSTANTIATION

- a. *No Impact* – The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). The project footprint that occurs within roadways or traverses beneath medians and railways has no General Plan Land Use Designation because pipelines and the roadways within which the RW pipeline will be installed are considered essential infrastructure. The project does include installation of RW pipeline internal at 6 of the 7 sites, and the general plan land use designations of these sites—outlined in the Project Description, above—would not be altered through the installation of RW pipeline to replace the existing potable water pipelines providing irrigation within the sites. Once in operation, the RW pipeline would be located belowground, and the roadways and sites within which RW pipeline is installed would continue to operate as they do at present, but with RW service at the sites. The proposed project is considered a benefit to the District’s service area because it would expand RW service to public spaces (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School) within the District’s service area. Therefore, the project would not result in physically dividing an established community, particularly because the entirety of the project will occur within existing road rights-of-way or otherwise belowground, and once constructed, the roadways will be repaved to their original condition, concrete will be reinstalled, the disturbance at jack and bore locations will be recompacted, and the landscaped areas will be revegetated, and thus, will continue to function as they do at present. No impacts are anticipated and no mitigation is required.
- b. *No Impact* – Please refer to the discussion under issue X(a) above. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). The project will be installed within several land use designations, including, but not limited to, Public Facilities, School, Residential and Commercial, R-3 Residential, M-1 Light Manufacturing, Open Space Land (O-S), and Public Quasi Public. Once in operation, the

RW pipeline would be located belowground, and the roadways and sites within which RW pipeline is installed would continue to operate as they do at present, but with RW service at the sites. Thus, the development of the proposed project within the proposed alignments will be compatible with existing land uses and land use plan, and no conflict or impact to land use can be identified. No mitigation is required.

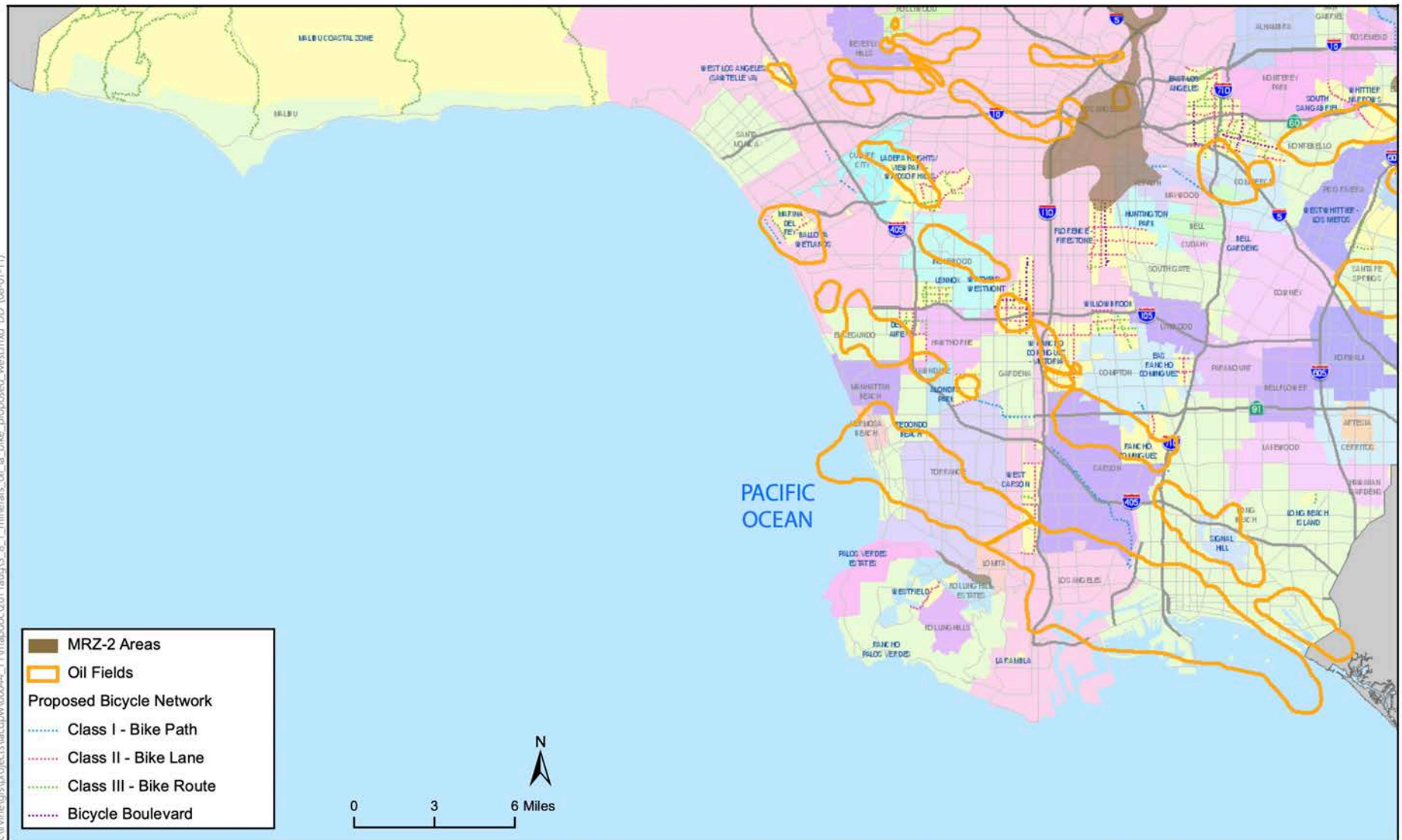
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION

a&b. *No Impact* – The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). According to the Los Angeles County General Plan Environmental Impact Report (EIR) Mineral Resources Chapter,⁸ there are no identified mineral resource zones (MRZs) or oil fields that overlap with the proposed project area (**Figure XII-1**). As no current mining operations exist within or adjacent to the proposed RW pipeline alignment, and overall project footprint, nor does the project overlap with any identified MRZs, implementation of the proposed project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impacts are anticipated under this issue and no mitigation is required.

⁸ Los Angeles County, 2015. Los Angeles County General Plan EIR.
https://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/3.8_Mineral_Resources.pdf (Accessed 11/25/24)

k:\irvine\gis\projects\lscd\pw\00044_1\lmapdoc\2011aug\3_8_1_minerals_oil_la_bike_proposed_westmxd DD (08-01-11)



Source: California Department of Conservation (2001); ESRI Streetmap USA (2008); Alta Planning + Design (2011)



Figure 3.8-1
Mineral Resources and Oil Fields in West Los Angeles County
Los Angeles County Bicycle Master Plan

FIGURE XII-1

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☒	☐

SUBSTANTIATION

Background

Noise is generally described as unwanted sound. The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). Once in operation, the RW pipeline would be located belowground, and the roadways and sites within which RW pipeline is installed would continue to operate as they do at present, but with RW service at the sites. No above ground facilities are proposed as part of this project. The noise environment varies within the project footprint as some segments within the proposed RW pipeline replacement traverse through roadways that experience a high volume of traffic, while other segments within the proposed RW pipeline replacement are located in moderate traffic volume areas.

The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by over one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is therefore used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity from around 500 to 2,000 cycles per second are factored more heavily into sound descriptions in a process called "A-weighting," written as "dBA."

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit is the decibel (dB). The most common averaging period for Leq is hourly.

Because community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, state law requires that an artificial dBA increment be added to quiet time noise levels. The State of California has established guidelines for acceptable community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

City of Bellflower Noise Regulations

The Bellflower Municipal Code features the following applicable regulations with respect to noise emission from project construction and operation:

- Bellflower Municipal Code Section 8.32.010(A) prohibits generation of “unnecessary noises” that may “disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.”
- Bellflower Municipal Code Section 8.32.010(B) states that “[a]ny unreasonable noise level caused by such use or operation which is audible to the human ear at a distance in excess of two hundred (200) feet from the property line of a noise source, which is within any residential area or zone of the City or within five hundred (500) feet of any residential zone, shall be a violation of the provisions of this chapter. ‘Residential area’ as used herein shall mean property zoned or used for residential purposes.”
- Bellflower Municipal Code Chapter 15.04 adopts the California Building Code by reference and adds Section 117.1, which restricts construction activities to the following hours (or as otherwise approved by the Building Official): Monday through Friday – 7:00 a.m. to 6:00 p.m.; Saturdays – 8:00 a.m. to 6:00 p.m.; and Sundays and City holidays – not permitted.

City of Maywood Noise Regulations

Section 5-23.11 of the Maywood Municipal Code “Exemptions,” Paragraph (c) in the City of Maywood Municipal Code states the following regarding construction noise:

“Noise sources associated with the construction, repair, remodeling, or grading of any real property during authorized seismic surveys provided such activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturdays, or at any time on Sunday or a Federal holiday, and provided the noise level created by such activities does not exceed the noise standard of seventy (70) dBA plus the limits specified in Section 5-23.08 of this chapter as measured on residential property and does not endanger the public health, welfare, and safety.”

City of Huntington Park Noise Regulations

Construction noise sources are regulated within the City of Huntington Park under Section 9-3.506 of the City’s Municipal Code which prohibits construction activities between the hours of 7:00 PM and 7:00 AM on weekdays, including Saturdays, or at any time on Sundays or Federal holidays.

City of Paramount Noise Regulations

Section 9.12.060 B4a of the City of Paramount noise regulations (i.e., Chapter 9.12 of the Municipal Code) does not quantify allowable construction noise levels; however, it prohibits construction without a permit between 8:00 p.m. and 7:00 a.m. Section 9.12.060 B3 prohibits pump and other machinery operation not related to emergency work.

City of South Gate Noise Regulations

The South Gate General Plan includes goals, objectives, and policies that are designed to address noise in the City. Those policies that are relevant to the proposed project include the following:

- P.1 Construction activities will be prohibited between the hours of 7:00 PM to 8:00 AM Monday through Saturday and on Sundays and Federal holidays.
- P.2 Construction noise reduction methods will be employed to the maximum extent feasible. These measures may include, but not limited to, shutting off idling equipment, installing temporary

acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and use of electric air compressors and similar power tools, rather than diesel equipment.

City of Lakewood Noise Regulations

Section 8.36.010(B8) of the Lakewood Municipal Code states the following regarding construction noise:

"Sounds originating from construction sites, including but not limited to sounds from construction equipment, power tools and hammering between the hours of 10:00 p.m. and 7:00 a.m. on weekdays and 10:00 p.m. and 9:00 a.m. on weekends."

City of Hawaiian Gardens Noise Regulations

The Hawaiian Gardens Municipal Code Section 9.29.100(D) indicates that construction noise is exempt from the City's noise ordinance standards, provided a permit has been obtained from the City, and provided construction activities take place between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, with no construction on Sunday or federal holidays.

Impact Analysis

- a. *Less Than Significant With Mitigation Incorporated* – The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). Sensitive receptors are located adjacent to the roadways within which the RW pipeline will be installed, and further, as schools are in and of themselves sensitive receptors, some of the RW pipeline would be installed within sensitive sites. However, once installed, the RW pipelines will be located belowground; no above ground features are proposed, and no noise sources will affect adjacent land uses. The background noise varies throughout the various segments of pipeline, but generally the background noise is moderate to high due to the urbanized nature of the area.

Short Term Construction Noise

Short-term construction noise impacts associated with the proposed project will occur over a period of 150 days and may impact nearby residential dwellings, churches, schools, or other sensitive receptors. These activities will include noise generated by construction activities, movement of construction materials to and from the site, and grading, paving, trenching, and excavation within the road rights-of-way and within the sites within which the new RW connections will be installed. The noise of each of these construction activities varies depending on the type of construction equipment and the location within the footprint within which the construction takes place. The earth-moving sources are the noisiest type of equipment typically ranging from 82 to 85 dB at 50 feet from the source. For each of the 7 cities within which new RW connections and associated pipeline would be installed, temporary construction noise is exempt from the given City's noise standards as long as work is limited to the hours indicated in the corresponding Municipal Code or General Plan. Construction reference noise levels are shown in Table XIII-1, below.

Table XIII-1: Construction Reference Noise Levels

Construction Stage	Reference Construction Equipmnet ¹	Reference Noise Level @ 50 Feet (dBA L _{eq})
Pavement Removal/ Demolition	Concrete Saw	83
	Impact Hammer (hoe ram)	83
	Front End Loader	75
Grading/Site Preparation	Tractor	80
	Backhoe	74
	Grader	81
Road Base/Utilities	Scraper	80
	Excavator	77
	Dozer	78
Paving	Paver	74
	Concrete Mixer Truck	75
	Roller	73
Pipeline Construction	Excavator	77
	Front End Loader	75
	Welder/Torch	70

Based on the average setback from roadways and the right-of-way, and further from the areas of construction within which RW connections and pipeline will be installed, construction would occur within 30 feet of noise-sensitive receivers along most of the project footprint. At a distance of 30 feet, construction activity is estimated to generate noise levels up to 79.1 dBA L_{eq} for segments with paving. This data has been extrapolated from a noise study⁹ that was prepared for a large scale infrastructure plan, and as this project would result in similar levels of construction at comparable distances to sensitive receptors, the construction activity noise data has been utilized as part of this analysis. The construction noise level threshold that is utilized to evaluate construction noise impacts herein is from the Federal Transit Administration *Transit Noise and Vibration Impact Assessment Manual*, which sets a construction-related daytime noise level limit of 80 dBA L_{eq} to assess the impact. As the construction noise level at 30 feet for the project activities would reach up to 79.1 dBA L_{eq}, it is anticipated that construction activities that are located at or greater than 30 feet from the nearest sensitive receptor would be less than significant. However, construction activities that are less than 30 feet from the nearest sensitive receptor may require mitigation to minimize construction noise to a noise level below 80 dBA L_{eq}. Therefore, to minimize the noise generated on the site to the extent feasible, the following mitigation measures shall be implemented:

NOI-1: Construction Noise Minimization. *The District shall implement the following measures during construction:*

- *Include design measures to reduce the construction noise levels if necessary to comply with local noise ordinances, or seek a variance from local noise ordinance*

⁹ Urban Crossroads, August 2, 2024. *Inland Valley Infrastructure Corridor Noise Impact Analysis*. (NIA). https://files.ceqanet.opr.ca.gov/293285-2/attachment/28_1ORkt89RSZsYQ3q-Bt-tB4oG9lwVb3_Ax2tOsaZAnq-bLYUiWKU7f2uxei7h0Ku39a_bPaUTJmVop0 (accessed 11/26/24)

if otherwise not feasible to comply. These measures may include, but are not limited to, the erection of noise barriers/curtains, use of advanced or state-of-the-art mufflers on construction equipment, and/or reduction in the amount of equipment that would operate concurrently at the construction site.

- For alignments within a less than 30 foot buffer from the nearest sensitive receptor—defined generally as religious facilities, health care buildings and their patios, hotels and motels and their recreation areas, mobile home parks, multi-family dwellings and their private patios or balconies, park picnic areas, single-family dwellings and their private yards, libraries, and schools and their playgrounds—design measures to reduce construction noise levels below 80 dBA L_{eq} shall be implemented, including erection of noise barriers/curtains, use of advanced or state-of-the-art mufflers on construction equipment, and/or reduction in the amount of equipment that would operate concurrently at the construction site.*
- Place noise and groundborne vibration-generating construction activities whose specific location on a construction site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) as far as possible from the nearest noise- and vibration-sensitive land uses such as residences, schools, and hospitals.*
- Minimize the effects of equipment with the greatest peak noise generation potential via shrouding or shielding to the extent feasible. Examples include the use of drills, pavement breakers, and jackhammers.*
- Provide noise shielding and muffling devices on construction equipment per the manufacturer's specifications.*
- Where construction is to occur near a school, the construction contractor shall coordinate the with school administration in order to limit disturbance to the campus. Efforts to limit construction activities to non-school days shall be encouraged.*
- Identify a liaison for surrounding residents and property owners to contact with concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at construction locations.*
- Notify in writing all landowners and occupants of properties adjacent to the construction area of the anticipated construction schedule at least two weeks prior to groundbreaking.*

Construction activities shall occur within the hours considered to be acceptable for construction by the applicable jurisdiction within which an individual project is constructed, except for emergencies.

MM NOI-1 would require the following: all construction activities to be conducted in accordance with the applicable noise regulations and standards, noise minimization to below 80 DBA L_{eq} specifically for construction activities within less than 30 feet of sensitive receptors, the implementation of noise reduction devices and techniques during construction activities, limits construction hours, and advance notification of the surrounding noise-sensitive receptors to a construction site about upcoming construction activities and their hours of operation. This measure is anticipated to reduce the construction-related noise levels at nearby receptors to the maximum extent feasible, which is anticipated to be ensure that noise falls below the identified 80 DBA L_{eq}

construction noise level significance threshold. Therefore, through the implementation of **MM NOI-1**, the construction noise levels from project implementation would be less than significant.

Long-Term Operational Noise

The proposed project will not cause any measurable permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project, in particular because this project would install pipeline belowground. Operation of the RW pipeline alignments will not generate any new sources of operational noise within the project footprint. Therefore, through the implementation of the mitigation measures identified above, neither operation or construction of the proposed project would violate noise standards outlined in the Municipal Codes and General Plans of the 7 cities within which the project will be installed. Impacts under this issue are considered less than significant with mitigation incorporated.

- b. *Less Than Significant With Mitigation Incorporated* – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in vibration decibel (VdB) units in order to compress the range of numbers required to describe vibration. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

The Federal Transportation Administration (FTA) Assessment states that in contrast to airborne noise, ground-borne vibration is not a common environmental problem. Although the motion of the ground may be noticeable to people outside structures, without the effects associated with the shaking of a structure, the motion does not provoke the same adverse human reaction to people outside. Within structures, the effects of ground-borne vibration include noticeable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. FTA Assessment further states that it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. However, some common sources of vibration are trains, trucks on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment. The FTA guidelines identify a level of 80 VdB for sensitive land uses. This threshold provides a basis for determining the relative significance of potential project related vibration impacts. This threshold provides a basis for determining the relative significance of potential project related vibration impacts.

In the short term, it is possible that groundbreaking construction equipment and other equipment required to construct the whole of the project may have some potential to create some vibration at the nearest sensitive receptors at some sites within the project footprint. Background vibration within project footprint that traverses through the Cities of Bellflower, Maywood, Huntington Park, Paramount, South Gate, Lakewood, and Hawaiian Gardens would generally be mixed given that the traffic along the roadways in which the RW pipeline will be installed varies widely from heavily traveled to moderately traveled roads. Groundborne vibration is normally perceptible to humans at approximately 65 VdB, while 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible. Construction activity can result in varying degrees of groundborne vibration; in the short term, construction from installing the RW pipeline has the potential to create

some groundborne vibration to the nearest sensitive receptors at some sites within the project footprint.

In terms of groundborne vibration impacts associated with human annoyance, this analysis uses the FTA's vibration impact thresholds for sensitive buildings, residences, and institutional land uses under conditions where there are an infrequent number of events per day. These thresholds are 65 VdB at buildings where vibration would interfere with interior operations, 80 VdB at residences and buildings where people normally sleep, and 83 VdB at other institutional buildings (FTA, 2006). The 65 VdB threshold applies to typical land uses where vibration would interfere with interior operations, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. It is not anticipated that, based on a review of the project footprint, that the 65 VdB threshold would be applicable to this project. The 80 VdB threshold applies to all residential land uses and any buildings where people sleep, such as hotels and hospitals. The 83 VdB threshold applies to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. Depending on how close an actual receptor location is to the project footprint, and the type of building the receptor, it is possible that the vibration levels at a receptor location could exceed the FTA's vibration thresholds for building damage and human annoyance. As such, vibration impacts during construction associated with the proposed project on existing nearby receptors would require mitigation through implementation of the following mitigation measure:

NOI-2 *The District shall require the construction contractor(s) to implement the following measures:*

- *Ensure that the operation of construction equipment that generates high levels of vibration including, but not limited to, large bulldozers, loaded trucks, pile-drivers, vibratory compactors, and drilling rigs, is minimized to below 80 vibration decibels (VdB), within 45 feet of existing residential structures and 35 feet of institutional structures (e.g., schools) during construction. Use of small rubber-tired bulldozers shall be enforced within these areas during grading operations to reduce vibration effects.*
- *The construction contractor shall provide signs along the roadway identifying a phone number for adjacent property owners to contact with any complaint. During future construction activities with heavy equipment within 100 feet of occupied residences, vibration field tests shall be conducted at the property line near the nearest occupied residences. If vibrations exceed 80 VdB, the construction activities shall be revised to reduce vibration below this threshold. These measures may include, but are not limited to the following: use different construction methods, slow down construction activity, or other mitigating measures to reduce vibration at the property from where the complaint was received.*

Implementation of **MM NOI-5** would discourage the use of construction equipment that generates high levels of vibration within specific distances from existing land uses that are located near active construction areas and would ensure vibration field testing and subsequent minimization near occupied residences. This will reduce the construction-related vibration levels experienced by these existing off-site land uses to a level of less than significant.

- c. *Less Than Significant Impact* – The proposed project is located within areas throughout eastern Los Angeles County, wherein a number of airports are located. Refer to the Los Angeles County Airport Land Use Commission Site Map provided as **Figure IX-1**. The closest airport to the project footprint is the Long Beach International Airport, with the Hawthorne Airport also located within close proximity to the project footprint. None of the project footprints are located within an airport land use plan, as shown on **Figure IX-1**, and further are not located within airport noise contours. Given that the proposed project does not propose development of any above ground structures, and that the whole of the project is located outside of the area airport noise contours, it is not anticipated that persons working in the project area would be exposed to excessive noise levels generated by the nearby Airport; therefore, noise impacts under this issue are considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION

- a. *Less Than Significant Impact* – Implementation of the project will not induce substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). The project is considered a vital infrastructure project because it proposes to install RW pipeline to replace potable water source supplying the proposed 7 customers, thus the RW pipeline installation would expand existing RW system. The proposed project will require a temporary work force; however, this is short-term and with a maximum of about 22 employees will not induce substantial population growth. Furthermore, according to the Southern California Association of Governments (SCAG) Connect SoCal 2024 the total population of the Los Angeles County within which the RW pipeline would be installed was 10,018,000 persons in 2020.¹⁰ The SCAG Connect SoCal 2024 Demographics and Growth Forecast projects that the County's population will grow to 10,214,000 by 2030, and 10,793,000 by 2050. This indicates that the County and cities therein have room for population growth in the future. As such, given that no additional permanent employees will be required once the RW pipeline has been installed and is in operation, the proposed project would have a less than significant potential to induce substantial population growth in an area, either directly or indirectly. No mitigation is required.
- b. *No Impact* – The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). No housing is proposed as part of the project and no persons reside within the project footprint. Therefore, implementation of the project as a whole will not displace any existing housing or displace a substantial number of people that would necessitate the construction of replacement housing elsewhere. No impacts will occur as a result of project implementation. No mitigation is required.

¹⁰ SCAG, 2024. Connect SoCal 2024 Demographics and Growth Forecast Technical Report
<https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839> (Accessed 11/26/24)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: 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:				
a) Fire protection?	☐	☒	☐	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

SUBSTANTIATION

- a. *Less Than Significant With Mitigation Incorporated* – The Los Angeles County Map of Fire Stations is provided as **Figure XV-1**, and indicates that there are several fire stations within a 5 minute distance from the project footprint.¹¹ The Proposition 1 Recycled Water Project does not include construction of new homes or businesses that would result in a direct increase in population or create a substantial number of new jobs that would result in new residents of the Central Basin area of Los Angeles County. Construction of the proposed RW pipeline would require temporary employment of 22 persons, but it is reasonable to assume that many employment opportunities would be filled by workers drawn from the Central Basin area of Los Angeles County. Operation and maintenance of the RW pipeline would be anticipated to be provided by existing employees serving the District. Thus, there is no potential for an increase in area residents over the long term as a result of operation of the Proposition 1 Recycled Water Project that may contribute to a minimal increased demand for fire protection services. Implementation of the proposed Proposition 1 Recycled Water Project is not forecast to change land uses or otherwise create activities that could increase demand for additional fire protection services beyond that anticipated in the General Plans of the cities within which the RW pipeline would be installed. However, RW pipeline construction activities would have temporary effects on roadway vehicle flow and lane configurations at specific intersections and roadways due to potential lane and/or road closures, which would potentially impact emergency access and response times in the project footprint. Construction activities could also temporarily block access to some roadways and driveways that are currently used by emergency response vehicles or in emergency evacuations, which could result in a potentially significant impact.

¹¹ Los Angeles County, 2024. County of Los Angeles Enterprise GIS. <https://egis-lacounty.hub.arcgis.com/> (accessed 11/26/24)



FIGURE XV-1

Therefore, implementation of the following mitigation measure is necessary to minimize impacts to a level of less than significant:

- TRAN-1** *The District shall require that contractors prepare a construction traffic control plan. Elements of the plan should include, but are not necessarily limited to, the following:*
- *Develop circulation and detour plans, if necessary, to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.*
 - *To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.*
 - *Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones.*
 - *For roadways requiring lane closures that would result in a single open lane, maintain alternate one-way traffic flow and utilize flagger-controls.*
 - *Coordinate with facility owners or administrators of sensitive land uses such as police and fire stations, hospitals, and schools. Provide advance notification to the facility owner or operator of the timing, location, and duration of construction activities.*

Once construction of each segment has been completed there will be no potential for the operation of the RW pipeline to require fire protection services as these pipelines will be located belowground. Therefore, any impact to the existing fire protection system is considered random and would be operationally less than significant. Thus, implementation of **MM TRAN-1** would reduce construction impacts related to fire protection and emergency response service response times to a less than significant level and impacts under this issue would be less than significant.

- b. *Less Than Significant Impact* – The Los Angeles County Map of Police Stations is provided as **Figure XV-2**, and indicates that there are a number of police and sheriff stations in the project area. The Proposition 1 Recycled Water Project does not include construction of new homes or businesses that would result in a direct increase in population or create a substantial number of new jobs that would result in new residents of the Central Basin area of Los Angeles County. Construction of the proposed RW pipeline would require temporary employment of 22 persons, but it is reasonable to assume that many employment opportunities would be filled by workers drawn from the Central Basin area of Los Angeles County. Operation and maintenance of the RW pipeline would be anticipated to be provided by existing employees serving the District. Thus, there is no potential for an increase in area residents over the long term as a result of operation of the Proposition 1 Recycled Water Project that may contribute to a minimal increased demand for police protection services. Implementation of the proposed Proposition 1 Recycled Water Project is not forecast to change land uses or otherwise create activities that could increase demand for additional police protection services beyond that anticipated in the General Plans of the cities within which the RW pipeline would be installed. It is anticipated that the construction equipment and active construction areas would be fenced in and contain security lighting, which would minimize the future need for police protection from trespass, furthermore, the RW pipeline would also be installed within existing facilities, which presently receive police protection services.

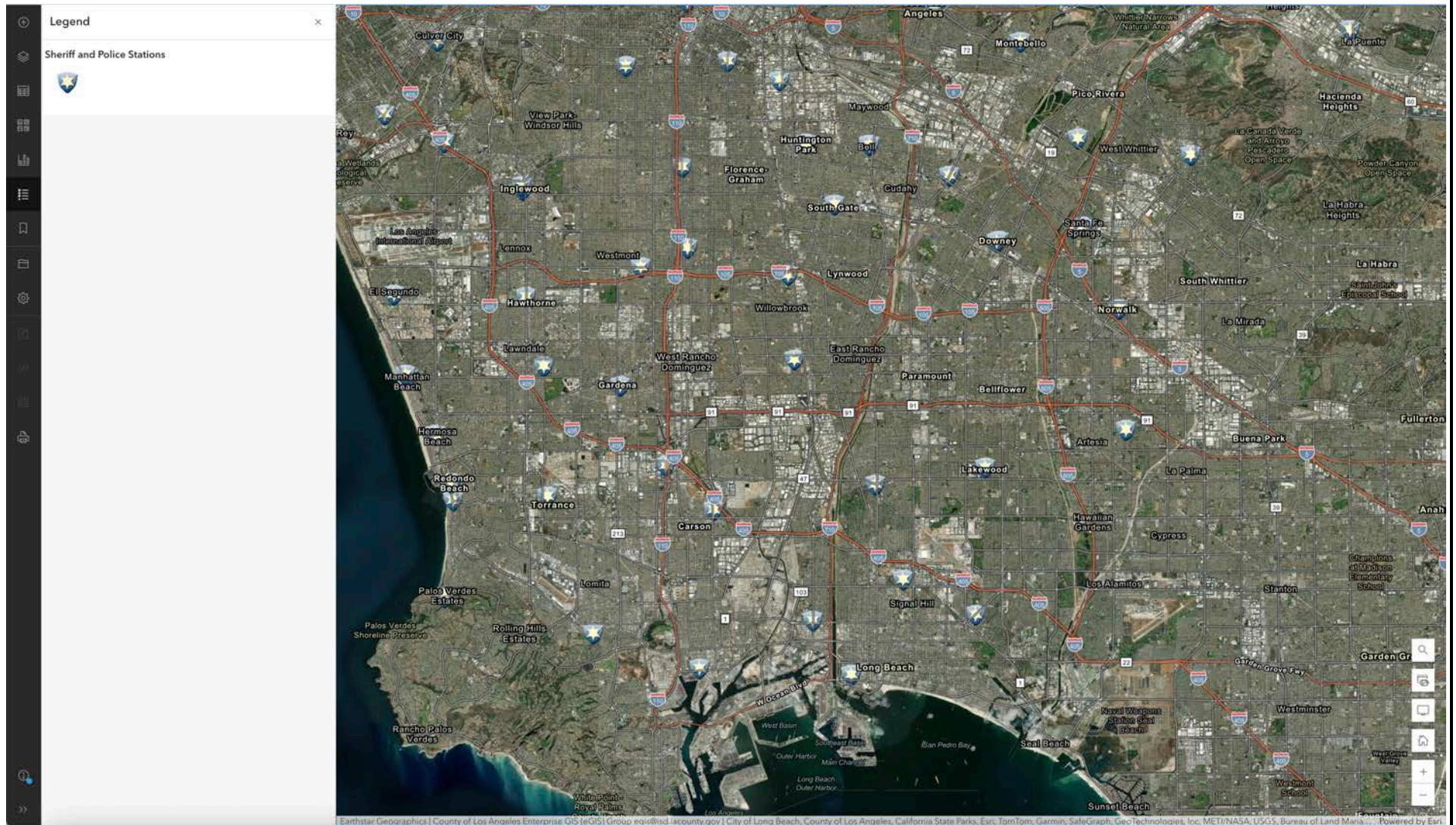


FIGURE XV-2

Operational activities associated with the RW pipeline, as these facilities are located belowground, are unlikely to increase the demand for police protection services, and is not anticipated to require police department service. Thus, due to the type of project proposed, no new or expanded police facilities would need to be constructed as a result of the project. Therefore, impacts to police protection resources from implementation of the proposed project are considered less than significant; no mitigation measures are required.

- c. *Less Than Significant Impact* – The Los Angeles County Map of Schools is provided as **Figure XV-3**. The Proposition 1 Recycled Water Project does not include construction of new homes or businesses that would result in a direct increase in population or create a substantial number of new jobs that would result in new residents of the Central Basin area of Los Angeles County. Construction of the proposed RW pipeline would require temporary employment of 22 persons, but it is reasonable to assume that many employment opportunities would be filled by workers drawn from the Central Basin area of Los Angeles County. Operation and maintenance of the RW pipeline would be anticipated to be provided by existing employees serving the District. Thus, there is no potential for an increase in area residents over the long term as a result of operation of the Proposition 1 Recycled Water Project that may contribute to a minimal increased demand for school population capacity. Implementation of the proposed Proposition 1 Recycled Water Project is not forecast to change land uses or otherwise create activities that could increase demand for additional school population capacity beyond that anticipated in the General Plans of the cities within which the RW pipeline would be installed. Further, though the proposed project would be installed within roadways that may run adjacent to a school or may be installed within a school, access and services at schools will be maintained during construction, and would return to pre-construction conditions once the RW pipeline is installed belowground. Because the project would not develop any above ground facilities that are commercial, residential, or industrial in nature, the proposed project is not required to pay any fees to offset impacts to school facilities. Thus, the proposed project will not generate an increase in elementary, middle, or high school population. Therefore, any impacts under this issue are considered less than significant. No mitigation is required.
- d. *No Impact* – The project would provide RW connection at an existing park. The Proposition 1 Recycled Water Project does not include construction of new homes or businesses that would result in a direct increase in population or create a substantial number of new jobs that would result in new residents of the Central Basin area of Los Angeles County. Construction of the proposed RW pipeline would require temporary employment of 22 persons, but it is reasonable to assume that many employment opportunities would be filled by workers drawn from the Central Basin area of Los Angeles County. Operation and maintenance of the RW pipeline would be anticipated to be provided by existing employees serving the District. Thus, there is no potential for an increase in area residents over the long term as a result of operation of the Proposition 1 Recycled Water Project that may contribute to a minimal increased demand for parkland. Implementation of the proposed Proposition 1 Recycled Water Project is not forecast to change land uses or otherwise create activities that could increase demand for additional parkland beyond that anticipated in the General Plans of the cities within which the RW pipeline would be installed. Further, though the proposed project would be installed within roadways that may run adjacent to a park or may be installed within a park, access and services at the parks will be maintained during construction, and would return to pre-construction conditions once the RW pipeline is installed belowground. Because the project would not develop any above ground facilities that are commercial, residential, or industrial in nature, the proposed project is not required to pay any fees to offset impacts to parkland.

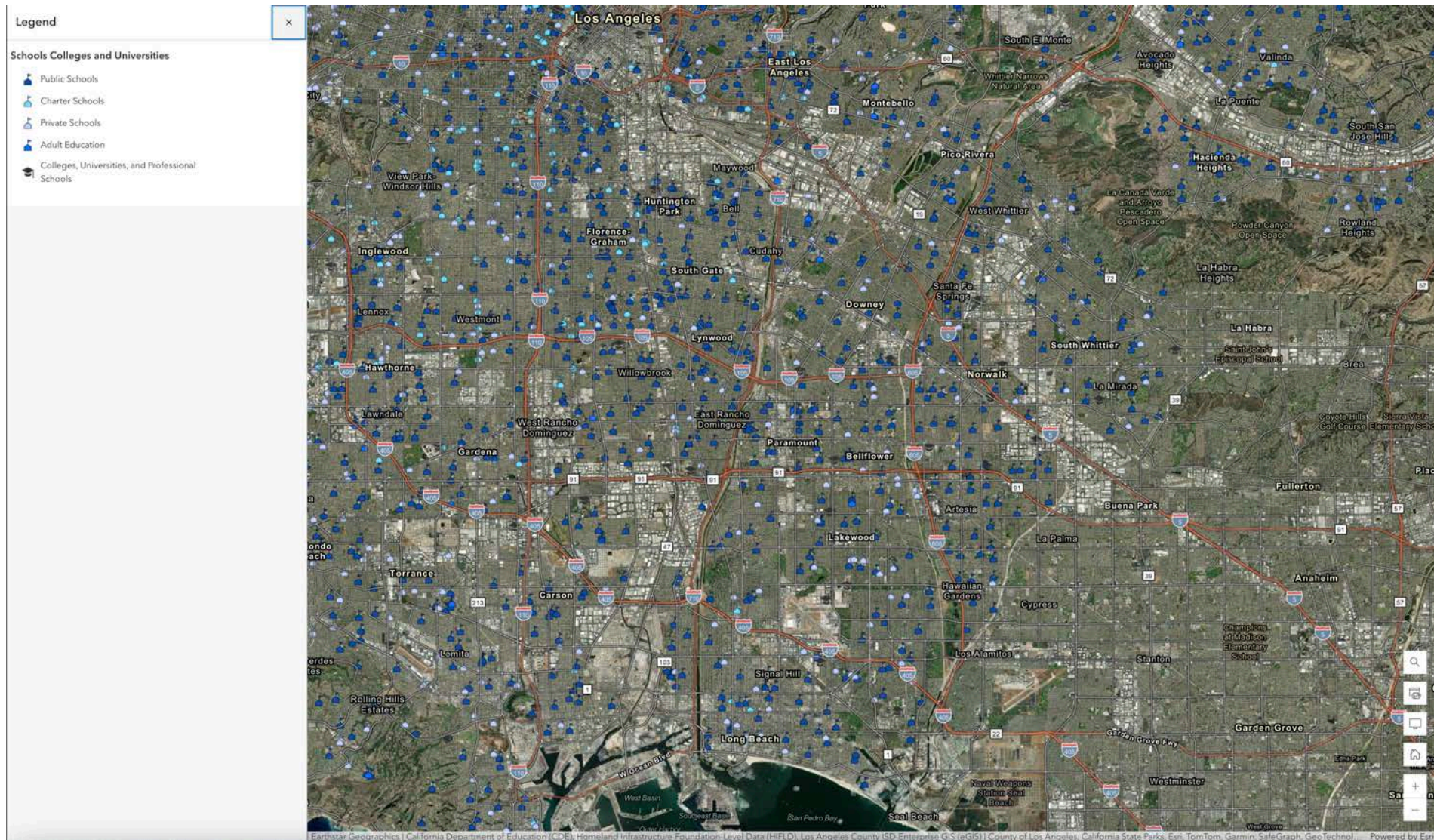


FIGURE XV-3

Thus, the proposed project will not generate an increase in demand for parks. Therefore, any impacts under this issue are considered less than significant. No mitigation is required.

- e. *Less Than Significant Impact* – Other public facilities include library and general municipal services. The Proposition 1 Recycled Water Project does not include construction of new homes or businesses that would result in a direct increase in population or create a substantial number of new jobs that would result in new residents of the Central Basin area of Los Angeles County. Construction of the proposed RW pipeline would require temporary employment of 22 persons, but it is reasonable to assume that many employment opportunities would be filled by workers drawn from the Central Basin area of Los Angeles County. Operation and maintenance of the RW pipeline would be anticipated to be provided by existing employees serving the District. Thus, there is no potential for an increase in area residents over the long term as a result of operation of the Proposition 1 Recycled Water Project that may contribute to a minimal increased demand for library and other public services. Implementation of the proposed Proposition 1 Recycled Water Project is not forecast to change land uses or otherwise create activities that could increase demand for library and other public services beyond that anticipated in the General Plans of the cities within which the RW pipeline would be installed. Further, though the proposed project would be installed within roadways that may run adjacent to a library, access and services at the library will be maintained during construction, and would return to pre-construction conditions once the RW pipeline is installed belowground. Because the project would not develop any above ground facilities that are commercial, residential, or industrial in nature, the proposed project is not required to pay any fees to offset impacts to library and other public services. Thus, the proposed project will not generate an increase in demand for library and other public services. Therefore, any impacts under this issue are considered less than significant. No mitigation is required.

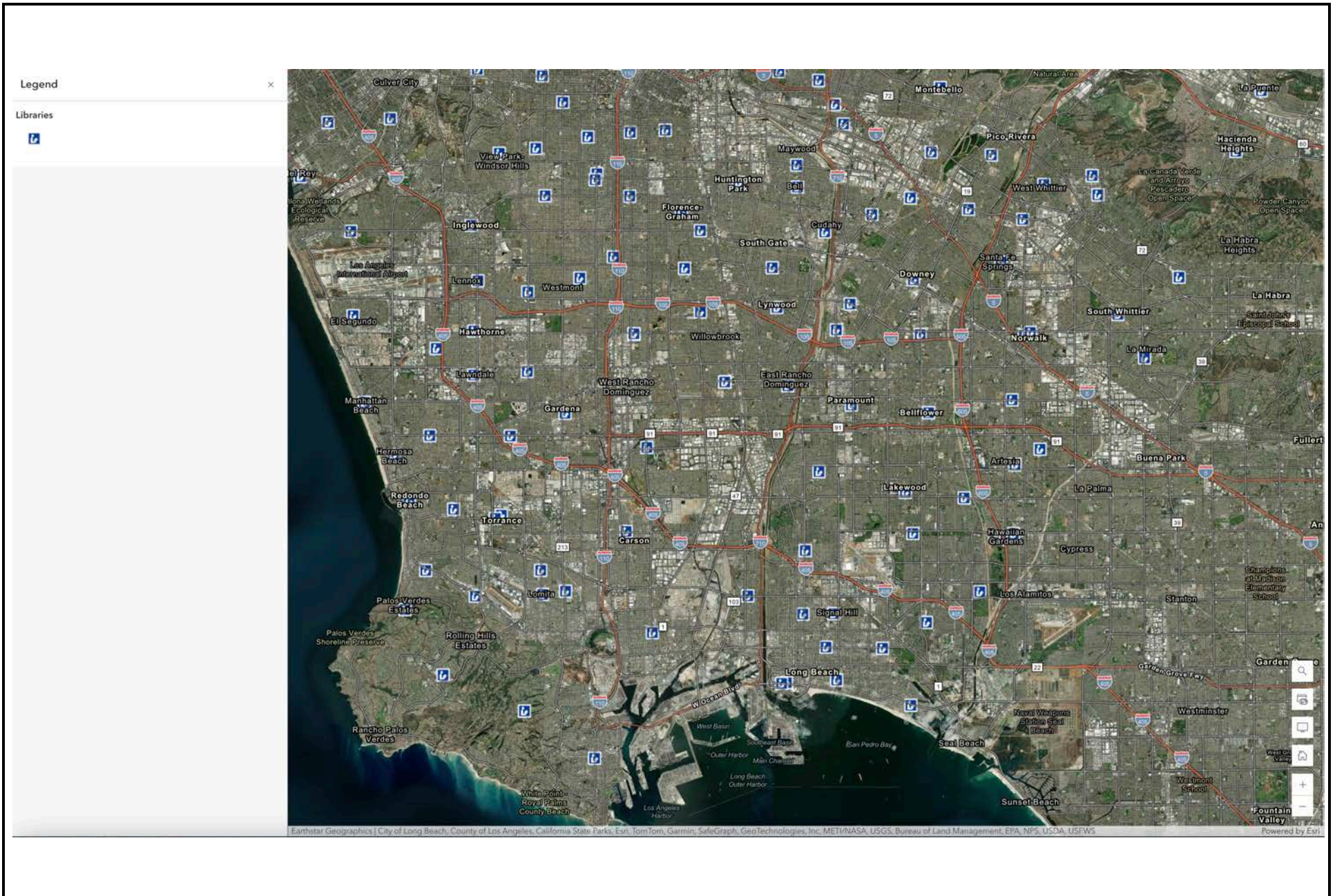


FIGURE XV-4

Tom Dodson & Associates
Environmental Consultants

Library Map

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION

- a. *No Impact* – As previously discussed in Section XIV, Population and Housing and Section XV, Public Services, this project will not contribute to an increase in the population beyond that already allowed or planned for by local and regional planning documents. The project would provide RW connection at an existing park. Construction of the proposed RW pipeline would require temporary employment of 22 persons, but it is reasonable to assume that many employment opportunities would be filled by workers drawn from the Central Basin area of Los Angeles County. Operation and maintenance of the RW pipeline would be anticipated to be provided by existing employees serving the District. Thus, there is no potential for an increase in area residents over the long term as a result of operation of the Proposition 1 Recycled Water Project that may contribute to a minimal increased demand for recreational facilities or regional parks. Implementation of the proposed Proposition 1 Recycled Water Project is not forecast to change land uses or otherwise create activities that could increase demand for additional parkland beyond that anticipated in the General Plans of the cities within which the RW pipeline would be installed. Further, though the proposed project would be installed within roadways that may run adjacent to a park or recreational facility, or as stated above, may be installed within a park, access and services at the recreational facilities and parks will be maintained during construction, and would return to pre-construction conditions once the RW pipeline is installed belowground. Because the project would not develop any above ground facilities that are commercial, residential, or industrial in nature, the proposed project is not required to pay any fees to offset impacts to recreational facilities and parks. Thus, the proposed project will not generate an increase in demand for recreational facilities and parks, and implementation of the proposed project would not increase the use of any recreational facilities or parks within the area, nor would it result in the physical deterioration of other surrounding facilities. No impacts are anticipated. No mitigation is required.
- b. *No Impact* – The proposed project does not include recreational facilities, nor does it require the construction or expansion of recreational facilities. The proposed project will install RW pipeline within the District's service area within 7 cities located in Los Angeles County. The Proposition 1 Recycled Water Project will occur mostly within existing roadways, and while the project may install RW pipeline within parkland, it does not include the construction or expansion of recreational facilities. Thus, there will be no adverse effects on the recreational facilities from implementing this project. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

SUBSTANTIATION: Please refer to the *Central Basin Municipal Water District Construction Trip Generation Evaluation* (TGE) prepared by Urban Crossroads, dated October 21, 2024 for the proposed project. This TGE is provided as **Appendix 8** to this Initial Study.

- a. *Less Than Significant With Mitigation Incorporated* — The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public ROW, including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). The segments of roadway in which the RW pipeline will be constructed are varied from highly travelled regional roadways (Norwalk Boulevard, Randolph Street, Atlantic Avenue) to local/moderately traveled roadways (214th Street and 215th Street). The pipeline installation will require one lane to be closed to complete the installation of the RW pipeline; this will ensure that each roadway can still operate during construction. In order to avoid a significant impact to traffic flow, the project will require implementation of a traffic management plan through the implementation of **MM TRAN-1** in order to ensure adequate traffic flow. The installation of new RW collection pipelines would temporarily reduce the capacity of roadways along the RW pipeline alignment(s) due to open-trenching within existing roadway ROWs and the resulting temporary lane closures on the affected roadways. The impact of the lane closures would vary based on the number of lanes needed to be closed (a function of pipeline diameter and trench width) and the width (number of lanes) of the affected roads. Multi-lane roads (four or more lanes) would be better able to accommodate two-way traffic than two-lane roadways. Two lane roads would likely require active traffic control (flaggers) to allow alternate one-way traffic flow on the available road width, and could possibly require full road closure (with detour routing around the construction work zone). **MM TRAN-1**—addressed below—would be required to reduce potential impacts to traffic and transportation conditions. Implementation of this measure, in conjunction with the temporary character of the construction

impacts, is considered sufficient to ensure adequate flow of traffic in a safe manner for pipeline installation.

- TRAN-1** *The District shall require that contractors prepare a construction traffic control plan. Elements of the plan should include, but are not necessarily limited to, the following:*
- *Develop circulation and detour plans, if necessary, to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.*
 - *To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.*
 - *Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones.*
 - *For roadways requiring lane closures that would result in a single open lane, maintain alternate one-way traffic flow and utilize flagger-controls.*
 - *Coordinate with facility owners or administrators of sensitive land uses such as police and fire stations, hospitals, and schools. Provide advance notification to the facility owner or operator of the timing, location, and duration of construction activities.*

The construction of the proposed RW pipeline would require a maximum of 22 workers per day, generating about 84 one-way vehicle trips according to the TGE prepared by Urban Crossroads (Appendix 8). Construction employees are anticipated to arrive by private automobile, and no carpooling has been assumed for the purposes of this trip generation evaluation. It has been assumed that all construction employees would arrive to the site prior to the morning 7-9 AM peak commute period, however, all 22 employees are assumed to depart during the PM peak hour based on the anticipated work hours. It has conservatively been assumed that 25% of the daily truck trips would occur during the morning peak hour, however, no trucks activity is assumed during the PM peak hour as the truck activity is anticipated to cease prior to the end of the workday at 4 PM. For this analysis, a worst-case scenario was assumed where we are assuming 2 installation teams; therefore, the total potential vehicle trip generation from the proposed Project would be approximately 84 trips per day (assuming each worker commuted in their own private vehicle. Both the worker trips and truck trips would be spread over different roads that provide access to the locations of the RW pipeline corridors. The Los Angeles County Public Works Transportation Impact Analysis Guidelines (July 23, 2020) indicates that projects generating fewer than 110 two-way trips per day would screen out. The Project is anticipated to contribute fewer than 50 peak hour trips to the existing circulation system during construction and is anticipated to generate fewer than 110 two-way trips per day. As such, no additional traffic analysis is necessary based on the CMP traffic study guidelines and LA County Public Works guidelines.

Once constructed, no traffic would be generated by this project other than visits to the RW pipeline alignment by District personnel to inspect and maintain facilities when necessary, resulting in minimal vehicle miles traveled once the RW pipelines are in operation. Implementation of the project has the potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. However, with implementation of the above mitigation measure requiring a construction traffic management plan, and the following

MM TRAN-2 requiring disturbances within public roadways to be returned to their original or better condition, the proposed project would result in a less than significant impact pertaining to the circulation system, particularly given that impacts to transit, bicycle, and pedestrian facilities will be temporary, and will not permanently disrupt circulation thereof.

TRAN-2 *The District shall require that all disturbances to public roadways be repaired in a manner that complies with the Standard Specifications for Public Works Construction (green book) or other applicable County of Los Angeles standard design requirements.*

- b. *Less Than Significant Impact* – The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. Los Angeles County's threshold for vehicle miles travelled (VMT) involves screening criteria by which certain types of projects do not require further analysis.¹² A maximum of 84 daily trips per day would occur to support construction efforts (i.e., delivery or removal of construction materials) would be required. Given the above, the proposed project would, at no point during construction or operation, generate a net increase of 110 or more daily trips. The vehicle miles traveled in these instances would likely average less than 75 miles round trip. The number of temporary truck trips will be minimized by using 15 cubic yard material haulers instead of smaller 10 cubic yard trucks to haul material onto and off of the site. Additionally, the same trucks that haul material onto the site would also carry material off of the site. Once constructed, no traffic would be generated by this project other than visits to the RW pipeline alignment by District personnel to inspect and maintain facilities when necessary, resulting in minimal vehicle miles traveled once the RW pipelines are in operation. As such, development of the Proposition 1 Recycled Water Project is not anticipated to result in a significant impact related to vehicle miles travelled, and thus would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts under this issue are considered less than significant.
- c. *Less Than Significant With Mitigation Incorporated* – The project will temporarily alter existing roadways during construction of the proposed RW pipeline. However, this alteration will not create any hazards due to design features of incompatible uses. The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public ROW, including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). As stated under issue XVII(a) above, with the implementation of **MMs TRAN-1** and **TRAN-2**, which require implementation of a construction traffic management plan and requiring disturbances within public roadways to be returned to their original or better condition, any potential increase in hazards due to design features or incompatible use will be considered less than significant in the short term. Further, the landscaped, vegetated, dirt, and concrete areas aboveground would be returned to their original or better condition as part of the construction

¹² Los Angeles County Department of Public Works, 2020. Transportation Impact Analysis Guidelines. <https://pw.lacounty.gov/traffic/docs/Transportation-Impact-Analysis-Guidelines-July-2020-v1.1.pdf> (Accessed 11/27/24)

specifications. This would further reduce hazards due to design features or incompatible use from installation of RW pipeline belowground. In the long term, no impacts to any hazards or incompatible uses in existing roadways are anticipated because once the RW pipeline is constructed, the roadway and small segment of compacted earthwork will be returned to its original condition, or better. Thus, any impacts are considered less than significant with implementation of mitigation. No additional mitigation is required.

- d. *Less Than Significant With Mitigation Incorporated* – Please refer to the discussions under issue XVII(a) and XVII(c) above. The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public ROW, including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). The County of Los Angeles provides disaster route maps for each of the 7 cities within which the project would be constructed.¹³ These Disaster Maps are provided as **Figures IX-2 through IX-8**, and indicate that none of the proposed RW pipeline installation would occur within an identified evacuation or emergency. The proposed RW pipeline segments are generally not located within major roadways, and would not conflict with Southern Pacific Railroad traffic. In the City of Hawaiian Gardens, Norwalk Blvd, within which RW pipeline would be installed, has been identified as an evacuation route, but only south of Carson Street, which is south of the RW pipeline installation proposed within Norwalk Boulevard. At no time during the installation of any segment of pipeline will the entirety of this roadway be closed. The project would require one lane to be closed, which would allow for through-traffic so long as a traffic management plan is developed and implemented. Though closure of one lane will impact traffic, the implementation of **MMs TRAN-1** and **TRAN-2** will ensure that impacts are reduced to a level of less than significant. No additional mitigation is required.

¹³ Los Angeles County Department of Public Works, 2024. Disaster Route Maps (by City)
<https://pw.lacounty.gov/dsg/DisasterRoutes/city.cfm> (accessed 11/22/24)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial change in the significance of tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to the California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

SUBSTANTIATION: Please refer to the discussion under Section V, Cultural Resources.

- a. *Less Than Significant With Mitigation Incorporated* – No California Native American tribes have requested consultation with the Central Basin Municipal Water District under Assembly Bill 52 (AB 52). As a result, no consultation notification under AB 52 was carried out, as none is required. However, CBMWD contacted Native American tribes through the Native American Heritage Commission (NAHC) processes as part of the preparation of the Cultural Resources Study. The result is that no Native American Tribes requested consultation under AB 52. Therefore, consultation has concluded with no request from any tribe to be included as a consulting party for this project. Therefore, with no input from any Tribes, the analysis and conclusions under the Cultural Resources Section above shall ensure that no significant impacts to any Tribal Cultural Resources occur. As noted in Section V, Cultural Resources, above, **MM CUL-1** requires earthmoving or grading activities in the immediate area of any cultural materials to be halted and for an onsite inspection to be performed immediately by a qualified archaeologist, but **MM CUL-2** addresses the treatment of cultural resources and protocols to minimize impacts to potential resources associated with Site 19-004195. As **MM CUL-2** requires enabling tribal participation, if desired the said tribes, tribal cultural resources would be further protected. Thus, through the implementation of **MM CUL-1 and CUL-2**, impacts to tribal cultural resources would be less than significant. No further mitigation is required beyond that which was identified under Section V, Cultural Resources, above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☒	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☒	☐	☐

SUBSTANTIATION

a. Water

Less Than Significant Impact – The proposed project will not develop any housing or human-occupied structures that would require connection to the District's RW distribution system. The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. As demonstrated throughout this Initial Study, the proposed project will not result in any significant impacts from the installation of the new RW pipeline that will connect to the District's existing RW distribution system. The District will not require additional capacity to expand its RW distribution system transmitted by the new RW pipeline as the RW that will be distributed to the new customers exists within the District's existing supply. Therefore, while the proposed project would construct new RW water distribution facilities, development of the Proposition 1 Recycled Water Project would not result in a significant environmental effect related to the relocation or construction of new or expanded water facilities. Impacts are less than significant.

Wastewater

Less Than Significant Impact – The proposed project will construct new recycled water facilities, and arguably, as the water facilities will distribute recycled water (i.e. treated wastewater), this analysis will presume that RW pipeline is also a type of wastewater facility. As such, in conformance with the discussion under Water, above, as demonstrated throughout this Initial Study, the proposed project will not result in any significant impacts from the installation of the new RW pipeline that will connect to the District's existing RW distribution system. The District will not require additional capacity to expand its RW distribution system transmitted by the new RW pipeline as the RW that will be distributed to the new customers exists within the District's existing supply. Therefore, while the proposed project would construct new RW water distribution facilities, development of the Proposition 1 Recycled Water Project would not result in a significant environmental effect related to the relocation or construction of new or expanded wastewater facilities. Impacts are less than significant.

Stormwater

Less Than Significant Impact – As stated under issue XI(c[i-iii]), implementation the proposed project is not forecast to significantly alter the volume of surface/stormwater runoff that will be generated from the project footprint. The roadways within which the RW pipeline will be installed will be returned to their original condition upon completion of the placement of each section of RW pipeline, as will the area of compacted dirt, landscaping, vegetation, and concrete within which a the internal RW pipeline alignments will be installed. The roadways and other areas of disturbance will generate and transport essentially the same amount of stormwater as they do at present because no expansion of roadway or change in drainage patterns are anticipated. Given that no new stormwater collection facilities are required to implement the proposed project, and that the existing stormwater collection facilities will remain in place under the proposed project, development of the project will not require or result in the construction of new or expansion of existing stormwater drainage facilities. Any impacts under this issue are considered less than significant. No mitigation is required.

Electric Power

Less Than Significant Impact – Development of the proposed Proposition 1 Recycled Water Project would not require the installation of electrical services or substantial additional energy beyond that which is currently required to operate the District's existing RW distribution system. The project will not require new electrical infrastructure in order to operate the existing RW distribution system. While there will be an increase in energy use, as described in Section VI, Energy, the District would be able to operate within existing electrical capacities. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded electric power facilities. No impacts are anticipated.

Natural Gas

No Impact – Development of the proposed Proposition 1 Recycled Water Project would not require installation or use of natural gas. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. No impacts are anticipated.

Telecommunications

No Impact – Development of the proposed Proposition 1 Recycled Water Project would not require installation of wireless internet service or phone service. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunication facilities. No impacts are anticipated.

- b. *Less Than Significant Impact* – Please refer to the discussion under issues X(b) and XIX(a) above. The proposed project will install RW pipelines that will facilitate new RW connections within the District's service area. Construction of the proposed RW pipelines would require minimal water usage for dust control and concrete washout activities. RW pipeline construction would occur in phases over a period of 6 months. Therefore, water demand during construction would not be substantial. One water truck per alignment handling about 5,000 gallons would operate during grading and other ground moving activities to minimize fugitive dust; this is a standard construction practice, and as it is only necessary for the short duration of grading and other ground moving activities, the amount of water in support of construction would be standard and within the context of available water resources within the Central Basin area of Los Angeles County, and would not require new or expanded water supply resources. The proposed RW pipelines would distribute recycled water to the 7 sites addressed in this Initial Study. These facilities would not require additional water for operation. Therefore, impacts related to new or expanded water supply resources or entitlements would be less than significant beyond those distributed by the RW pipeline proposed herein. Thus, implementation of the proposed project will have access to sufficient water supplies available to serve the project from existing entitlements and resources. Any impacts under this issue are considered less than significant. No mitigation is required.
- c. *Less Than Significant Impact* – Please refer to the discussion under X(b) and XIX(a) above. The proposed project will install RW pipelines that will facilitate new RW connections within the District's service area. The District will expand end users of RW within its service area, but will not increase the amount of RW generated by the wastewater treatment plants¹⁴ that generate the RW the District distributes in order to serve the project. As such, the District will operate within their planned capacities for these RW pipelines, and no modifications to the Sanitation Districts of Los Angeles County operations are necessary to facilitate the use of this RW at the 7 sites identified herein for RW service by the District. Therefore, while the proposed project would construct RW transmission facilities, the proposed Proposition 1 Recycled Water Project would not create a new demand of wastewater treatment services that would impact the provider's ability to collect and treat wastewater within their existing commitments. Impacts under this issue are considered less than significant. No mitigation is required.
- d&e. *Less Than Significant With Mitigation Incorporated* – The project will temporarily alter existing roadways during construction of the proposed RW pipeline. However, this alteration will not create any hazards due to design features of incompatible uses. The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as

¹⁴ The District obtains recycled water from the San Jose Creek Water Reclamation Plant in Whittier and the Los Coyotes Water Reclamation Plant in Cerritos.

well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). The project will generate construction waste from the removal of asphalt, concrete, and similar materials, as well as soil and vegetation from the removal of landscaping that occurs over the internal RW pipeline alignments. The inert wastes can be disposed of at existing municipal or construction solid waste facilities, which have adequate capacity to accept inert wastes generated by this project, or can be recycled onsite. Any construction and demolition (C&D) waste will be recycled to the maximum extent feasible and any residual materials will be delivered to one of several C&D disposal sites in the area surrounding the project site. Many of these C&D materials can be reused or recycled, thus prolonging our supply of natural resources and potentially saving money in the process.

In accordance with CALGreen code 5.408.4, 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing must be reused or recycled. As this is a mandatory requirement, no mitigation is required to ensure compliance by the District for this project.

Because of increased construction recycling efforts resulting from CalGreen and other regulations, opportunities for construction recycling are becoming easier to find, as evidenced by the number of facilities listed on the Construction and Demolition Debris Recycling Facilities list for Los Angeles County.¹⁵ These facilities accept materials such as: appliances, cardboard, metals, wood, asphalt, concrete, soil, block rock, brick, carpet and padding, concrete with rebar, drywall, gravel, rock, roof tile, and tile.

The facilities that accept C&D materials, combined with the landfills in the surrounding area, have adequate capacity to serve the proposed Project. Solid waste will be disposed of in accordance with existing regulations at an existing licensed landfill. The solid waste will be disposed of in accordance with existing regulations at an existing licensed landfill—such as the Savage Canyon Landfill, which has a maximum daily permitted throughput of 3,350 tons per day, and a remaining capacity of 9,510,833 cubic yards (CY), located within 5 miles of the Site at 13919 East Penn Street Whittier, CA 90602.¹⁶ This landfill permits thousands of tons of waste per day, which is beyond what the expected amount of waste would be generated by the proposed facilities during construction of the proposed project. Furthermore, the proposed project is not anticipated to generate any operational waste as the project will install pipelines belowground. As such, the proposed project would comply with all federal, State, and local statutes related to solid waste disposal.

Any hazardous materials collected within the project footprint during either construction or operation of the project will be transported and disposed of by a permitted and licensed hazardous materials service provider. Therefore, the project is expected to comply with all regulations related to solid waste under federal, state, and local statutes. To further reduce potential impacts to solid waste facilities due to the scale of the materials that may require disposal or recycling, the following mitigation measure will be implemented:

¹⁵ Los Angeles County, 2024. Recycling Facilities
https://pw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf (Accessed 11/27/24)

¹⁶ CalRecycle, 2024. Savage Canyon Landfill
<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3494?siteID=1399>

UTIL-1 *The contract with demolition and construction contractors shall include the requirement that all materials that can be recycled shall be salvaged and recycled. This includes, but is not limited to, wood, metals, concrete, road base, and asphalt. The contractor shall submit a recycling plan to the District for review and approval prior to the start of demolition/construction activities to accomplish this objective.*

Therefore, with the above mitigation measure, the project is expected to comply with all regulations related to solid waste under federal, state, and local statutes and be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs. No further mitigation is necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

SUBSTANTIATION

a-d. *No Impact* – The proposed project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zone. The proposed project footprint traverses urban landscapes within the City of Bellflower, City of Maywood, City of Huntington Park, City of Paramount, City of South Gate, City of Lakewood, and City of Hawaiian Gardens. The project is located not located within any very high fire hazard zone according to the CALFIRE Fire Hazard Severity Zone Viewer Map (**Figure IX-9**). The proposed project would install approximately 6,815 LF of external RW pipeline within roadways to 6 of the 7 project sites and 1,320 LF of internal RW pipeline within 6 of the 7 project sites. The construction of the RW pipeline alignments would require temporary ground-disturbance almost wholly within existing roadway/public rights-of-way (ROW), including under Southern Pacific Rail and roadway medians, as well as within 6 of the 7 project sites (Bellflower City Hall, San Antonio Elementary School, Tanner Elementary School, Tweedy Elementary School, Bloomfield Park, and Fedde Middle School)(see **Appendix 2** for the onsite plan set). Below ground pipelines are not susceptible to wildfire hazards and the development of the proposed pipeline will not increase the risk of wildland fires to nearby residences and structures. The proposed project area is within an urban, developed area and once installed, the RW pipeline will be located belowground and will not be susceptible to wildfire risk. Therefore, as the proposed project is not located within or adjacent to a very high fire hazard severity zone, no impacts under these wildfire issues are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

SUBSTANTIATION

The analysis in this Initial Study and the findings reached indicate that the proposed project can be implemented without causing any new project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control potential environmental impacts of the proposed project to a less than significant impact level. The following findings are based on the detailed analysis of the Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized following this section.

- a. *Less Than Significant With Mitigation Incorporated* – The project has no potential to cause a significant impact to any biological or cultural resources. The project has been identified as having no potential to degrade the quality of the natural environment, substantially reduce 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, or reduce the number or restrict the range of a rare or endangered plant or animal. The project requires mitigation to prevent significant impacts to nesting birds from occurring as a result of implementation of the project. Based on the historic disturbance of the project footprint, and its current disturbed condition, the potential for impacting cultural resources is low. Based on the past disturbance of the project footprint, it has been determined that no cultural resources of importance are anticipated to occur within the RW pipeline alignments, so it is not anticipated that any resources could be affected by the project because no cultural resources exist. However, because it is not known what could be unearthed upon any excavation activities, contingency mitigation measures are provided to ensure that, in the unlikely event that

any resources are found, they are protected from any potential significant adverse impacts. Please see biological and cultural sections of this Initial Study.

- b. *Less Than Significant With Mitigation Incorporated* – Based on the analysis in this Initial Study, the proposed Proposition 1 Recycled Water Project has the potential to cause impacts that are individually or cumulatively considerable. There are no other projects in the vicinity to which this project would make a cumulatively considerable impact. Furthermore, the provision of RW distribution is generally viewed as a benefit to the community. The issues of Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation, Tribal Cultural Resources, and Utilities and Service Systems require the implementation of mitigation measures to reduce impacts to a less than significant level and ensure that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable and thus, less than significant impacts.
- c. *Less Than Significant With Mitigation Incorporated* – The proposed project includes activities that have a potential to cause direct substantial adverse effects on humans. The issues of Geology and Soils, Hazards and Hazardous Materials, and Noise require the implementation of mitigation measures to reduce human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed project have been determined to be less than significant.

Conclusion

This document evaluated all CEQA issues contained in the Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of Aesthetics, Agricultural and Forestry Resources, Air Quality, Energy, Greenhouse Gas Emissions, Land Use and Planning, Mineral Resources, Population/Housing, Recreation, and Wildfire. The issues of Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation, Tribal Cultural Resources, and Utilities and Service Systems require the implementation of mitigation measures to reduce impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact.

Based on the findings in this Initial Study, the Central Basin Municipal Water District proposes to adopt a Mitigated Negative Declaration (MND) for the Central Basin Municipal Water District Proposition 1 Recycled Water Customer Conversion for Disadvantaged Communities Project. A Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) will be issued for this project by the District. The Initial Study and NOI will be circulated for 30 days of public comment because this project does involve state agencies as either a responsible or trustee agency. At the end of the 30-day review period, a final MND package will be prepared and it will be reviewed and considered by the District. Central Basin Municipal Water District will hold a future hearing for project adoption at their offices, the date for which has not yet been determined. If you or your agency comments on the MND/NOI for this project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA (statute).

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2019

Authority: Public Resources Code sections 21083 and 21083.09

Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

SUMMARY OF MITIGATION MEASURES

Biological Resources

- BIO-1 1. Prior to grading or construction activities, including vegetation removal occurring between February 1st and August 31st, a pre-construction clearance survey for nesting birds will be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The clearance survey will need to focus on the presence/absence of California gnatcatcher to ensure no impacts to California gnatcatcher occur from project implementation.

If occupied California gnatcatcher habitat is present, all habitat clearing, grubbing, grading, and associated construction actions will be timed to avoid the active breeding season for California gnatcatcher (March 1 to August 15) within the Criteria Cell.

The District shall ensure that impacts to nesting bird species at the project site are avoided through the implementation of preconstruction surveys, ongoing monitoring, and if necessary, establishment of minimization measures. The District shall adhere to the following:

- d. The District shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.
- e. Surveys shall be conducted by the Designated Biologist at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. If a nest is suspected, but not confirmed, the Designated Biologist shall establish a disturbance-free buffer until additional surveys can be completed, or until the location can be inferred based on observations. If a nest is observed, but thought to be inactive, the Designated Biologist shall monitor the nest for one hour (four hours for raptors during the non-breeding season) prior to approaching the nest to determine status. The Designated Biologist shall use their best professional judgement regarding the monitoring period and whether approaching the nest is appropriate.
- f. If an active avian nest is confirmed, the Designated Biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The Designated Biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Designated Biologist determines that such project activities may be causing an adverse reaction, the Designated Biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or

rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the District for mitigation monitoring compliance record keeping.

Cultural Resources

- CUL-1 Should any cultural resources be encountered during construction of these facilities, ground disturbing activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the District. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.
- CUL-2 A limited archaeological excavation program, known commonly as an Extended Phase I survey, shall be implemented in the portions of the project area in Bloomfield Park in Lakewood and on the Fedde Middle School campus in Hawaiian Gardens. The scope of an Extended Phase I survey consists mainly of excavation of shovel test pits and, if necessary, backhoe trenches to assess the archaeological sensitivity of the subsurface sediments and search for evidence of buried cultural deposits. If any prehistoric archaeological remains associated with Site 19-004195 are discovered during the Extended Phase I survey, additional excavations using standard Phase II testing procedures will be required to evaluate the significance of the findings.
- Since the exploratory excavations of an Extended Phase I survey may not be able to reach the maximum depth of ground disturbance required for pipeline installation at these locations, archaeological monitoring shall be required during project construction at Bloomfield Park and the Fedde Middle School.
 - The Extended Phase I survey and future archaeological monitoring shall be coordinated with local Native American groups, such as Gabrieleño/Tongva San Gabriel Band of Mission Indians, who may wish to participate.
 - No further cultural resources investigations are recommended elsewhere in the project area. However, if buried cultural materials are discovered during any earth-moving operations associated with the project, all work in the immediate vicinity should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.
 - Human remains unearthed during the project will need to be treated in accordance with Health and Safety Code §7050.5 and Public Resources Code §5097.98.

Geology and Soils

- GEO-1 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. Where covering is not possible, measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup such that erosion does not occur.

- GEO-2 Excavated areas shall be backfilled and compacted such that erosion does not occur. Paved areas disturbed by this project shall be repaved in such a manner that roadways and other disturbed areas are returned to the pre-project conditions or better.
- GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) will be sprayed with water or soil binders twice a day or more frequently if fugitive dust is observed migrating from the site within which the RW pipelines are being installed.
- GEO-4 The length of trench which can be left open at any given time will be limited to that needed to reasonably perform construction activities. This will serve to reduce the amount of backfill stored onsite at any given time.
- GEO-5 Should any paleontological resources be accidentally encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the District. The paleontological professional shall assess the find, determine its significance, and determine appropriate mitigation measures within the guidelines of the California Environmental Quality Act that shall be implemented to minimize any impacts to a paleontological resource.

Hazards and Hazardous Materials

- HAZ-1 All accidental spills or discharge of hazardous material during construction activities shall be reported to the Certified Unified Program Agency and shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately a licensed disposal or treatment facility. This measure shall be incorporated into the SWPPP prepared for the proposed project. Prior to accepting the site as remediated, the area contaminated shall be tested to verify that any residual concentrations meet the standard for future residential or public use of the site.
- HAZ-2 Should an unknown contaminated site be encountered during construction of project facilities, all work in the immediate area shall cease; the type of contamination and its extent shall be determined; and the local Certified Unified Program Agency or other regulatory agencies (such as the DTSC or Regional Board) shall be notified. Based on investigations of the contamination, the site may be closed and avoided or the contaminant(s) shall be remediated to a threshold acceptable to the Certified Unified Program Agency or other regulatory agency threshold and any contaminated soil or other material shall be delivered to an authorized treatment or disposal site.

Hydrology and Water Quality

- HYD-1 The District shall require that the construction contractor to implement specific Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving offsite into receiving waters. These practices shall include a Plan that identifies the methods of containing, cleanup, transport

and proper disposal of hazardous chemicals or materials released during construction activities that are compatible with applicable laws and regulations. BMPs to be implemented by the District include the following:

- The use of silt fences or coir rolls;
- The use of temporary stormwater desilting or retention basins;
- The use of water bars to reduce the velocity of stormwater runoff;
- The use of wheel washers on construction equipment leaving the site;
- The washing of silt from public roads at the access point to the site to prevent the tracking of silt and other pollutants from the site onto public roads;
- The storage of excavated material shall be kept to the minimum necessary to efficiently perform the construction activities required. Excavated or stockpiled material shall not be stored in water courses or other areas subject to the flow of surface water; and
- Where feasible, stockpiled material shall be covered with waterproof material during rain events to control erosion of soil from the stockpiles.

Noise

NOI-1: Construction Noise Minimization. The District shall implement the following measures during construction:

- Include design measures to reduce the construction noise levels if necessary to comply with local noise ordinances, or seek a variance from local noise ordinance if otherwise not feasible to comply. These measures may include, but are not limited to, the erection of noise barriers/curtains, use of advanced or state-of-the-art mufflers on construction equipment, and/or reduction in the amount of equipment that would operate concurrently at the construction site.
- For alignments within a less than 30 foot buffer from the nearest sensitive receptor—defined generally as religious facilities, health care buildings and their patios, hotels and motels and their recreation areas, mobile home parks, multi-family dwellings and their private patios or balconies, park picnic areas, single-family dwellings and their private yards, libraries, and schools and their playgrounds—design measures to reduce construction noise levels below 80 dBA L_{eq} shall be implemented, including erection of noise barriers/curtains, use of advanced or state-of-the-art mufflers on construction equipment, and/or reduction in the amount of equipment that would operate concurrently at the construction site.
- Place noise and groundborne vibration-generating construction activities whose specific location on a construction site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) as far as possible from the nearest noise- and vibration-sensitive land uses such as residences, schools, and hospitals.
- Minimize the effects of equipment with the greatest peak noise generation potential via shrouding or shielding to the extent feasible. Examples include the use of drills, pavement breakers, and jackhammers.
- Provide noise shielding and muffling devices on construction equipment per the manufacturer's specifications.
- Where construction is to occur near a school, the construction contractor shall coordinate the with school administration in order to limit disturbance to the campus. Efforts to limit construction activities to non-school days shall be encouraged.

- Identify a liaison for surrounding residents and property owners to contact with concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at construction locations.
- Notify in writing all landowners and occupants of properties adjacent to the construction area of the anticipated construction schedule at least two weeks prior to groundbreaking.

Construction activities shall occur within the hours considered to be acceptable for construction by the applicable jurisdiction within which an individual project is constructed, except for emergencies.

- NOI-2 The District shall require the construction contractor(s) to implement the following measures:
- Ensure that the operation of construction equipment that generates high levels of vibration including, but not limited to, large bulldozers, loaded trucks, pile-drivers, vibratory compactors, and drilling rigs, is minimized to below 80 vibration decibels (VdB), within 45 feet of existing residential structures and 35 feet of institutional structures (e.g., schools) during construction. Use of small rubber-tired bulldozers shall be enforced within these areas during grading operations to reduce vibration effects.
 - The construction contractor shall provide signs along the roadway identifying a phone number for adjacent property owners to contact with any complaint. During future construction activities with heavy equipment within 100 feet of occupied residences, vibration field tests shall be conducted at the property line near the nearest occupied residences. If vibrations exceed 80 VdB, the construction activities shall be revised to reduce vibration below this threshold. These measures may include, but are not limited to the following: use different construction methods, slow down construction activity, or other mitigating measures to reduce vibration at the property from where the complaint was received.

Transportation

- TRAN-1 The District shall require that contractors prepare a construction traffic control plan. Elements of the plan should include, but are not necessarily limited to, the following:
- Develop circulation and detour plans, if necessary, to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.
 - To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.
 - Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones.
 - For roadways requiring lane closures that would result in a single open lane, maintain alternate one-way traffic flow and utilize flagger-controls.
 - Coordinate with facility owners or administrators of sensitive land uses such as police and fire stations, hospitals, and schools. Provide advance notification to the facility owner or operator of the timing, location, and duration of construction activities.

- TRAN-2 The District shall require that all disturbances to public roadways be repaired in a manner that complies with the Standard Specifications for Public Works Construction (green book) or other applicable County of Los Angeles standard design requirements.

Utilities and Service Systems

- UTIL-1 The contract with demolition and construction contractors shall include the requirement that all materials that can be recycled shall be salvaged and recycled. This includes, but is not limited to, wood, metals, concrete, road base, and asphalt. The contractor shall submit a recycling plan to the District for review and approval prior to the start of demolition/construction activities to accomplish this objective.

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