PUBLIC REVIEW DRAFT

Initial Study/Mitigated Negative Declaration

Cantara Trunk Line Replacement Project

SEPTEMBER 2025

Prepared by:

LOS ANGELES DEPARTMENT OF WATER AND POWER
Environmental Planning and Assessment
111 North Hope Street, Room 1044
Los Angeles, California 90012

Prepared with assistance from:

DUDEK

225 South Lake Avenue, Suite 225-M210
Pasadena, California 91101

Table of Contents

SECTION **PAGE**

Acronyms and Abbreviations v

1 Introduction 1
- 1.1 Project Overview 1
- 1.2 California Environmental Quality Act Compliance 1

2 Project Description 3
- 2.1 Project Location 3
- 2.2 Environmental Setting 3
- 2.3 Background 4
- 2.4 Project Design 5
- 2.5 Project Construction 7
  - 2.5.1 Construction Methods 8
  - 2.5.2 Hydrostatic Testing and Pipeline Disinfection 13
  - 2.5.3 Construction Schedule 13
- 2.6 Project Operations and Maintenance 14
- 2.7 Best Management Practices 14
- 2.8 Project Approvals 16

3 Initial Study Checklist 19
- 3.1 Aesthetics 22
  - 3.1.1 References Cited 24
- 3.2 Agriculture and Forestry Resources 24
  - 3.2.1 References Cited 26
- 3.3 Air Quality 26
  - 3.3.1 References Cited 40
- 3.4 Biological Resources 41
  - 3.4.1 References Cited 44
- 3.5 Cultural Resources 44
  - 3.5.1 References Cited 47
- 3.6 Energy 47
  - 3.6.1 References Cited 49
- 3.7 Geology and Soils 49
  - 3.7.1 References Cited 56
- 3.8 Greenhouse Gas Emissions 57
  - 3.8.1 References Cited 64
- 3.9 Hazards and Hazardous Materials 65
  - 3.9.1 References Cited 77

3.10 Hydrology and Water Quality 78
3.10.1 References Cited 82
3.11 Land Use and Planning 83
3.11.1 References Cited 85
3.12 Mineral Resources 85
3.12.1 References Cited 86
3.13 Noise 87
3.13.1 References Cited 99
3.14 Population and Housing 100
3.14.1 References Cited 101
3.15 Public Services 101
3.15.1 References Cited 103
3.16 Recreation 103
3.16.1 References Cited 104
3.17 Transportation 104
3.17.1 References Cited 111
3.18 Tribal Cultural Resources 112
3.18.1 References Cited 114
3.19 Utilities and Service Systems 114
3.19.1 References Cited 119
3.20 Wildfire 120
3.20.1 References Cited 123
3.21 Mandatory Findings of Significance 124
3.21.1 References Cited 128

4 Preparers 129

APPENDICES

A Air Quality and Greenhouse Gas Emissions Data
B Biological Resources Technical Report
C Cultural Resources Inventory, Evaluation, and Impact Assessment Report
D Preliminary Geological and Geotechnical Assessment of the Proposed Cantara Trunk Line Replacement Project
E Noise Technical Memorandum

FIGURES

2-1 Regional Location 131
2-2 Project Location 133
2-3A Project Components 135
2-3B Project Components 137

2-4 Pre-Project Trunk Line System 139
2-5 Post-Project Trunk Line System 141
2-6A Disturbance Areas 143
2-6B Disturbance Areas 145
2-6C Disturbance Areas 147
2-6D Disturbance Areas 149
2-6E Disturbance Areas 151
2-6F Disturbance Areas 153
2-6G Disturbance Areas 155
2-6H Disturbance Areas 157
2-6I Disturbance Areas 159
3.9-1 Cortese List Sites 161

TABLES

2-1 Anticipated Construction Schedule 13
3.3-1 South Coast Air Quality Management District Air Quality Significance Thresholds 29
3.3-2 Construction Scenario Assumptions 31
3.3-3 Estimated Maximum Daily Construction Criteria Air Pollutant Emissions 33
3.3-4 Construction Localized Significance Threshold Analysis 36
3.8-1 Estimated Annual Construction Greenhouse Gas Emissions 59
3.8-2 Project Potential to Conflict with the Sustainable City Plan's GHG Emission Reduction Strategies 60
3.13-1 Measured Baseline Outdoor Ambient Noise Levels 88
3.13-2 Measured Baseline Ground-Borne Vibration Levels 88
3.13-3 Typical Construction Equipment Maximum Noise Levels 90
3.13-4 Predicted Construction Noise Levels per Activity Phase (Unmitigated) 92
3.13-5 Predicted Construction Noise Levels per Activity Phase (Mitigated) 94
3.13-6 Highest Predicted Construction Noise Levels Compared to Ambient Noise Levels 95
3.13-7 Predicted Traffic Noise Levels 97
3.13-8 Measured Vibration Levels and Highest Predicted Vibration Level Comparison 98
3.17-1 Peak Period Construction Trip Generation Estimates 107
3.21-1 Related LADWP Projects 125

INTENTIONALLY LEFT BLANK

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
ANSI	American National Standards Institute
AIN	Assessor's Identification Number
API	area of potential impacts
AQMP	air quality management plan
BMP	best management practices
BV	Butterfly Valve
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Occupational Safety and Health Administration
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CH_4	methane
CI	cast iron
CO_2	carbon dioxide
CRMP	cultural resources monitoring plan
CUPA	Certified Unified Program Agency
CY	cubic yards
DPM	diesel particulate matter
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
GWP	global warming potential
HMBP	Hazardous Materials Business Plan
IS	Initial Study
LACM	Los Angeles County Museum
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAMC	Los Angeles Municipal Code
LASAN	Los Angeles Sanitation and Environment
LST	localized significance threshold
LUST	Leaking Underground Storage Tank
MM	Mitigation Measure
MND	Mitigated Negative Declaration
MT	metric tons
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NHMLA	Natural History Museum of Los Angeles
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Administration

Acronym/Abbreviation	Definition
PCE	passenger car equivalent
PEL	permissible exposure limit
PHMSA	Pipeline and Hazardous Materials Safety Administration
PPV	peak particle velocity
PRIMP	Paleontological Resources Impact Mitigation Program
RCNM	Roadway Construction Noise Model
ROW	right-of-way
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCAR	Sewer Capacity Availability Request
SLM	sound level meters
SP	service population
SPL	sound pressure level
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SZ	System Elevation Zone
TAC	toxic air contaminants
TL	trunk line
USDOT	U.S. Department of Transportation
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	Volatile Organic Compounds
VP	Vertebrate Paleontology

1 Introduction

1.1 Project Overview

The Los Angeles Department of Water and Power (LADWP) proposes to install approximately 8,200 feet of 30-inch-diameter underground pipe along Strathern Street and Cantara Street and approximately 5,100 feet of 20-inch-diameter underground pipe along San Fernando Road in the Sun Valley community in the City of Los Angeles (City), which is within the County of Los Angeles. The installation of the new 20-inch-diameter distribution mainline and 30-inch-diameter trunk line (referred to herein as the proposed Cantara Trunk Line Replacement Project [project]) would replace aging and deteriorated segments of the existing Cantara Trunk Line to provide greater operational flexibility for water flow and delivery and to improve system redundancy and resiliency. The project would also include approximately 7,010 feet of 8-inch-diameter distribution mainline improvements along Cantara Street.

1.2 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.) applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed project constitutes a project as defined by CEQA. The CEQA Guidelines (14 CCR 15000-15387) Section 15367 states that lead agency "means the public agency which has the principal responsibility for carrying out or approving a project." Therefore, as a municipal utility that will implement the proposed project, LADWP is the lead agency responsible for compliance with CEQA.

As the CEQA lead agency, LADWP must complete an environmental review to determine if implementation of the proposed project would result in significant adverse environmental impacts and to propose measures, as feasible, to eliminate or reduce any such identified impacts. LADWP has prepared a CEQA Initial Study (IS) to assist in making this determination. Based on the nature and scope of the proposed project and the evaluation contained in the IS environmental checklist (included herein), LADWP, as the lead agency, has concluded that a Mitigated Negative Declaration (MND) is the proper level of CEQA environmental documentation for the proposed project. The IS shows that impacts caused by the proposed project are either less than significant or significant but mitigable to a less than significant level with incorporation of appropriate mitigation measures as defined herein. This conclusion is supported by CEQA Guidelines Section 15070, which states that an MND can be prepared when the IS identifies potentially significant effects, but (1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed MND and IS are released for public review, would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

This document consists of both the IS for the project and the MND (IS/MND). This IS/MND is composed of four chapters. Chapter 1 provides the introduction for the proposed project, including an overview of the project and a summary related to CEQA compliance. Chapter 2 provides the project location, environmental setting, project background, a description of the proposed project components and information about their construction and operation, a list of best management practices (BMPs), and required project approvals. Chapter 3 consists of the CEQA IS checklist, which provides the assessment of potential environmental impacts and the applicability of mitigation measures to reduce potentially significant impacts to less than significant. Chapter 4 provides a list of the lead agency staff and consultants involved in preparing the environmental review documents for the proposed project. This document also includes several appendices that contain technical resource reports.

INTENTIONALLY LEFT BLANK

2 Project Description

2.1 Project Location

The project is located within the Sun Valley community of the City of Los Angeles. Sun Valley is approximately 13 miles northwest of downtown Los Angeles. The City of Los Angeles communities of Arleta, Pacoima, Sunland, Tujunga, Lake View Terrace, Shadow Hills, and East La Tuna Canyon are located to the north of Sun Valley, and the City of Burbank is to the east. The City of Los Angeles communities of North Hollywood and Valley Village are to the south, and the City of Los Angeles communities of Mission Hills, Panorama City, and North Hills are to the west.

Collectively, the areas where pipeline work would occur, including pipeline installation, abandonment, and connection work, will be termed the "project alignment" in this IS/MND. Within Sun Valley, the project alignment is situated between the Hollywood Freeway (State Route [SR] 170) and the Interstate (I) 5 freeway. Figure 2-1, Regional Location, shows the project location within a regional context, and Figure 2-2, Project Location, shows the project location within a local context.

2.2 Environmental Setting

The proposed project would occur within the public roadway right-of-way (ROW) of Cantara Street, Strathern Street, and San Fernando Road, as well as across the surface parking areas of private industrial parcels. Periodic intrusions into the sidewalks and/or parkways along these roadways would also occur for installation of pipeline appurtenances (e.g., valves, hydrants, combination air/vacuum breaker valves, water service connections). Below are descriptions of each roadway and the surrounding land uses.

Cantara Street. Along the project alignment, Cantara Street is a two-way, east–west trending roadway with one lane in each direction. Parking is generally allowed on both sides of the roadway, and sidewalks and parkways are generally located on both sides of the roadway. Cantara Street is largely surrounded by residential properties. Exceptions include a church, a park (Sun Valley Recreation Center), and several industrial properties between Irvine Avenue and Lankershim Boulevard.

Strathern Street. Along the project alignment, Strathern Street is a two-way, east–west trending roadway with one lane in each direction. Left-turn pockets are striped along the roadway, and a bicycle lane is striped on both sides. Parking is generally allowed on both sides of the roadway, and sidewalks and parkways are generally located on both sides of the roadway. Land uses along the project alignment are generally residential in nature, with the exception of Jaime Beth Slavin Park, Strathern Park North, Strathern Street Elementary School, several churches, and commercial uses near the intersections with Laurel Canyon Boulevard and Lankershim Boulevard.

San Fernando Road. Along the project alignment, San Fernando Road is a two-way, northwest–southeast trending roadway with two lanes in each direction. Left-turn pockets or two-way left-turn lanes extend along the center of the roadway. Parking is generally allowed on the southwest side of the roadway, and the southwest side of the roadway is also lined with a sidewalk and street trees. Land uses along the southwest side of the roadway include commercial and industrial uses, including the Hollywood Burbank Airport and a motel. Along the northeast side of the roadway is a protected bicycle path, separated from the roadway with a vegetated strip. The project would not encroach into the bicycle path. Beyond the bicycle path is the Southern Pacific Railroad alignment, which trends

northwest–southeast along San Fernando Road. The project would not encroach into the railroad ROW. Land uses to the northeast of the railroad alignment consist largely of commercial and industrial land uses.

Private Industrial Parcels. The project alignment is within the surface parking area for several one-story industrial warehouse buildings. The project alignment would specifically extend through Assessor's Identification Numbers (AINs) 2310-007-025 and 2310-006-008 and would abut AIN 2310-007-024 at this location. Ingress/egress to this parking area is provided via Lankershim Boulevard at the intersection with Cantara Street. Land uses to the north, south, and east include industrial uses. Land uses to the west include a government-owned utility parcel and industrial and residential uses.

2.3 Background

The Cantara Trunk Line (TL), originally built in 1917, is part of the larger LADWP water distribution system. The Cantara TL receives water from City TL South (installed circa 2007) at the Coldwater Canyon Avenue/Cantara Street intersection and transmits it to the Sun Valley area. TL components include isolation valves, blow-offs, combination air/vacuum breaker valves, and distribution mainlines. Portions of the Cantara TL system are proposed for replacement or abandonment in place as part of this project in order to repair the potable water conveyance and distribution system in the project area. See Section 2.4, Project Design, and Figures 2-3A and 2-3B for a list of system components proposed for replacement or abandonment.

The existing Cantara TL is located within Cantara Street, extending from Coldwater Canyon Avenue to San Fernando Road in Sun Valley, Los Angeles. In its current condition, the pipeline consists of riveted steel pipe segments installed in 1917 and welded steel pipe segments installed in 1961 and 1965. The existing TL varies in diameter from 22 inches to 36.75 inches. Cantara TL is supplied mainly by City TL South, which is supplied by the Los Angeles Reservoir and the Van Norman Bypass Reservoir and transmits potable water from City TL South to the Sun Valley area of the 1134 System Elevation Zone (SZ). Figure 2-4, Pre-Project Trunk Line System, shows the existing network of TLs in the project area.

The proposed project would replace the aging and deteriorating riveted steel pipe sections of the Cantara TL, which currently contain 22 recorded leaks. The welded steel pipe sections would remain in service, except for a section of the existing Cantara TL within Irvine Avenue between Cantara Street and Strathern Street, which would be abandoned and slurry filled. The segments of the Cantara TL requiring replacement (dating to 1917) are located along Cantara Street from Potter Avenue to Irvine Avenue and from Fair Avenue to San Fernando Road. The segments of the Cantara TL to remain in service (dating to the 1960s) are located along Cantara Street from Coldwater Canyon Avenue to Potter Avenue, along Strathern Street from Irvine Avenue to Fair Avenue, and along Fair Avenue from Strathern Street to Cantara Street.

Connecting to the Cantara TL along San Fernando Road is a 20-inch cast iron (CI) mainline (installed in 1960), which is an extension of the Cantara TL and supplies the 1134 SZ area bounded by the City of Burbank and the Hollywood Burbank Airport. The CI mainline has a history of leaks and is in poor condition with reduced wall thickness. The proposed project would replace damaged portions of the CI mainline along San Fernando Road.

Additionally, LADWP proposes to install approximately 7,010 feet of new 8-inch distribution mainline improvements along Cantara Street. The new distribution mainline within Cantara Street would not replace any existing distribution mainline but is needed due to the abandonment of existing segments of the Cantara TL along Cantara Street.

The proposed project would also include installation of maintenance/access holes, isolation valves, blow-offs, combination air/vacuum breaker valves, water service connections, and connections to hydrants. Some of these pipeline appurtenances would be visible above grade at intervals along the new pipeline alignments and would be located within sidewalks and parkways. All other components of the project would be below grade and would not be visible once installed.

The proposed project would increase the safety, capacity, and reliability of LADWP's water system in the Sun Valley area. The project would maintain supply to the 1449 SZ and Green Verdugo Reservoir via the Sheldon Pump Station during an emergency scenario in which both Truesdale TL and Foothill TL could be out of service.

2.4 Project Design

Overview

The proposed TL alignment is approximately 8,200 feet along Strathern Street and Cantara Street. On the west, the proposed TL would connect to the North Hollywood Collector TL east of SR-170. An approximately 60-foot-long segment of the North Hollywood Collector TL would be removed in order to connect the replacement Cantara TL. The North Hollywood Collector TL, which was installed circa 1990, connects to City TL South at the intersection of Coldwater Canyon Avenue and Strathern Street. As such, after project implementation, water would still ultimately flow from the City TL South to the Cantara TL.

On the east end of the Strathern Street alignment, the proposed TL would connect to the existing-to-remain Cantara TL at the Strathern Street/Irvine Avenue intersection. The proposed TL would resume along Cantara Street, where it would connect to the existing Cantara TL at Fair Avenue and continue easterly onto San Fernando Road, where it would transition to the new 20-inch-diameter distribution mainline along San Fernando Road to just east of Arvilla Avenue. Approximately 5,100 feet of new 20-inch-diameter distribution mainline would be installed along San Fernando Road.

The 36.75-inch-diameter welded steel pipe section of existing Cantara TL from Coldwater Canyon Avenue to Potter Avenue and the 32-inch-diameter welded steel pipe sections of existing Cantara TL located along Strathern Street and Fair Avenue would not be replaced and would remain in service. At Cantara Street and Potter Avenue, a short segment of the existing Cantara TL would be removed, and the two resulting exposed pipe ends would be plugged. The existing Cantara TL west of the two plugs would remain in service and would include a new connection to an existing parallel distribution mainline. The existing TL east of the two plugs would be abandoned.

The project would also involve installation of appurtenant devices, including the following: one 60-inch Butterfly Valve (BV) would be installed on the North Hollywood Collector TL along Strathern Street, west of Whitsett Avenue; one 30-inch BV would be installed along Strathern Street, west of Whitsett Avenue; one 30-inch BV would be installed along Strathern Street, west of Laurel Canyon Boulevard; two 30-inch BVs would be installed along Strathern Street, west of Irvine Avenue; and one 30-inch BV would be installed along Cantara Street, east of Fair Avenue. The Cantara TL and associated 20-inch-diameter distribution mainline would utilize seismically resilient pipe to prevent or minimize potential service disruptions and maintain supply to the system in an earthquake event. LADWP would also install approximately 1,550 feet of new 8-inch-diameter distribution mainline along Cantara Street from Fair Avenue to San Fernando Road and another 5,460 feet of new 8-inch-diameter distribution mainline along Cantara Street from Rhodes Avenue to Irvine Avenue.

Project Details

Pipeline Installation

As shown in greater detail in Figure 2-3A and Figure 2-3B, Project Components, the project alignment specifically includes the following pipeline segments proposed for installation:

- Replacement Cantara TL would extend along Strathern Street from a location just east of SR-170, eastward to the intersection of Strathern Street with Irvine Avenue.
- Replacement Cantara TL would extend along Cantara Street from the intersection of Cantara Street with Fair Avenue to the intersection of Cantara Street with San Fernando Road.
- New distribution mainline would extend along Cantara Street from the intersection of Cantara Street with Rhodes Avenue to the intersection of Cantara Street with Webb Avenue.
- New distribution mainline spur would extend approximately 400 feet west from the intersection of Lankershim Boulevard with Cantara Street across the surface parking lot of private industrial parcels.
- New distribution mainline would extend along Cantara Street from the intersection of Cantara Street with Lankershim Boulevard to the intersection of Cantara Street with Irvine Avenue.
- New distribution mainline would extend along Cantara Street from the intersection of Cantara Street with Fair Avenue to the intersection of Cantara Street with San Fernando Road.
- Replacement distribution mainline would extend along San Fernando Road from the intersection of San Fernando Road with Cantara Street to just east of the intersection of San Fernando Road with Arvilla Avenue.

Pipeline Abandonment

The project would involve pipeline abandonment along the segments listed below, as shown in Figures 2-3A and 2-3B. Pipeline abandonment would involve filling the old pipe with cement slurry, which requires injection of slurry at the ends of each abandonment limit and intermittently along the abandoned segments. (While some segments proposed for abandonment extend across private property, most slurry injection activities would occur within the public roadway ROW. Slurry injection activities may occur in conjunction with an approximately 400-foot segment of open-trench excavation across several private industrial parcels located west of the intersection of Lankershim Boulevard with Cantara Street.)

- Existing Cantara TL would be abandoned along Cantara Street from the intersection of Cantara Street with Potter Avenue to the intersection of Cantara Street with Irvine Avenue.
- Existing Cantara TL would be abandoned along Irvine Avenue from the intersection of Irvine Avenue with Cantara Street to the intersection of Irvine Avenue with Strathern Street.
- Existing Cantara TL would be abandoned along Cantara Street from the intersection of Cantara Street with Fair Avenue to the intersection of Cantara Street with San Fernando Road.
- Existing distribution mainline would be abandoned along San Fernando Road from the intersection of San Fernando Road with Cantara Street to just east of the intersection of San Fernando Road with Arvilla Avenue.

Pipeline Connections and Tie-Ins

Construction of the new and replacement pipelines and abandonment of the above-listed existing pipeline segments would also require construction activities at certain connection points and tie-in locations, as listed below:

- At Cantara Street and Potter Avenue, a short segment of the existing Cantara TL would be removed and the two resulting exposed pipe ends would be plugged.
- The replacement Cantara TL would be connected to the existing North Hollywood Collector TL along Strathern Street, just east of SR-170.
- The replacement Cantara TL would be connected to an existing-to-remain segment of the Cantara TL at the intersection of Strathern Street and Irvine Avenue.
- The replacement Cantara TL would be connected to an existing-to-remain segment of the Cantara TL at the intersection of Cantara Street and Fair Avenue.
- The replacement Cantara TL would be reduced in size to 20 inches in diameter at the intersection of Cantara Street with San Fernando Road and would continue southeast along San Fernando Road as a 20-inch-diameter distribution mainline.
- The replacement distribution mainline within San Fernando Road would be connected to an existing 16-inch-diameter pipe near the intersection of San Fernando Road with Arvilla Avenue.
- The replacement distribution mainline within Cantara Street would be connected to existing pipelines at the intersection of Cantara Street with the following roadways: Rhodes Avenue, Laurelgrove Avenue, Saint Clair Avenue, Bellingham Avenue, Vantage Avenue, Laurel Canyon Boulevard, Agnes Avenue, Ben Avenue, Gentry Avenue (two connections), Burton Street, Radford Avenue, Hinds Avenue, Lankershim Boulevard (two connections), Troost Avenue, Irvine Avenue, Fair Avenue, Case Avenue, Ensign Avenue, Vineland Avenue, and San Fernando Road. These connections would involve a cross or a tee on the new 8-inch-diameter distribution mainline at each of these intersections.

Figure 2-5, Post-Project Trunk Line System, shows the permanent status of all associated TLs upon completion of the project.

To determine the appropriate size for the replacement pipes, LADWP analyzed the operating criteria for the pipelines, including the service areas' current and anticipated demand. The predicted ultimate maximum day peak hour demand was used for the analysis; 30-inch-diameter pipe segments for the TL and 20-inch- and 8-inch-diameter pipe segments for the distribution mainlines were determined to be sufficient. The proposed sizes are fairly similar to existing pipe sizes. Existing riveted steel sections of Cantara TL along Cantara Street from Potter Avenue to Irvine Avenue, as well as from Fair Avenue to San Fernando Road, would be abandoned and slurry filled. Similarly, the existing distribution mainline along San Fernando Road would be abandoned and slurry filled.

2.5 Project Construction

The existing Cantara TL would remain in service during construction, and all related facilities would continue to operate normally. Several temporary shutdowns would be required in order to connect the TL replacements to the existing TLs and would take place while demand is low. Minimal interruptions in water service may occur during construction. Affected customers would be notified in advance of any brief service interruptions. The replacement pipe would be installed within existing public roadway ROW along the proposed alignment, and one distribution mainline spur would extend through a parking lot associated with private industrial properties.

Full road closures are not anticipated during a majority of construction. Within the vicinity of construction work areas on Strathern Street and San Fernando Road, one lane of travel is anticipated to be maintained in each direction. Within the vicinity of construction work areas on Cantara Street, half of the curb-to-curb width is expected to be closed, and the street would be reduced to one lane of travel for use by vehicles traveling in both directions. Temporary full road closure may occur along a short segment of Cantara Street (approximately 200 feet) between Vineland Avenue and San Fernando Road during open-trench construction within that area with local access permitted for residents and workers only (i.e., no through traffic); however, through traffic would still have access to San Fernando Road from Cantara Street via Vineland Avenue. Additionally, the workers and residents along this segment of Cantara Street would have alternative access points via Vineland Avenue and San Fernando Road. K-rails, traffic delineators, and signage would be stationed around work areas, and construction workers with flags may be deployed near work areas when necessary. Bicycle lanes within the vicinity of construction work areas would be temporarily closed, though in most locations adjacent sidewalks would remain available for use.

Full sidewalk closures are not anticipated, although periodic intrusions into sidewalks and/or parkways would occur for installation of pipeline appurtenances. Specifically, along each proposed pipeline alignment, combination air/vacuum breaker valves would be installed at intervals of approximately 1,200 feet within sidewalk or parkway areas along the alignment of the new pipeline segments. Each valve installation would require a small excavation area behind the curb, measuring approximately 3 feet wide, 3 feet long, and 4 feet deep. Valve installations would be limited to public sidewalks and/or parkways and would not intrude onto private properties. No trees would be removed. Appurtenance locations have been identified along the route to avoid tree removal.

Utility relocations, such as of sewer main lines, underground gas lines, water lines, fiber optics, and power lines, are not anticipated; however, several sewer laterals may need to be adjusted above or below new piping. Where trenching activities are situated adjacent to existing utilities, manual excavation may be used to ensure that such utilities are not inadvertently damaged. All construction staging would occur on site within the work areas, adjacent to the areas of excavation and within the public ROW (with the exception of the construction work area located within the surface parking area of private industrial parcels). No off-site staging would be needed.

2.5.1 Construction Methods

Construction of the proposed project would primarily occur along the existing public ROW of Cantara Street, Strathern Street, and San Fernando Road using open-trench and pipe jacking construction methods. Construction of an approximately 400-foot distribution mainline spur would occur within the surface parking area of private industrial parcels using open-trench construction methods. Due to high traffic volume and utility congestion at two intersections along Strathern Street, LADWP would utilize pipe jacking methods at these locations to minimize disruptions. For similar reasons, LADWP is also considering use of pipe jacking methods at two intersections along San Fernando Road. Because pipe jacking is more intensive than open-trench methods in terms of construction activity, this environmental document assumes that pipe jacking would be used at these two intersections. Figures 2-6A through 2-6I, Disturbance Areas, show the outer limits of where construction disturbance may occur. The precise locations for work areas would be established closer to construction, and actual work area width would be less than what is shown in Figures 2-6A through 2-6I.

Open-trench construction activities would last for approximately 58 months assuming one construction crew (15-16 persons). Pipe jacking activities would last approximately 20 months, assuming one construction crew. Slurry-filling activities for pipelines to be abandoned would generally coincide with pipeline installation. The general processes for open-trench construction, pipe jacking, and slurry filling are described below.

Open-Trench Excavation

Open-trench excavation is a construction method typically used to install pipelines and their appurtenances. In general, the process consists of site preparation, excavation, shoring, pipe installation, backfilling, and worksite restoration. The majority of construction would occur within the public ROW, with work areas divided into lengths of approximately 1,000 feet. The maximum length of open trench at any one time would be approximately 1,000 feet. Construction work areas would occur on the streets adjacent to the proposed pipelines and would move iteratively as construction progresses. A work area of approximately 1,000 feet in length can be used for both pipe installation activities and staging equipment. Work areas would be approximately 28 feet wide for pipeline installation on Strathern Street and San Fernando Road and 20 feet wide for pipeline installation on Cantara Street.

Work areas would be barricaded with chain-linked fences and K-rails (i.e., modular traffic barriers) to prevent vehicles and pedestrians from entering work areas throughout the construction duration of a given work area. During the open-trench construction processes, approximately 27 cubic yards of excavated material are expected to be removed and hauled off per day. Each work area would be occupied for approximately 4 months.

As discussed above in Section 2.4, a new distribution mainline spur would extend approximately 400 feet west from the intersection of Lankershim Boulevard with Cantara Street across the surface parking area of private industrial parcels. LADWP has an existing easement in this area to permit construction and operation of the proposed mainline within the private industrial parcels. Open-trench excavation for the pipeline installation would be limited to a 400-foot segment across the surface parking area. Although construction may result in a temporary loss of private parking spaces, operation of the adjacent industrial warehouse buildings is not anticipated to be affected.

The following is a description of the phases of construction for open-trench excavation.

Site Preparation

Traffic control plans would be prepared in coordination with the City of Los Angeles Department of Transportation (LADOT) to delineate traffic lanes around work areas. The existing pavement along the project alignment would be cut with a concrete/asphalt saw cutter and then removed using equipment such as excavators and/or loaders. The pavement would be removed from the project site and recycled, reused as backfill material, reused as pavement base material, or transported to an appropriate facility for recycling or disposal.

Excavation and Shoring

A trench would be excavated along the alignment using backhoes, excavators, or other types of excavation equipment. Portions of the trench adjacent to utilities may be manually excavated. Excavated soil would be placed directly into trucks and hauled off site.

A typical trench for 20-inch-diameter and 30-inch-diameter pipes would be 5.5 feet wide and 7–10 feet deep. A typical trench for 8-inch-diameter pipes would be 2.5 feet wide and 5 feet deep. Where perpendicular substructures must be avoided, trenches may be excavated deeper or shallower, as necessary. As noted above, the work area required for trenching would be approximately 1,000 feet in length and 28 feet wide, and the maximum area of trench left open at any one time would be approximately 1,000 feet in length. For the 8-inch distribution mainline installation, the work area width would reduce to 20 feet wide. Trenches greater than 5 feet in depth require shoring to prevent caving or collapse, per the requirements of the California Department of Industrial Relations, Division of Occupational Safety and Health. A variety of shoring techniques, including but not limited to premanufactured

shoring and beam and plate, may be used during construction activities. Other utilities would be supported as excavation and shoring occurs. There may be abandoned substructures present (other utilities that are owned/operated by other agencies), which would be removed if encountered.

Pipe Installation and Backfilling

Once the trench has been excavated and shored, pipe installation would commence. Bedding material (crushed rock, sand, or slurry) would be placed and compacted at the bottom of the trench. Pipe segments would then be lowered into the trench and placed on the bedding. The segments would be welded or mechanically connected to one another at the joints. On average, approximately 12 linear feet of pipe would be installed per day by a construction crew (or 250 feet per month). Prior to backfilling, appurtenant structures would be installed as necessitated by design. After installing the pipe, the trench would be backfilled with cement slurry.

Work Site Restoration

Any portion of the roadway or private industrial parking lot damaged as a result of construction activities would be repaved and restored in accordance with all applicable City of Los Angeles Department of Public Works standards. Once the pavement has been restored, traffic delineation (striping) would also be restored.

Construction Equipment

Examples of equipment typically used for open-trench construction are listed below:

- Excavator
- Hauling trucks
- Cooling and cutting water truck
- Crane
- Backhoe
- Front end loader
- Welding equipment
- Welder truck
- Paving equipment
- Dump truck
- Water truck
- Street sweeper
- Service utility truck
- Saw cutting equipment
- Plate compactor
- Pavement roller/compactor
- Pavement grinder
- Asphalt paver machine
- Forklift
- Trailer
- Blower
- Power generators
- Small tools
- Shoring equipment
- Air compressor
- Pickup trucks
- Flatbed pipe truck
- Skid steer
- Carry deck
- Gang truck
- Slurry truck
- Terrain crane

Pipe Jacking Methods

Pipe jacking, which is a form of trenchless construction, would be used to reduce traffic disruptions at busy intersections. Pipe jacking would be used along Strathern Street at the intersections of Lankershim Boulevard and

Laurel Canyon Boulevard. Along San Fernando Road, LADWP is considering the use of pipe jacking (as opposed to open trench) at the intersections of Sunland Boulevard and Arvilla Avenue. Because pipe jacking is more intensive than open-trench methods in terms of construction activity, this environmental document assumes that pipe jacking would be used at these two intersections. Figures 2-6A through 2-6I show the locations where pipe jacking would occur, including the potential jacking locations along San Fernando Road.

The pipe jacking process would take less than 5 months at each of the four intersections, for a total of approximately 20 months of pipe jacking.

The installation of pipelines using pipe jacking would avoid the continuous surface disruption that would be required for open-trench construction. However, some surface disruption would still occur, since "jacking" and "receiving" pits would be used and would be excavated along the project alignment. Pipe jacking involves advancing a horizontal auger or a tunnel boring machine to remove material ahead of the jacking pipe. Powerful hydraulic jacking frames are used to push a steel jacking pipe from a launch (bore) pit to a receiving pit. As the tunneling machine is driven forward, a jacking pipe is added into the pipe string. The following is a description of the phases of construction for pipe jacking. During the pipe jacking process, approximately 50 cubic yards of excavated materials are expected to be removed and hauled off per day.

Site Preparation

Traffic control plans would be prepared in coordination with LADOT to delineate traffic lanes around work areas and to address any turn-lane pockets affected by the proposed project at major intersections. In preparation of excavating the jacking and receiving pits, the pavement would first be cut using a concrete/asphalt saw cutter. As with open-trench excavation, the pavement would be removed from the project site and recycled, reused as a backfill material, reused as pavement base material, or transported to an appropriate facility for recycling or disposal.

Excavation and Shoring

A jacking pit and a receiving pit would generally be used for each jacking location, one at each end of the pipe segment. The distance between the pits crossing Lauren Canyon Boulevard is 475 feet; crossing Lankershim Boulevard is 600 feet; crossing Sunland Boulevard is 380 feet; and crossing Arvilla Avenue is 400 feet.

Jacking pits would be approximately 16 feet wide and 40 feet long. Receiving pits would be approximately 14 feet wide and 24 feet long. The pits would be excavated with backhoes and other excavation equipment and would be approximately 35 feet deep. The excavated soil would be hauled to an off-site disposal facility or reused as backfill material. As excavation occurs, the pits would be shored using a beam-and-plate shoring system.

Pipe Installation

After construction and shoring of the pits, a horizontal hydraulic jacking frame would be placed at the bottom of the jacking pit. A steel casing would be lowered into the pit with a crane and placed in the frame. For pipe jacking along Laurel Canyon Boulevard and Lankershim Boulevard, the steel casing would measure 48 inches on its inner diameter; for pipe jacking at the intersection of Sunland Boulevard and Arvilla Avenue, the steel casing would measure 42 inches on its inner diameter. Once a casing segment is pushed into the soil, a new segment would be lowered, set in place, and welded to the casing that has been pushed. Installation of the steel casing would be

expected to progress at approximately 30–40 feet per day. Once the casing has been installed, the carrier pipe would be lowered and placed on the jacks, which would push the pipe into the steel casing using casing spacers.

Work Site Restoration

After completion of the pipe installation along the jacking locations, the shoring system would be disassembled. Pits would be backfilled with slurry and pavement would be restored. Once the pavement restoration is complete, traffic delineation (striping) would be restored.

Construction Equipment

The same equipment fleet required for open-trench construction would be required to construct the jacking pits and receiving pits, since those construction activities are similar (see the list of equipment above under "Open-Trench Excavation"). The following additional equipment would generally be required for the pipe jacking process:

- Microtunnel boring machine
- Electrical systems
- Control systems/containers
- Power cables
- Lubrication pump
- Pipe jacking frame
- Slurry separation plant
- High pressure water pump

Slurry-Filling Process

Pipelines proposed for abandonment would be slurry filled. Existing pipeline segments proposed for abandonment and slurry filling are listed in Section 2.4. The process for slurry filling involves excavations along the existing pipelines at intervals of 500 feet or more. Based on the depth of the existing pipelines, the intermittent excavations for slurry filling are anticipated to be approximately 10 feet in depth, 10 feet in width, and 10 feet in length. Where slurry-filling activities coincide with pipeline installation, work areas and excavations established for pipeline installation may also be used for slurry filling. Once the existing pipeline is exposed, it would be cut open. Flowable fill, such as slurry or cement concrete, would then be injected into the pipe until the subject section is full. The excavation area would then be backfilled and paved, and the construction crew would move onto the next point of slurry injection. The workers, equipment, and time necessary to complete slurry filling are included within the project's overall construction schedule and scenario that is analyzed in this document.

Although the majority of abandoned pipeline to be slurry filled is located within the public ROW, there is an approximately 900-foot segment of pipeline located between Webb Avenue and Lankershim Boulevard that runs through or along a private residential parcel (AIN 2310-007-001), two publicly owned utility parcels (AINs 2310-007-900 and 2310-006-900), and four industrial parcels (AINs 2310-005-018, 2310-006-008, 2310-007-025, and 2310-007-024). LADWP has existing easements that permit the proposed slurry-filling activities beneath these parcels, which are located approximately 10 feet below ground surface. Slurry injection for this segment of the pipeline may occur within the surface parking area for the industrial parcels (within AINs 2310-006-008 and 2310-007-025), as it would coincide with approximately 400 feet of open-trench

excavation for installation of a new 8-inch distribution mainline spur. There would be no ground disturbance and no surface impacts within the private residential parcel, the publicly owned utility parcel, the industrial parcel closest to Webb Avenue on the west side of the utility parcel (AIN 2310-005-018), or the industrial parcel abutting the proposed 400-foot distribution mainline spur (AIN 2310-007-024).

In addition, an approximately 610-foot segment of pipeline to be slurry filled (located between Whitsett Avenue and Rhodes Avenue) runs underneath several private residential parcels (AINs 2308-018-007, 2308-018-010, 2308-018-009, 2308-020-009, and 2308-020-010). The flowable fill for this pipeline segment would be injected from excavation point(s) within the public ROW in the vicinity of these properties. LADWP has existing easements that permit the proposed slurry-filling activities beneath these private parcels, which are located approximately 10 feet below ground surface. As such, there would be no ground disturbance and no surface impacts within any of these private residential parcels.

2.5.2 Hydrostatic Testing and Pipeline Disinfection

Hydrostatic testing would be conducted periodically throughout construction. Approximately 210,000 cubic feet of the TL and 10,000 cubic feet of the mainline would be tested. Once hydrostatic testing is completed, the new pipelines would be disinfected. Hydrostatic test water and disinfectant water would be discharged to the sewer system, per Sewer Capacity Availability Request (SCAR) permit requirements, or the storm drain system, in accordance with Los Angeles Regional Water Quality Control Board permit requirements, as applicable. Water required for hydrostatic testing is expected to be 391,421 gallons. Water required for disinfection is expected to be 782,842 gallons.

2.5.3 Construction Schedule

Project construction is anticipated to start in 2026 and is anticipated to conclude in 2035. While construction would occur over the course of approximately 9 years, no construction is planned for 2028, and some years would only have construction during part of the year. As such, the construction duration totals approximately 6.5 years. Construction would generally occur between the hours of 7:00 a.m. and 5:00 p.m., Monday through Friday. While work is not generally anticipated to occur at nighttime or on the weekends, situations may arise that require extended work hours, including hydrostatic testing and shutdowns to complete tie-ins. In the event that extended work hours are required, extended hours permits would be obtained. Table 2-1 shows the anticipated construction schedule.

Table 2-1. Anticipated Construction Schedule

Activity	Start Date	End Date
Open-Trench Construction (8-inch distribution mainline)	July 2026	March 2027
Pipe Jacking Construction	May 2029	December 2030
Open-Trench Construction (TL and 20-inch distribution mainline)	February 2031	February 2035

2.6 Project Operations and Maintenance

The proposed replacement pipelines are anticipated to have an operational life of 100 years and replacement valves are anticipated to have an operational life of 70 years; however, due to the limitations of the staff associated with large valve replacement, as well as shutdown limitations, valves are replaced as they begin to show signs of failure. The pipelines would be underground and would not be visible from the ground level during operation. Operational activities would be limited to scheduled maintenance and repair. Maintenance activities would be minimal and would be similar to those that occur under existing conditions. Maintenance would occur every 1-3 years and include exercising valves and replacing or repairing worn appurtenances to ensure proper performance over the life of the facilities. No permanent workers would be required to operate or maintain the proposed project. Activities associated with long-term operations and maintenance would, therefore, be minimal.

2.7 Best Management Practices

The following BMPs would be employed during construction of the proposed project, to help minimize or eliminate potential impacts to the environment. BMPs are distinguished from mitigation measures because they are based on existing regulatory requirements and/or are standard practices and procedures of LADWP and/or its contractors not unique to the proposed project. Nevertheless, the following BMPs would still be included in the proposed project's Mitigation Monitoring and Reporting Program in order to ensure implementation during construction.

Air Quality

BMP-AQ-1 The proposed project would comply with South Coast Air Quality Management District (SCAQMD) Rule 402 (Nuisance) and Rule 403 (Fugitive Dust) to prevent the occurrence of public nuisances and visible dust plumes traveling off site, and would implement Rule 403 dust control measures and Rule 1166 measures to control the emission of Volatile Organic Compounds (VOCs) from excavating, grading, handling and treating VOC-contaminated soil as required by the SCAQMD, including but not limited to the following:

- Water shall be applied to exposed surfaces at least two times per day to prevent generation of dust plumes.
- The construction contractor shall utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages.
- All trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
- Construction activity on exposed or unpaved dirt surfaces shall be suspended when wind speed exceeds 25 miles per hour (mph).
- A community liaison shall be identified concerning on-site construction activity including resolution of issues related to dust generation.
- Trench plates may be used to cover inactive construction areas (previously graded areas inactive for ten days or more).
- Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, water sweepers with reclaimed water shall be used.

Biological Resources

Nesting bird season (which generally occurs February 1 through August 31, and as early as January for raptors) is not expected to be avoided during project construction. Therefore, the following BMPs shall be employed to avoid and minimize impacts to nesting birds protected under the Migratory Bird Treaty Act and California Fish and Game Code:

BMP-BIO-1 A pre-construction nesting bird survey shall be conducted by a qualified biologist within 3 days prior to the start of construction activities during the nesting season to determine whether active nests are present within or directly adjacent to the construction zone. All nests found shall be recorded.

BMP-BIO-2 In the event an active nest is detected, a qualified biologist shall monitor the nest to determine if a nest avoidance buffer zone is necessary to restrict construction activities in proximity to the nest to protect the nest from failing. Any buffer zone, within which construction activities may not occur, shall be established in coordination with the qualified biologist, who shall take into account existing baseline conditions (e.g., topography, buffering buildings or other structures, etc.). In addition, observed avian response to ambient conditions (e.g., existing traffic noise and human activity) shall factor into the requirement for and size of a nest avoidance buffer.

BMP-BIO-3 The qualified biologist shall monitor all active nests, including those with and without an established buffer, at least once per week to determine whether birds are being disturbed. If signs of disturbance or stress are observed, the qualified biologist shall implement adaptive measures to reduce disturbance. These measures could include establishing or increasing buffer distances, or placing visual screens or sound dampening structures between the nest and construction activity until fledging is confirmed. The qualified biologist shall monitor each active nest until they determine that nestlings have fledged and dispersed, or the nest is no longer active.

Paleontological Resources

BMP-GEO-1 In the event previously unknown paleontological resources are encountered, the construction manager would halt construction activities in the immediate area in accordance with CEQA Guidelines Section 15064.5(f). LADWP would retain a qualified paleontologist to make an immediate evaluation of the significance and appropriate treatment of the resource. Construction activities may continue on other parts of the construction site while evaluation and any necessary treatment of paleontological resources take place.

Stormwater and Erosion Control

BMP-WQ-1 A Stormwater Pollution Prevention Plan (SWPPP), which will include erosion and sedimentation BMPs, shall be developed and implemented for construction activities. The SWPPP may include, but would not be limited to, the following:

- Minimizing the extent of disturbed areas and duration of exposure;
- Stabilizing and protecting disturbed areas;
- Keeping runoff velocities low; and
- Retaining sediment within the construction area.

BMP-WQ-2 Construction erosion and sediment control BMPs may include, but are not limited, to the following:

- Temporary desilting basins;
- Silt fences;
- Gravel bag barriers;
- Temporary soil stabilization with mattresses and mulching;
- Temporary drainage inlet protection; and
- Diversion dikes and interceptor swales.

Transportation

BMP-TRA-1 Residences and businesses near the pipeline alignment would be notified prior to the start of construction (e.g., via flyers) of lane closures and parking restrictions in their vicinity. The notices would include a telephone number for comments or questions related to construction activities.

BMP-TRA-2 LADWP would coordinate with all applicable agencies regarding construction schedules and worksite traffic control and detour plans, including but not limited to the City of Los Angeles Department of Transportation, the City of Los Angeles Department of Public Works, Bureau of Engineering, the City of Los Angeles Fire Department, and the City of Los Angeles Police Department.

Utilities and Service Systems

BMP-UTL-1 The proposed project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance.

2.8 Project Approvals

Numerous approvals and/or permits would be required to implement the proposed project. These approvals and permits may include, but may not be limited to, the items listed below.

LADWP is the lead agency for the proposed project pursuant to CEQA Guidelines Section 15367. The proposed project would require the following discretionary approvals from LADWP:

- Adoption of the MND by the City of Los Angeles Board of Water and Power Commissioners and approval of the project.

Approvals and/or permits from other agencies may also be required and are listed below. These approvals and permits would be administrative in nature and are not expected to be subject to CEQA. As such, no responsible or trustee agencies have been identified for this project.

- **California Department of Industrial Relations, Division of Occupational Safety and Health, Mining and Tunneling Unit:**
  - Permit for construction of trenches or excavations 5 feet or deeper that will be entered by construction workers

  - Tunnel classifications for construction operations covered under Section 8400 through 8469, Tunnel Safety Orders, of the California Code of Regulations

- **State Water Resources Control Board:**
  - Notice of Intent to comply with the General Construction Activity National Pollutant Discharge Elimination System (NPDES) Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002)
- **Los Angeles Regional Water Quality Control Board:**
  - Notice of Intent to comply with the Waste Discharge Requirements for Discharges of Low Threat Hydrostatic Test Water to Surface Waters in Costal Watersheds of Los Angeles and Ventura Counties (Los Angeles Regional Water Quality Control Board Order No. R4-2019-0052)
- **City of Los Angeles:**
  - Coordination with the Bureau of Street Services, Bureau of Engineering, Department of Transportation, Bureau of Sanitation, and Police Department
  - Peak Hour Exemption (PHE) per the guidelines of the Bureau of Engineering Special Order No. 02-0418.
  - Public Works Board Report Approval per the guidelines of the Bureau of Engineering
- **Federal Aviation Administration:**
  - Form FAA 7460-1, Notice of Proposed Construction or Alteration

INTENTIONALLY LEFT BLANK

3 Initial Study Checklist

1. **Project title:**

   Cantara Trunk Line Replacement Project

2. **Lead agency name and address:**

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

3. **Contact person and phone number:**

   Alexandria Fortaleza, Environmental Specialist
   Los Angeles Department of Water and Power
   Environmental Planning and Assessment
   213.367.0871

4. **Project location:**

   The project is located within the Sun Valley community of the City of Los Angeles, situated between the Hollywood Freeway (State Route 170) and the Interstate 5 freeway. Project activities would take place within the public roadway ROW of Cantara Street, Strathern Street, and San Fernando Road and within the surface parking area of private industrial parcels located between the intersections of Cantara Street with Webb Avenue and Lankershim Boulevard. Periodic intrusions into the sidewalks and/or parkways along Cantara Street, Strathern Street, and San Fernando Road would also occur for valve installations.

5. **Project sponsor's name and address:**

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

6. **City Council Districts:**

   District 6 and District 2

7. **Neighborhood Council Districts:**

   North Hollywood Northeast and Sun Valley

8. **General plan designation:**

   Limited Manufacturing and public roadway

9. Zoning:

Limited Industrial Zone, Clean Up Green Up District (M1-1-CUGU), and public roadway

10. Description of project:

Refer to Chapter 2, Project Description, of this IS/MND.

11. Surrounding land uses and setting:

Refer to Section 2.2, Environmental Setting, of this IS/MND.

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

California Department of Industrial Relations, Division of Occupational Safety and Health, Mining and Tunneling Unit; State Water Resources Control Board; Los Angeles Regional Water Quality Control Board; City of Los Angeles; Federal Aviation Administration.

13. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes; see Section 3.18 for details.

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 and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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



Signature

September 4, 2025

Date

3.1 Aesthetics

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 and 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?	☐	☐	☒	☐

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. The proposed project would be located in a developed urban area surrounded by single-family and multifamily residences, commercial uses, industrial uses, and various public facilities (e.g., schools and parks). No scenic vistas exist within the project alignment or within the general vicinity of the project alignment that could be adversely affected by the project. Due to intervening, distance, vegetation, terrain, and development, the project alignment would not be clearly visible from publicly accessible vista points in the Verdugo Mountains and foothills to the northeast of I-5. Furthermore, the project would include the abandonment of existing and installation of new underground pipelines, which would not be visible upon operation. Aboveground appurtenant devices, such as maintenance/access holes, isolation valves, blow-offs, and air/vacuum valves located within the public ROW would be low profile and would not substantially contrast with the surrounding urban built-up environment. Therefore, the construction and operation of the proposed project would not have any effect on scenic vistas. No impacts would occur.

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

No Impact. The proposed project alignment is located in an urbanized area. The proposed project would include pipeline installation, abandonment, and connection work, which would primarily take place within the public roadway ROW. There are no designated State Scenic Highways in proximity to the proposed

project. The nearest designated scenic highway is State Route 2, located approximately 10 miles west of the project alignment (Caltrans 2025). Therefore, no impact on scenic resources within a state scenic highway would occur as a result of the proposed project.

c) ***In non-urbanized areas, would the project 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 and other regulations governing scenic quality?***

No Impact. The proposed project would be located within an urbanized area. During project construction, the proposed pipeline replacements and associated improvements would primarily take place in the public roadway ROW along Cantara Street, Strathern Street, Irvine Avenue, and San Fernando Road. However, as noted in Chapter 2, open-trench excavation would also be required for installation of mainline and slurry filling within the surface parking area of private industrial parcels. As such, the visual character along select segments of these roadways, as well as the parking areas of industrial parcels, would be temporarily affected. However, once installed, the proposed project would have no impact on the visual character or quality of the area. As the installation of new underground pipelines would not be visible upon operation, no conflict with zoning regulations or regulations pertaining to scenic quality would occur. Minor appurtenant facilities such as isolation valves, blow-offs, and air/vacuum valves would be visible aboveground. However, these structures would be low profile and would not substantially contrast with the surrounding urban built-up environment. For these reasons, no impact would occur relative to visual character/quality or due to conflicts with applicable zoning and other regulations governing scenic quality.

d) ***Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Less than Significant Impact. The project alignment would extend along local roadways that are surrounded by urban land uses. As such, external and internal night and day illumination is already in place within the project area and includes street lamps, lit windows, signage, etc. The proposed project would involve installation, abandonment, and connection work associated with underground pipelines. The construction phase may involve standard traffic control and safety measures, such as barriers, reflective signs, and flashing warnings that would be implemented by LADWP or the LADWP contractor as necessary. These traffic control and safety measures are common in urban environments and would not introduce a new source of light or glare that would adversely affect views in the project area. Furthermore, most of the construction would take place during the day, so traffic control measures would not typically affect nighttime views. Some situations may arise that require extended work hours and nighttime lighting, including hydrostatic testing and shutdowns to complete tie-ins. However, night work would be intermittent and confined to limited situations throughout construction.

Once construction is complete, the TL and mainlines would be entirely underground with the exception of minor appurtenant facilities such as isolation valves, blow-offs, and air/vacuum valves, none of which would include light fixtures. Any minor light and glare-related impacts would therefore be confined to the construction phase and would be less than significant.

3.1.1 References Cited

Caltrans (California Department of Transportation). 2025. "California State Scenic Highway System Map." Accessed April 9, 2025. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

3.2 Agriculture and Forestry Resources

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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. 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?	☐	☐	☐	☒

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

No Impact. The proposed project is located within existing paved roadways and a paved parking area in fully urbanized portions of the Sun Valley community. The project alignment and surrounding area is designated as Urban and Built-Up on the "Important Farmland in California" map prepared by the California Department of Conservation pursuant to the Farmland Mapping and Monitoring Program (DOC 2022). The proposed project would not be located on or near Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed project would not convert farmland to a non-agricultural use, and no impact to farmland would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The proposed project would be located within existing paved roadways and a paved parking area in fully urbanized portions of the Sun Valley community. Furthermore, the parcels in the vicinity of the project alignment are not under a Williamson Act contract as the County of Los Angeles does not offer Williamson Act contracts (DOC 2023). Several parcels along Laurel Canyon Boulevard south of Strathern Street are zoned RA-1 (Suburban), which is one of the City's agricultural zones (City of Los Angeles 2024, 2025). However, the project alignment would not extend down Laurel Canyon Boulevard and would not change the land uses on any adjacent or nearby parcels. Construction of the proposed project could involve temporary disturbances, such as changes in traffic patterns, which could affect adjacent and nearby properties. However, the nearby RA-1-zoned parcels along Laurel Canyon Boulevard are developed with single-family residential uses. No major, active agricultural operations exist along or near the project alignment. As such, while agriculturally zoned areas exist approximately 230 feet south of the project alignment, the proposed project would not conflict with this zoning. Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

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

No Impact. The proposed project would be located within existing paved roadways and a paved parking area in a fully urbanized portion of the Sun Valley community surrounded by single-family and multifamily residences, commercial uses, industrial uses, and various public facilities (e.g., schools and urban parks). No portion of the project alignment or surrounding area is zoned for or developed as forest land or timberland as defined in California Public Resources Code Section 12220(g) and Government Code Section 4526, respectively. Therefore, the proposed project would not conflict with existing zoning for or cause a rezoning of forest or timberland, and no impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As stated above, the proposed project would be located within existing paved roadways and a paved parking area in a fully urbanized portion of the Sun Valley community. No forest land is located within the project alignment or in the vicinity of the project alignment. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.

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

No Impact. As described above, no farmland or forest land is located in the project alignment or within the vicinity of the project alignment, as the area is urbanized and developed with single-family and multifamily residences, commercial uses, industrial uses, and various public facilities. Therefore, the proposed project would not change the existing environment in a way that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use, and no impact would occur.

3.2.1 References Cited

City of Los Angeles. 2024. "Department of City Planning Generalized Summary of Zoning Regulations." Updated March 2024. Accessed April 2025. https://planning.lacity.gov/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/Zoning_Code_Summary.pdf.

City of Los Angeles. 2025. "Zoning Information Map Access System." Accessed April 2025. https://zimas.lacity.org/.

DOC (California Department of Conservation). 2022. "DLRP Important Farmland Finder." Accessed April 2025. https://maps.conservation.ca.gov/DLRP/CIFF/.

DOC. 2023. "California Williamson Act Enrollment Finder." Accessed April 2025. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district 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?	☐	☐	☒	☐

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The project area is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

SCAQMD administers the SCAB's air quality management plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The 2022 AQMP was adopted by the SCAQMD Governing Board in December 2022 (SCAQMD 2022). The 2022 AQMP was developed to address the attainment of the 2015 national 8-hour ozone (O_3) ambient air quality standard (70 parts per billion) for the SCAB and Coachella Valley. The 2022 AQMP provides actions, strategies, and steps needed to reduce air pollutant emissions and meet the O_3 standard by 2037 (SCAQMD 2022).

The purpose of a consistency finding with regard to the 2022 AQMP is to determine if a project is consistent with the assumptions and objectives of the 2022 AQMP and if it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, of the SCAQMD CEQA Air Quality Handbook. These criteria are as follows (SCAQMD 1993):

- Consistency Criterion No. 1: Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP
- Consistency Criterion No. 2: Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase

To address the first criterion, project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed in Section 3.3(b). Detailed results of this analysis are included in Appendix A, Air Quality and Greenhouse Gas Emissions Data. As presented in Section 3.3(b), the project would not generate construction criteria air pollutant emissions that exceed SCAQMD's thresholds, and the project is not anticipated to generate operational criteria air pollutant emissions above baseline. Therefore, the project would be consistent with Criterion No. 1.

The second criterion, regarding the potential of the project to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase, is primarily assessed by determining consistency between the project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (SCAQMD 1993). SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by the Southern California Association of Governments (SCAG) for its 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020). SCAQMD uses this document, which is based on general plans for cities and counties in the SCAB, to develop the AQMP emissions inventory (SCAQMD 2022). Although the more recent SCAG RTP/SCS was approved in April 2024, this project uses the 2020 RTP/SCS as a reference for air quality impact analysis because it provides consistency with the

relevant AQMP from 2022. The SCAG RTP/SCS and the associated Regional Growth Forecast are generally consistent with local plans; therefore, the 2022 AQMP is generally consistent with local government plans.

As discussed in Section 2.2, the proposed project would occur within the public roadway ROW of Cantara Street, Strathern Street, Irvine Avenue, and San Fernando Road, as well as across the surface parking areas of private industrial parcels. Periodic intrusions into the sidewalks and/or parkways along these roadways would also occur for valve installations. However, the proposed project does not propose a change in land use designation and would not conflict with any zoning or general plan land use designations. The replacement pipelines would be underground and would not be visible from the ground level during operation. In addition, the proposed project would not directly or indirectly promote population or employment growth in the region (see Section 3.14, Population and Housing, of this document for details) and thus would not conflict with or exceed the assumptions in the 2022 AQMP. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in development of the SCAQMD AQMP.

In summary, based on the considerations presented for the two criteria above, impacts relating to the project's potential to conflict with or obstruct implementation of the 2022 AQMP would be less than significant.

b) Would the project 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?

Less than Significant Impact. Air pollution is largely a cumulative impact. The non-attainment status of regional pollutants is a result of past and present development, and SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used to determine whether a project's individual emissions would have a cumulatively considerable contribution to air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003).

A quantitative analysis was conducted to determine whether the project might result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS or cumulatively contribute to existing non-attainment of ambient air quality standards. Criteria air pollutants include O_3, nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter with an aerodynamic diameter less than or equal to 10 microns (coarse particulate matter, or PM_{10}), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns (fine particulate matter, or $PM_{2.5}$), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which include NO_2, which are important because they are precursors to O_3, as well as CO, sulfur oxides (SO_x), PM_{10}, and $PM_{2.5}$.

Regarding NAAQS and CAAQS attainment status,[1] the SCAB is designated as a non-attainment area for federal and state O_3 and $PM_{2.5}$ standards (CARB 2023). The SCAB is also designated as a non-attainment area for state PM_{10} standards; however, it is designated as an attainment area for federal PM_{10} standards.

[1] An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. The NAAQS and CAAQS are standards for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. These standards are set by the U.S. Environmental Protection Agency (and the California Air Resources Board, respectively. Attainment = meets the standards; attainment/maintenance = achieves the standards after a non-attainment designation; non-attainment = does not meet the standards.

The SCAB is designated as an attainment area for federal and state CO and NO_2 standards, as well as for state SO_2 standards.

The project would result in emissions of criteria air pollutants for which the U.S. Environmental Protection Agency and the California Air Resources Board (CARB) have adopted ambient air quality standards (i.e., the NAAQS and CAAQS). Projects that emit these pollutants have the potential to cause, or contribute to, violations of these standards. The SCAQMD CEQA Air Quality Significance Thresholds, as revised in March 2023, set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 3.3-1 lists the revised SCAQMD Air Quality Significance Thresholds (SCAQMD 2023).

Table 3.3-1. South Coast Air Quality Management District Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	**Construction (Pounds per Day)**	**Operation (Pounds per Day)**
VOCs	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
TACs and Odor Thresholds		
TACs[b]	Maximum incremental cancer risk ≥10 in 1 million Cancer burden >0.5 excess cancer cases (in areas ≥1 in 1 million) Chronic and acute hazard index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2023.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; SCAQMD = South Coast Air Quality Management District.
Greenhouse gas (GHG) emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not included in this table because they are addressed in the GHG emissions analysis (Section 3.8) and not the air quality analysis.

[a] The phase-out of leaded gasoline started in 1976. Because gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

[b] TACs include carcinogens and noncarcinogens.

The project would result in a cumulatively considerable net increase for O_3, which is a non-attainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD thresholds for VOC or NO_x shown in Table 3.3-1. These emission-based thresholds for O_3 precursors are intended to serve as a surrogate for an O_3 significance threshold (i.e., the potential for adverse O_3 impacts to occur) because O_3 itself is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (i.e., VOCs and NO_x) on O_3 levels in ambient air cannot be determined through air quality models or other quantitative methods.

The California Emissions Estimator Model (CalEEMod) Version 2022.1.1.29 was used to estimate emissions from construction of the project.[2] After completion of project construction, no routine operational activities are anticipated that would be a source of emissions. As such, no operational emissions modeling is required. The following discussion quantitatively evaluates project-generated construction emissions and impacts that would result from implementation of the project and qualitatively evaluates operational emissions.

Construction Emissions

Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment and soil disturbance) and off-site sources (e.g., vendor trucks, haul trucks, and worker vehicle trips). Specifically, entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. Construction emissions can vary substantially from day to day depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions.

Emissions from the construction phases of the project were estimated using project-specific information and CalEEMod default values when project-specific information was not available. As described in Section 2.5.3, Construction Schedule, construction was modeled beginning in July 2026 and concluding in February 2035.[3] The analysis contained herein is based on the following schedule assumptions (duration of phases is approximate):

- Open-Trench Construction (8-Inch Distribution Mainline): July 2026–March 2027
- Pipe Jacking Construction: May 2029–December 2030
- Open-Trench Construction (TL and 20-inch Distribution Mainline): February 2031–February 2035

Construction modeling assumptions for equipment and vehicles are provided in Table 3.3-2. Equipment mix and horsepower were based on project-specific information and CalEEMod default values, including equipment load factor. For the analysis, it was generally assumed that heavy-duty construction equipment would be operating along the alignment 5 days per week.

2 CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with construction and operational activities from a variety of land use projects, including warehouses (CAPCOA 2022).

3 The analysis assumes a construction start date of July 2026, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and greenhouse gas (GHG) emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks and fleet turnover resulting in replacing older equipment and vehicles in later years.

Table 3.3-2. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Workers	Average Daily Vendor Trucks	Average Daily Haul Trucks	Type	Quantity	Usage Hours
Open-Trench Construction	32	16	6	Excavators	1	5
				Cranes	1	4
				Generators (Generator Sets)	1	2
				Backhoes (Tractors/Loaders/Backhoes)	1	4
				Front End Loaders (Rubber Tired Loaders)	1	4
				Welders	1	6
				Power Brooms (Sweepers/Scrubbers)	1	3
				Carry Decks (Cranes)	1	5
				Concrete/Asphalt Saw Cutters (Concrete/Industrial Saws)	1	8
				Blower Mounted Trailers (Generator Sets)	1	6
				Skid Steer Loaders	1	4
				Forklifts	1	5
				Air Compressors	1	5
				Paving Equipment	1	8
				Plate Compactors	1	8
				Rollers	1	8
				Pavement Grinders (Concrete/Industrial Saws)	1	8
				Asphalt Paver Machine (Pavers)	1	8
				Terrain Cranes (Cranes)	1	8
Pipe Jacking Construction	32	14	10	**Construction of Jacking and Receiving Pits**		
				Excavators	1	8
				Cranes	1	5
				Cranes	1	6
				Generators (Generator Sets)	1	8
				Backhoes (Tractors/Loaders/Backhoes)	1	8
				Front End Loaders (Rubber Tired Loaders)	1	8

Table 3.3-2. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Workers	Average Daily Vendor Trucks	Average Daily Haul Trucks	Type	Quantity	Usage Hours
				Welders	1	8
				Paving Equipment	1	8
				Sweepers/Scrubbers	1	8
				Concrete/Asphalt Saw Cutters (Concrete/Industrial Saws)	1	8
				Plate Compactors	1	8
				Rollers	1	8
				Forklifts	1	8
				Air Compressors	1	8
				Pipe Installation via Jacking		
				Excavators	1	8
				Generators (Generator Sets)	1	8
				Lubrication Pumps (Pumps)	1	8
				High Pressure Water Pumps (Pumps)	1	3
				Cranes	1	6
				Microtunnel Boring Machines (Bore/Drill Rigs)	1	8
				Slurry Separation Plants (Generator Sets)	1	8
				Control Containers (Generator Sets)	1	8

Notes: See Appendix A for details.
Equipment in parentheses are the representative equipment modeled in CalEEMod.
Vendor trucks include water trucks, utility trucks, pipe trucks, pickup trucks, slurry trucks, gang trucks, and cooling and cutting water trucks. Haul trucks include dump trucks.

As described in Section 2.7, Best Management Practices, BMPs would be employed during construction of the proposed project to help minimize or eliminate potential impacts to the environment. BMP-AQ-1 requires the proposed project to comply with SCAQMD Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil), where applicable. Specifically, Rule 403 requires the implementation of measures to control the emission of visible fugitive dust, such as wetting soils that would be disturbed. Within CalEEMod, it was assumed that active work areas would be watered at least twice daily to prevent generation of dust plumes in compliance with BMP-AQ-1 and SCAQMD rules (SCAQMD 2005).

It was assumed that one construction crew (15-16 persons) would be required during open-trench and pipe jacking construction activities, resulting in an average of 32 one-way worker trips per day. During the open-trench construction processes, an average of 16 one-way vendor truck trips would be required per day. During the pipe jacking process, an average of 14 one-way vendor truck trips would be required per day. During the open-trench construction processes, an average of 6 one-way haul truck trips, including dump trucks, would be required to remove approximately 27 cubic yards of excavated material per day. During the pipe jacking process, an average of 10 one-way haul truck trips, including dump trucks, would be required to remove approximately 50 cubic yards of excavated material per day.

Table 3.3-3 shows the estimated maximum daily construction emissions associated with the construction phases of the project.

Table 3.3-3. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOCs	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Summer						
2026	2.37	20.73	25.68	0.05	1.42	0.85
2027	0	0	0	0	0	0
2029	1.93	15.94	23.39	0.05	1.20	0.62
2030	1.86	15.57	23.21	0.05	1.17	0.59
2031	1.98	17.10	24.66	0.05	1.17	0.63
2032	1.92	16.54	24.41	0.05	1.13	0.59
2033	1.87	16.10	24.29	0.05	1.09	0.55
2034	1.84	15.75	24.17	0.05	1.06	0.53
Winter						
2026	2.37	20.79	25.38	0.05	1.42	0.85
2027	2.28	20.01	25.16	0.05	1.35	0.80
2029	1.92	16.00	23.13	0.05	1.20	0.62
2030	1.86	15.63	22.97	0.05	1.17	0.59
2031	1.98	17.16	24.43	0.05	1.17	0.63
2032	1.92	16.59	24.20	0.05	1.13	0.59
2033	1.87	16.13	24.09	0.05	1.09	0.55
2034	1.84	15.79	23.98	0.05	1.06	0.53
2035	1.79	15.35	23.73	0.05	1.04	0.51
Maximum	**2.37**	**20.79**	**25.68**	**0.05**	**1.42**	**0.85**
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix A.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; N/A = not applicable; SCAQMD = South Coast Air Quality Management District. These estimates reflect control of fugitive dust required by BMP-AQ-1.

As shown in Table 3.3-3, daily construction emissions would not exceed the SCAQMD significance thresholds for VOCs, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$. Therefore, the project would not result in a cumulatively considerable increase in emissions of non-attainment pollutants, and impacts would be less than significant during construction.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the project alignment are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative.[4] However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would also be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD. Based on the previous considerations, the project would not result in a cumulatively considerable increase in emissions of non-attainment pollutants, and impacts would be less than significant.

Operational Emissions

As discussed in Section 2.6, Project Operations and Maintenance, maintenance activities would be minimal and would be similar to those that occur under existing conditions. Maintenance would occur every 1-3 years and include exercising valves and replacing or repairing worn appurtenances to ensure proper performance over the life of the facilities. No permanent workers would be required to operate or maintain the proposed project. Activities associated with long-term operations and maintenance would, therefore, be minimal and generally consistent with current conditions. Therefore, there would not be any new emissions associated with operation of the proposed project, and there would be no potential air quality impacts associated with operational air pollutant emissions.

Summary

Based on the previous considerations, the proposed project would not result in a cumulatively considerable increase in emissions of non-attainment pollutants, and impacts would be less than significant.

Health Effects of Criteria Air Pollutants

The following discussion is provided to connect the project's potential air quality impacts to potential health consequences. The potential health effects associated with project-generated criteria air pollutant emissions are included as additional information in Section 3.3(b) and do not require a separate significance conclusion.

Construction of the project would generate criteria air pollutant emissions; however, estimated construction emissions would not exceed the SCAQMD mass-emission daily thresholds as shown in Table 3.3-3. As

[4] The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This discussion is nonetheless provided in an effort to show good-faith analysis and comply with CEQA's information disclosure requirements.

previously discussed, the SCAB has been designated as a federal non-attainment area for O_3 and $PM_{2.5}$ and a state non-attainment area for O_3, PM_{10}, and $PM_{2.5}$.

Health effects associated with O_3 include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2025). VOCs and NO_x are precursors to O_3, for which the SCAB is designated as non-attainment with respect to the NAAQS and CAAQS. The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SCAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O_3 ambient air quality standards tend to occur between April and October, when solar radiation is highest. The holistic effect of a single project's emissions of O_3 precursors is speculative because of the lack of quantitative methods to assess this impact. Because construction of the project would not result in O_3 precursor emissions (i.e., VOCs or NO_x) that would exceed the SCAQMD thresholds, as shown in Table 3.3-3, the project is not anticipated to substantially contribute to regional O_3 concentrations and their associated health impacts.

Health effects associated with NO_x include lung irritation and enhanced allergic responses (CARB 2025). Construction of the project would not generate NO_x emissions that would exceed the SCAQMD mass daily thresholds; therefore, construction of the project is not anticipated to contribute to exceedances of the NAAQS and CAAQS for NO_2 or contribute to associated health effects. In addition, the SCAB is designated as in attainment of the NAAQS and CAAQS for NO_2, and the existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2025). CO tends to be a localized impact associated with congested intersections. CO hotspots are discussed in Section 3.3(c), and impacts are demonstrated to be less than significant. Thus, the proposed project's CO emissions would not contribute to the health effects associated with this pollutant.

Health effects associated with PM_{10} and $PM_{2.5}$ include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2025). As with O_3 and NO_x, and as shown in Table 3.3-3, the project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed SCAQMD's thresholds. Accordingly, the proposed project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause an increase in related health effects for these pollutants.

In summary, the proposed project would not result in any potentially significant contribution to local or regional concentrations of non-attainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Impacts would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The project would not expose sensitive receptors to substantial pollutant concentrations, as evaluated below.

Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, older people, and people with cardiovascular and chronic respiratory diseases. According to SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The nearest sensitive-receptor land uses are residences located adjacent to the project alignment as it passes through residential neighborhoods.

Localized Significance Thresholds

SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the project site as a result of project activities. Impacts were analyzed using methods consistent with those in SCAQMD's Final LST Methodology (SCAQMD 2009). The project is located within Source-Receptor Area (SRA) 7 (East San Fernando Valley). The project's construction activities would not disturb more than 1-acre at one time; therefore, for the purposes of the LST analysis, emissions thresholds based on a 1-acre site were utilized. This is a conservative approach, as LSTs increase with the size of the project site, thus becoming less stringent. This analysis applies the SCAQMD LST values for a 1-acre site within SRA 7 with a receptor distance of 25 meters (82 feet), which is the shortest available distance provided in SCAQMD's methodology.

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with off-road equipment exhaust and fugitive dust generation. According to the Final LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2009). Trucks and worker trips associated with the project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways because emissions would be relatively brief in nature and would cease once the vehicles have passed through. On-site emissions from mobile trips were limited to 0.25 miles of estimated on-site activity in the LST analysis. The maximum daily on-site emissions generated by construction of the project in each construction year are presented in Table 3.3-4 and compared to the SCAQMD LSTs for SRA 7 to determine whether project-generated on-site emissions would result in potential LST impacts.

Table 3.3-4. Construction Localized Significance Threshold Analysis

Time of Year	NO_2	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day (On Site)			
Summer				
2026	19.83	23.59	0.75	0.68
2027	0	0	0	0
2029	14.98	21.62	0.47	0.43
2030	14.66	21.55	0.45	0.40
2031	16.41	23.15	0.51	0.46
2032	15.89	22.99	0.47	0.42
2033	15.47	22.95	0.42	0.38
2034	15.16	22.91	0.40	0.36

Table 3.3-4. Construction Localized Significance Threshold Analysis

Time of Year	NO_2	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day (On Site)			
Winter				
2026	19.85	23.64	0.75	0.68
2027	19.11	23.56	0.69	0.63
2029	14.99	21.66	0.47	0.43
2030	14.67	21.59	0.45	0.40
2031	16.43	23.19	0.51	0.46
2032	15.90	23.03	0.47	0.42
2033	15.49	22.99	0.42	0.38
2034	15.18	22.94	0.40	0.36
2035	14.75	22.73	0.37	0.33
Maximum	**19.85**	**23.64**	**0.75**	**0.68**
SCAQMD LST Criteria[a]	*80*	*498*	*4*	*3*
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: SCAQMD 2009; Appendix A.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; N/A = not applicable; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.
Represents maximum emissions from summer and winter.
[a] LSTs are shown for a 1-acre disturbed area, corresponding to a distance to a sensitive receptor of 25 meters in Source-Receptor Area 7 (East San Fernando Valley).

As shown in Table 3.3-4, proposed construction activities would not generate emissions greater than the site-specific LSTs for NO_2, CO, PM_{10}, and $PM_{2.5}$. Thus, impacts would be less than significant.

Carbon Monoxide Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed "CO hotspots." The transport of CO is extremely limited, as it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (LOS) (LOS E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts is typically conducted for projects that would significantly worsen traffic conditions at a signalized intersection within the vicinity of sensitive receptors. As discussed in Section 3.17, Transportation, the project would result in a temporary, short-term increase in traffic during construction. As described in Section 2.6, during operation, maintenance activities would be minimal and would be similar to those that occur under existing conditions. No permanent workers would be required to operate or maintain the proposed project. Activities associated with long-term operations and maintenance would, therefore, be minimal.

Title 40 of the Code of Federal Regulations, Section 93.123(c)(5), Procedures for Determining Localized CO, PM_{10}, and $PM_{2.5}$ Concentrations (Hot-Spot Analysis), states that "CO, PM_{10}, and $PM_{2.5}$ hot-spot analyses are not required to consider construction-related activities, which cause temporary increases in emissions.

Temporary increases are defined as those which occur only during the construction phase and last five years or less at any individual site" (40 CFR 93.123). Project construction would involve on-road vehicle trips from trucks and workers during construction and construction activities would last approximately 6.5 years in total but would not be located at any one particular location along the project alignment for more than a few months at any given time and would therefore not require a project-level construction hotspot analysis.

Based on these considerations, the project would not generate traffic to the extent that significant CO hotspots would form. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Based on these considerations, the proposed project would result in a less than significant impact to air quality with regard to potential CO hotspots.

Toxic Air Contaminants

Toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As discussed under the LST analysis, the nearest sensitive-receptor land uses are residences and schools located adjacent or near to the project alignment.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. SCAQMD recommends an incremental cancer risk threshold of 10 in 1 million. "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard Office of Environmental Health Hazard Assessment risk-assessment methodology (OEHHA 2015). In addition, some TACs have noncarcinogenic effects. SCAQMD recommends a Hazard Index of 1 or more for acute (short-term) and chronic (long-term) noncarcinogenic effects. The greatest potential for TAC emissions during construction would be diesel particulate matter (DPM) emissions from heavy equipment operations and use of heavy-duty trucks. DPM emissions may cause carcinogenic and/or chronic health effects.

State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and is aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and has adopted appropriate control measures for sources of these TACs. The following measures are required by state law to reduce DPM emissions:

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-Road Diesel Vehicles (13 California Code of Regulations [CCR] 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the CCR, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to 5 minutes; electric auxiliary power units should be used whenever possible.

Exhaust PM_{10} is typically used as a surrogate for DPM, and as shown in Table 3.3-3, which presents total PM_{10} from fugitive dust and exhaust, project-generated construction PM_{10} emissions are anticipated to be minimal and well below the SCAQMD threshold. Furthermore, as shown in Table 3.3-4,

the maximum on-site PM_{10} emissions from fugitive dust and exhaust would be minimal and well below the site-specific LST.

According to the Office of Environmental Health Hazard Assessment, health risk assessments (which determine the exposure of sensitive receptors to toxic emissions) should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should also be limited to the period/duration of activities associated with the project. The duration of the proposed construction activities would constitute a small percentage of the total 30-year exposure period. The construction period for the proposed project would be approximately 6.5 years in total, after which construction-related TAC emissions would cease. Additionally, because of the linear nature of the proposed project, emissions would not be concentrated in any one work area for the entire construction duration. Proposed project construction would not generally remain in a single location for more than a few months. Due to this relatively short period of exposure and minimal particulate emissions on site, TACs generated during construction would not be expected to result in concentrations causing significant health risks.

No residual TAC emissions and corresponding cancer health risk are anticipated after construction, and no long-term sources of TAC emissions are anticipated during operation of the project. CARB has published the Air Quality and Land Use Handbook: A Community Health Perspective, which identifies certain types of facilities or sources that may emit substantial quantities of TACs and therefore could conflict with sensitive land uses, such as "schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities" (CARB 2005). The Air Quality and Land Use Handbook is a guide for siting of new sensitive land uses, and CARB recommends that sensitive receptors not be located downwind of or close to such sources to avoid potential health hazards. The enumerated facilities or sources include the following: high-traffic freeways and roads, distribution centers, railyards, ports, refineries, chrome plating facilities, dry cleaners, and large gas-dispensing facilities. The project would not include any of the above-listed land uses associated with generation of TAC emissions. For the reasons previously described, the proposed project would not result in substantial exposure of sensitive receptors to TACs in the vicinity of the project site, and impacts would be less than significant.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The proposed project would result in emissions, including criteria air pollutant and TAC emissions; however, those are addressed in Sections 3.3(b) and 3.3(c), and impacts were determined to be less than significant. Accordingly, the evaluation of other emissions is focused on the potential for the project to generate odors. The occurrence and severity of potential odor impacts depend on numerous factors: the nature, frequency, and intensity of the source; the wind speed and direction; and the sensitivity of the receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would potentially be generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and would generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The project entails the replacement of potable water pipelines and would not create any new sources of odors during operation. Therefore, project operations would result in less than significant odor impacts.

3.3.1 References Cited

CAPCOA (California Air Pollution Control Officers Association). 2022. *California Emissions Estimator Model (CalEEMod) User's Guide* Version 2022.1. April 2022. https://www.caleemod.com/user-guide.

CARB (California Air Resources Board). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. Accessed March 2022. https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf.

CARB. 2023. "Maps of State and Federal Area Designations." Last updated November 2023. Accessed March 2025. http://www.arb.ca.gov/desig/adm/adm.htm.

CARB. 2025. "Common Air Pollutants." https://ww2.arb.ca.gov/resources/common-air-pollutants.

OEHHA (Office of Environmental Health Hazard Assessment). 2015. *Air Toxics Hot Spots Program Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*. Accessed March 2022. https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.

SCAG (Southern California Association of Governments). 2020. *Connect SoCal: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategies of the Southern California Association of Governments*. Adopted September 3, 2020. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176.

SCAQMD (South Coast Air Quality Management District). 1993. *CEQA Air Quality Handbook*.

SCAQMD. 2003. "White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution." August 2003. http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf.

SCAQMD. 2005. Rule 403, Fugitive Dust. Last Amended June 3, 2005. https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf?sfvrsn=4.

SCAQMD. 2009. *Final Localized Significance Threshold Methodology*. First published June 2003. Updated July 2009. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2.

SCAQMD. 2022. *2022 Air Quality Management Plan*. Accessed October 2023. https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan.

SCAQMD. 2023. "SCAQMD Air Quality Significance Thresholds." Originally published in *CEQA Air Quality Handbook*, Table A9-11-A. Revised March 2023. https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25 http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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?	☐	☐	☐	☒

This section is based on a Biological Resources Technical Report prepared by Dudek for the proposed project (included as Appendix B of this IS/MND), which analyzed the proposed project alignment as well as a 300-foot

buffer. The project alignment and buffer are called the "study area" for the purposes of the biological resources analysis.

The proposed project would be located within a heavily urbanized area dominated by residential, commercial, and industrial development. The study area is easily accessible from heavily traversed thoroughfares, including State Route 170, I-5, Strathern Street, Laurel Canyon Boulevard, Whitsett Avenue, Lankershim Boulevard, Sunland Boulevard, and San Fernando Road. Vegetation cover within the study area is predominantly composed of ornamental plantings and landscaping. The proposed alignment would occur within the existing public ROW, within existing paved roads and adjacent parking lanes as well as within a private paved parking lot.

a) ***Would the project 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?***

No Impact. Developed land dominated by residential, industrial, and commercial development (including paved roadways) occurs throughout the study area. The study area supports limited natural ecological processes, native vegetation, or habitat for wildlife species and, thus, is not considered sensitive by federal, state, or local agencies.

As described in Appendix B, no special-status plant or wildlife species were observed within the study area during the site visit conducted in February 2025. The study area occurs within a heavily urbanized area where natural vegetation and soils have been removed or altered, and suitable wildlife habitat capable of supporting special-status plant and wildlife species is not present. Based on the lack of suitable habitat, no special-status plants or wildlife species are expected to occur in the study area (Appendix B). Therefore, direct and/or indirect impacts to special-status species are not anticipated, and no impact would occur

b) ***Would the project 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?***

No Impact. The study area is located within a heavily urbanized residential, commercial, and industrial area dominated by urban/developed land use. No riparian habitat or other sensitive vegetation communities have been identified within the study area; therefore, the proposed project would not affect any such habitats (Appendix B). No impact would occur.

c) ***Would the project 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?***

No Impact. No jurisdictional wetlands or non-wetland waters occur within the study area (Appendix B). Therefore, there would be no direct and/or indirect impacts to jurisdictional waters or wetlands. No impact would occur.

d) Would the project 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?

Less than Significant Impact. The study area occurs within an urban setting and does not function as a wildlife corridor or habitat linkage. Additionally, the study area is not located within any designated wildlife corridors or habitat linkages identified in the South Coast Missing Linkages project, California Essential Habitat Connectivity project, or as recognized by the City (Appendix B). Urban-adapted wildlife species (i.e. striped skunk, racoon, and opossum) may use the study area for local movement, but these species are primarily nocturnal and limited nighttime work and lighting is expected; project construction hours are scheduled between 7:00 am and 5:00 pm Monday through Friday.

Breeding birds may be directly and/or indirectly affected by short-term construction activities, which can result in removal of nests or nesting habitat (e.g., in the event of tree removals) or the disruption of foraging, nesting, and reproductive activities due to construction noise. The destruction or removal of bird nests is not expected because the project is not removing vegetation or structures that could be used for nesting. Additionally, the bird species that could nest in the study area are expected to be common, urban-adapted species that are accustomed to human activity related to the residential homes and traffic along the project alignment, and the increased human activity from the project is not expected to indirectly impact active nests. Furthermore, BMP-BIO-1 though BMP-BIO-3 will be implemented by the project and would further avoid and minimize any effect of construction activities on nesting birds. Therefore, direct and/or indirect impacts to wildlife corridors, habitat linkages, and wildlife nurseries are not anticipated. Impacts would be less than significant.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The City of Los Angeles Protected Tree Ordinance, as modified by Ordinance 177404, provides guidelines for the preservation of Southern California native tree species measuring 4 inches or more in cumulative diameter, as measured at 4.5 feet above the ground level at the base of the tree (City of Los Angeles 2006). Trees protected under this ordinance include all oak trees indigenous to California (excluding the scrub oak, *Quercus dumosa*), Southern California black walnut (*Juglans californica var. californica*), California sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*). Several coast live oak and California sycamore trees are within in the study area. The trees are associated with ornamental landscaping for residential homes and parks. Some of the trees have driplines that overlap the asphalted streets where the project alignment occurs (Appendix B). However, no City-protected trees would be removed due to project activities. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance impacts, and no impacts would occur.

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

No Impact. The study area is not within any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan area (Appendix B). Therefore, there would be no impact to any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

3.4.1 References Cited

City of Los Angeles. 2006. City of Los Angeles Protected Tree Ordinance. Accessed April 2025. https://planning.lacity.gov/Code_Studies/Other/ProtectedTreeOrd.pdf.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

This section is based on the Cultural Resources Inventory, Evaluation, and Impact Assessment Report (Cultural Resources Report) prepared by Dudek (included as Appendix C of this IS/MND).

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less than Significant Impact. As discussed in the Cultural Resources Report (provided as Appendix C of this IS/MND), the archival research and field survey conducted for the project identified two historic-age (over 45 years old) built environment structures within the area of potential impacts (API) that required consideration as historical resources under CEQA. The structures addressed in the API were the Cantara Trunk Line and San Fernando Road. The Cantara Trunk Line was evaluated under National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and Los Angeles Historic Cultural Monuments criteria and was found not to meet any of the applicable criteria thresholds and associated integrity considerations. The recommended California Historical Resource Status Code for the Cantara Trunk Line is 6Z, meaning it was found ineligible for the NRHP and CRHR through survey evaluation. As the Cantara Trunk Line is ineligible and is not a CEQA historical resource or a historic property under Section 106, the Project would have no impact on the Cantara Trunk Line.

San Fernando Road was identified through the records search as previously evaluated in 2012 and assigned a California Historical Resource Status Code of 3S, indicating that it was found eligible for the NRHP individually through a survey evaluation. San Fernando Road is eligible under NRHP Criterion A for its contribution to the development of the state, the City, and the San Fernando Valley area.

As discussed in the Cultural Resources Report, San Fernando Road is eligible and qualifies as a CEQA historical resource. The project would result in open-trench excavation and pipe-jacking to install pipelines and their appurtenances underneath San Fernando Road. In general, the process consists of site preparation, excavation, shoring, pipe installation, backfilling, and worksite restoration. Portions of the roadway would be temporarily deconstructed to conduct this work. Reconstruction of the roadway damaged as a result of construction activities would also be part of the Project. The road would be repaved and restored in accordance with all applicable City of Los Angeles Department of Public Works standards. Once the pavement has been restored, traffic delineation (striping) would also be restored. This type of reconstruction in kind is in conformance with the Secretary of the Interior's guidelines. An in-depth impacts analysis can be found in Appendix C. Following project completion, the roadway would continue to retain its character-defining/physical features and important use therefore retaining its eligibility. As such, the project would have a less than significant impact on the segment of the San Fernando Road located in the API that qualifies as a historical resource under CEQA.

In conclusion, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, and impacts would be less than significant. No mitigation is necessary.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant Impact with Mitigation Incorporated. As discussed in the Cultural Resources Report, the cultural resources inventory of the project API suggests that there is a low potential for inadvertent impacts to previously unidentified archaeological cultural resources or deposits. The California Historical Resources Information System (CHRIS) records search did not identify any discrete archaeological resources within the API or the 0.5-mile record search radius. According to historic aerial photographs and topographic maps, the amount of previous disturbance from the structures constructed between the 1940s and the 2020s and the installation of previous infrastructure and utilities indicates a low potential for the presence of intact subsurface soils that could support archaeological deposits.

A cultural resources survey was completed of all undeveloped areas within the API. No cultural resources were identified during this survey. Visibility of the ground surface was restricted due to the presence of paved roadways, sidewalks, and associated landscaping. Upon observation, the exposed soils appeared to be imported fill associated with previous construction activities, and no native alluvial soils were observed. In conclusion, because there are no known archaeological resources within the surrounding 0.5 miles, and due to the previous disturbance, addition of pavement, and landscaping, the project has a low potential of encountering unanticipated archaeological resources within the API. However, it is possible that previously undiscovered intact archaeological deposits are present at subsurface levels and could be uncovered during ground-disturbing activities. As such, MM-CUL-2 is provided to address inadvertent discoveries during construction. In addition, LADWP would implement MM-CUL-1, which requires all field supervisors and construction workers involved in ground-disturbing activities to undergo training on cultural resources awareness before starting work. The training covers the types of cultural resources that might be encountered, their sensitivity, legal protections, and the penalties for unauthorized collection or damage. It also instructs workers on procedures to follow if cultural resources are inadvertently discovered, including stopping work, notifying appropriate parties, and establishing protective buffer zones until a qualified evaluation and treatment plan can be implemented. These procedures must be documented in a Cultural Resources Monitoring Plan that outlines monitoring protocols, notification steps, key contacts, and

preliminary treatment measures, all in compliance with relevant laws. The training and Cultural Resources Monitoring Plan must be accessible to any new personnel who join the project after construction has begun.

With implementation of MM-CUL-1 and MM-CUL-2, the project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, and impacts would be less than significant with mitigation incorporated.

MM-CUL-1 Cultural Resources Awareness Training and Management Plan. All field supervisors and all construction workers shall participate in cultural resources awareness training prior to the initiation of project construction on project sites that involve ground-disturbing activities. The training shall include a description of the types of cultural resources (including tribal cultural resources and human remains) that could inadvertently be encountered during ground-disturbing activities, the sensitivity of the resources, the legal basis for protection of the resources, and the penalties for unauthorized collection of or knowingly damaging the resources. The training shall address the proper procedures in the event of an inadvertent discovery of a cultural resource, including the immediate halting of work in the area of the discovery, notification of appropriate individuals of the discovery, the establishment of appropriate protective buffer zones around the discovery, and the continued avoidance of the protected area until the resource has been evaluated by qualified individuals and an appropriate treatment plan has been developed and implemented. These procedures shall be documented in a cultural resources management plan (CRMP) that shall establish, in the event of an inadvertent discovery of cultural resources, monitoring procedures (including applicable archaeological and/or tribal monitors), notification procedures, key staff, and preliminary treatment measures for potential discoveries. The CRMP shall be written to ensure compliance with appropriate state and federal laws. The training presentation and CRMP shall be available to additional supervisory or construction personnel who may join after project construction has begun.

MM-CUL-2 Inadvertent Discovery. In the event that cultural resources are inadvertently discovered during project activities, all construction work occurring within 100 feet of the find shall cease and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology shall assess the find. Construction activities may continue in other areas, or use existing paths of travel, but should be redirected a safe distance from the find. Consulting tribes shall be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide Tribal input with regards to significance and treatment.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact with Mitigation Incorporated. No prehistoric or historic burials were identified within the project area as a result of the records search. However, the possibility of encountering human remains within the project alignment exists. The discovery of human remains would require handling in accordance with California Public Resources Code 5097.98, which states that in the event that human remains are discovered during construction, construction activity shall be halted and the area shall be protected until consultation and treatment can occur as prescribed by law. In the unexpected event that human remains are unearthed during construction activities, impacts would be potentially significant.

However, upon implementation of MM-CUL-3, impacts would be reduced to below a level of significance. Impacts to human remains are therefore less than significant with mitigation incorporated.

MM-CUL-3 Inadvertent Discovery of Human Remains. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify the person or persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete inspection and make recommendations for the treatment and disposition, in consultation with LADWP, of the human remains within 48 hours of being granted access to the site.

3.5.1 References Cited

None.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. Construction and operational use of electricity, natural gas, and petroleum related to the proposed project is discussed below.

Construction Energy Use

Electricity

Construction of the proposed project would require electricity for operation of as-needed lighting and electrically powered hand tools. However, electricity for construction activities would be provided by diesel generators. The electricity used for construction activities would be temporary and minimal and would be generated by on-site use of petroleum products. Therefore, construction of the proposed project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of electricity.

Natural Gas

Construction activities are not anticipated to require the consumption of natural gas to power equipment or heavy machinery. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under the subsection "Petroleum." Any minor amounts of natural gas that may be consumed during construction would be temporary and negligible and would not result in a significant drain on natural gas resources. Therefore, construction of the proposed project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of natural gas.

Petroleum

Petroleum fuels would be the primary energy resource consumed during construction activities by heavy-duty equipment, on-road delivery trucks, haul trucks, and generators, which are usually diesel powered, as well as on-road vehicles used by the construction crews, which are usually gasoline powered. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. The project is anticipated to start in 2026 and is anticipated to conclude in 2035. As a result, construction-related fuel consumption would be finite, short-term, and consistent with construction activities of a similar character. This energy use would not be considered wasteful, inefficient, or unnecessary and impacts would be less than significant.

Operational Energy Use

Maintenance activities for the project would be similar in scope and scale to the maintenance activities that are currently conducted for the existing pipelines in the project area under existing conditions. Activities associated with long-term operations and maintenance would be minimal, limited to scheduled maintenance or emergency repair. No additional permanent LADWP workforce would be required to operate the project. Periodic maintenance would require a small amount of transportation fuel for site inspections. Furthermore, by replacing the existing TL, the project would reduce the necessary frequency of maintenance and servicing trips to the TL compared to existing maintenance requirements. No pumps or other facilities requiring significant energy use would be installed. Therefore, operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy and no impact would occur.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The proposed project would follow applicable energy standards and regulations during the construction phases. In addition, the proposed project would be built and operated in accordance with all existing, applicable regulations at the time of construction. As such, impacts related to the project's potential to conflict with plans for renewable energy and energy efficiency would be less than significant.

3.6.1 References Cited

None.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

This section is based in part on the Preliminary Geological and Geotechnical Assessment of the Proposed Cantara Trunk Line Replacement Project (Geotechnical Assessment), prepared by LADWP (included as Appendix D of this IS/MND). While the Geotechnical Assessment provides sufficient detail to determine whether the project alignment is suitable for the proposed uses, the Geotechnical Assessment acknowledges that a final design-level geotechnical report based on final design plans would be necessary prior to commencement of construction, as commonly practiced for all development and required by Los Angeles Municipal Code and California Building Code standards, to address alignment-specific geotechnical issues. The final design-level geotechnical investigation report would include and be based on the findings of the completed Geotechnical Assessment but would include further design-level details. As such, a final design-level geotechnical report based on the finished construction and design plans would also be prepared and reviewed by LADWP prior to construction, in accordance with applicable building code requirements. Project design and construction would be required to adhere to all recommendations included in the Geotechnical Assessment and in the final, project-specific geotechnical report.

a) Would the project 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.

Less than Significant Impact. Surface fault rupture occurs when movement on a fault deep within the earth breaks through the surface. Ground surface fault rupture may also accompany fault creep or natural or man-induced subsidence. Fault rupture can cause structural damage and safety risks on and near the rupture. Fault rupture along or near a pipeline alignment would have the potential to compromise the structural integrity of the pipeline, resulting in the potential for pipeline breakage and associated safety hazards for people in the area (e.g., flooding and/or temporary service outages).

The “Alquist-Priolo Earthquake Fault Zoning Act” is a state law that regulates development projects near active faults to mitigate the hazard of surface fault rupture. The proposed project alignment is not located immediately within an Alquist-Priolo fault zone, meaning that the state has not mapped any surface traces of active faults along the alignment (DOC 2025a). However, the easternmost portion of the project alignment (i.e., the alignment east of Fair Avenue along Cantara Street and San Fernando Road) falls within a mapped segment of the Verdugo Fault Zone, which is not an Alquist-Priolo fault zone. According to the

California Department of Conservation, this fault is considered Quaternary-active (DOC 2025b). According to the project's Preliminary Geological and Geotechnical Assessment (included as Appendix D of this IS/MND), the location of the active Verdugo Fault segment suggests there is a low potential for fault rupture to occur. However, project construction and operation would not increase or exacerbate the potential for fault rupture to occur and thus would not exacerbate the potential for pipeline breakage or associated safety hazards for people in the area (e.g., flooding and/or temporary service outages). Therefore, the project would not directly or indirectly cause potential adverse effects involving rupture of a known earthquake fault and impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than Significant Impact. The project alignment is located within Southern California, a seismically active region that is known for its many active faults and historic seismicity. As described above, the easternmost portion of the project alignment is within a Quaternary-active fault zone. While this fault zone is not considered an Alquist-Priolo fault zone, it could still cause strong ground shaking. Ground shaking from this fault and others throughout the region resulting from an earthquake could impact the proposed project. The degree of ground shaking that is felt at a given site depends on the distance from the earthquake source (epicenter), the magnitude of the earthquake, the type of subsurface material on which the site is situated, and topography. Ground shaking can result in severe damage to pipelines if subjected to strong horizontal movement that exceeds the design standards. Ground shaking could result in pipeline breakage and associated flooding hazards. However, the proposed pipeline and appurtenant structures would be constructed in compliance with earthquake-resistant standards, as required by LADWP's Design Standards and Installation Requirements for Contractors (LADWP 2025). Additionally, project design and construction would be required to adhere to all recommendations included in the final, project-specific geotechnical report.

Furthermore, although the proposed project could be subject to severe seismic shaking, the project would not increase or exacerbate the potential for earthquakes to occur. In the event of pipeline breakage during ground shaking, flooding may occur in the project area. However, safety valves throughout the water distribution system may be shut off (as deemed necessary by LADWP in response to a loss of pressure), which would isolate the break. The volume of potable water released in such an event would therefore be limited to the amount of water contained in the section of pipeline between the shut-off valves, which would not be expected to yield enough water to pose a significant risk to life or property. Additionally, adherence to seismic standards and geotechnical engineering recommendations would reduce the potential for pipe breakage during a seismic event to the extent practicable. In addition, project construction and operation would not increase or exacerbate the potential for strong seismic ground shaking to occur. Therefore, the proposed project would not directly or indirectly cause potential adverse effects involving seismically induced ground shaking and impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Seismic-related ground failure can include hazards such as liquefaction, earthquake-induced landslides, and seismically induced settlement. (Landslides are addressed below in Section 3.7[a][iv]). The project alignment is not located within or near to a liquefaction hazard zone as mapped by the California Geological Survey (DOC 2025a). The nearest liquefaction hazard zone is approximately 1.5 miles to the southeast of the project alignment (DOC 2025a). As such, liquefaction hazards would not be anticipated. In the unlikely event of other seismic-related ground failure, the structural

integrity of the pipeline could be compromised, posing a potential risk to the pipeline. However, the proposed pipeline segments and appurtenant structures would be constructed in compliance with earthquake-resistant standards, as required by LADWP's Design Standards and Installation Requirements for Contractors (LADWP 2025). With appropriate design precautions, the potential for other seismic-related ground failure to adversely affect the new pipelines would be minimal. Furthermore, the project would not increase or exacerbate the potential for seismic-related ground failure to occur. Therefore, the proposed project would not directly or indirectly cause potential adverse effects involving seismically induced ground failure and impacts would be less than significant.

iv) Landslides?

Less than Significant Impact. The project alignment is within a relatively flat-lying area where landslides are not expected to occur (Appendix D). Furthermore, the California Geological Survey has not mapped any earthquake-induced landslide zones within or adjacent to the project alignment (DOC 2025a). The nearest earthquake-induced landslide zone is mapped on a gravel pit fronting the north side of Strathern Street approximately 1,800 feet east of the project alignment (DOC 2025a). Although the project alignment is not in a landslide zone, ground caving could still occur during excavation of trenches. However, in accordance with LADWP's Design Standards and Installation Requirements for Contractors, excavation of all trenches 5 feet or more in depth must have proper shoring, bracing and sloping, or other provisions to protect workers from the hazard of caving ground during the excavation of trenches (LADWP 2025). Therefore, the proposed project would not directly or indirectly cause potential adverse effects involving landslides and impacts would be less than significant.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The proposed project would be located on previously developed areas, consisting of paved roadways and a private parking area. Related appurtenant structures would be constructed aboveground in sidewalks and parkways. Construction activities including open trenching, slurry filling, and pipe jacking would produce exposed soils that could be susceptible to erosion as a result of rain, windy conditions, and/or construction vehicles traveling over the exposed soils. However, LADWP or its construction contractor would be required to implement a Stormwater Pollution Prevention Plan (SWPPP), per BMP-WQ-1 and in compliance with the NPDES requirements for stormwater discharges at construction sites. SWPPPs are required to include erosion control measures, such as covering exposed soil stockpiles, lining the perimeter of construction areas with sediment barriers, and protecting storm drain inlets. In accordance with BMP-WQ-1, the SWPPP may include but would not be limited to erosion and sedimentation BMPs minimizing the extent of disturbed areas and duration of exposure; stabilizing and protecting disturbed areas; keeping runoff velocities low; and retaining sediment within the construction area. These measures would control and reduce erosion and loss of topsoil to a less than significant level. Once construction is complete, the proposed pipeline would be located underground, with the exception of small aboveground appurtenant structures, and additional operational impacts related to soil erosion or loss of topsoil would not occur. Therefore, impacts related to soil erosion or the loss of topsoil would be less than significant.

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

Less than Significant Impact. As previously discussed, the project is not located within a liquefaction hazard zone or within a landslide hazard zone. The project alignment is underlain by alluvial sediments comprised primarily of sand, clay, and gravel as well as some zones of artificial fill (Appendix D). In the event that soils are inadequate for supporting the proposed pipeline, the structural integrity of the pipeline could become compromised, which could result in damage to the pipeline and associated safety hazards for people in the area (e.g., flooding and/or temporary service outages). However, the proposed pipelines and appurtenant structures would be constructed in compliance with geotechnical engineering standards as required by LADWP's Design Standards and Installation Requirements for Contractors (LADWP 2025). Additionally, project design and construction would be required to adhere to all recommendations included in the final, project-specific geotechnical report.

In the event of pipeline breakage due to geologic instability, flooding may occur in the project area. However, safety valves throughout the water distribution system may be shut off (as deemed necessary by LADWP in response to a loss of pressure), which would isolate the break. The volume of potable water released in such an event would therefore be limited to the amount of water contained in the section of pipeline between the shut-off valves, which would not be expected to yield enough water to pose a significant risk to life or property. Additionally, the potential for geologic instability to compromise the pipeline would be addressed and minimized to the extent practicable through proper site-specific engineering and construction design, per the project's final geotechnical report.

For the reasons described above, construction and operation of the proposed project would not be expected to cause local geologic units or soils to become unstable and would not be expected to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

d) Would the project 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?

Less than Significant Impact. Expansive soils are often clay based and tend to increase in volume as they absorb water and can shrink when water is drawn away. The project is underlain by alluvial sediments comprised primarily of sand, clay, and gravel as well as some zones of artificial fill (Appendix D). As soils underlying the project contain clay, the soils may be expansive. Expansive soils can result in structural damage, particularly if wetting and drying does not occur uniformly throughout the soil. Soil expansion or shrinkage in the soils surrounding the proposed pipelines could compromise the structural integrity, causing potential safety risks for the pipelines and for people in the area (e.g., flooding and/or temporary service outages). However, bedding material (crushed rock, sand, or slurry) would be placed into the bottom of the trench. After installing the pipe, the trench would be backfilled with cement slurry, thus reducing contact with potentially expansive soils. In addition, the proposed pipeline and appurtenant structures would be constructed in compliance with geotechnical engineering standards, as required by LADWP's Design Standards and Installation Requirements for Contractors, which include measures such as backfilling with the latest LADWP and City of Los Angeles Bureau of Engineering approved slurry mix that would serve to offset any expansive soils present in the area and prevent damage to the pipes (LADWP 2025). Furthermore, although the project could be subject to soil expansion hazards, project construction

and operation would not increase or exacerbate the potential for soils to expand or contract. For these reasons, impacts would be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. No septic tanks or alternative wastewater disposal systems are proposed. Therefore, no impact associated with the use of such systems would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated. The proposed project site is located within sedimentary deposits of the San Fernando Valley, north of the Santa Monica Mountains, west of the Verdugo Mountains, southwest of the San Gabriel Mountains, southeast of the Santa Susana Mountains, and east of the Simi Hills. The proposed project site is mapped as surficial Quaternary alluvium (map unit Qa), according to published mapping by Dibblee (1991a, 1991b). These Holocene, or recent to 11,700 years ago (Cohen et al. 2024), deposits presumably overlie older, Pleistocene, or "Ice-Age" deposits at an unknown depth (NHMLA 2024; Dibblee 1991a; 1991b).

The proposed project site is located within sedimentary deposits of the northern Los Angeles Basin in the Sun Valley community of the City of Los Angeles (Dibblee 1991a, 1991b). The proposed pipeline would be installed along Strathern Street and Cantara Street, with another segment along San Fernando Road, north and northwest of the Hollywood Burbank Airport. In general, the Los Angeles Basin consists of a thick sequence of marine and alluvial sedimentary deposited continuously from the middle Miocene (~16 million years ago [Ma]) to the present (Yerkes et al. 1965; Cohen et al. 2024).

The geological and geotechnical assessment of the proposed project alignment cited geological mapping by Dibblee (1991a, 1991b) and additional geological mapping by Hitchcock and Willis (2000) at a 1:48,000 scale (Appendix D). Hitchcock and Willis (2000) further subdivided the surficial Quaternary alluvium of Dibblee (1991a, 1991b) mapped within the proposed project site into recent active wash deposits (map unit Qw) and Holocene alluvial and alluvial fan deposits (map unit Qyf2). No subsurface explorations were conducted.

Although no fossils are recorded from within the proposed project site, fossil localities are documented nearby the project site and have produced significant paleontological resources. According to the records search results received from the NHMLA (Natural History Museum of Los Angeles County), Los Angeles County Museum (LACM) Department of Vertebrate Paleontology (VP) locality 1146 within Pleistocene age deposits in Sun Valley produced a horse, a camel, and a mastodon from 160 to 170 feet below the ground surface (bgs). Another of these localities, located along Calvert Street in Van Nuys, yielded Pleistocene age mammals, including bison remains, at depths between 75 and 100 feet bgs (LACM VP 3822) (NHMLA 2024). An additional locality in Van Nuys at shallower depth (approximately 20 feet bgs), yielded extinct bison (*Bison*) (LACM VP 6208) (NHMLA 2024). Near the intersection of Lankershim Boulevard and Bloomfield Street, during construction for the Metrorail Redline Universal City Tunnel, between 60 and 80 feet bgs, specimens of extinct camel (*Camelops*), bison (*Bison*), and ground sloth (*Glossotherium*) were recovered (LACM VP 6970) (NHMLA 2024). Additional, early Holocene (~8,200 to 11,700 years old; Cohen

et al. 2024) specimens of rodent (Rodentia) were recovered at the Universal City Station during construction for the Redline subway 60 feet bgs (LACM 6386) (NHMLA 2024).

No paleontological resources were identified within the proposed project site as a result of the institutional records search or desktop geological review. Furthermore, the proposed project site is located within an area that has been previously developed and is likely underlain by fill materials, at least in part. As such, the proposed project site is not anticipated to be underlain by unique geologic features. While this area locally has been heavily disturbed by urban development over the years, intact paleontological resources may be present below the original layer of fill material and recent Quaternary alluvium. If intact paleontological resources are located on site, ground-disturbing activities associated with construction of the proposed project, such as grading, have the potential to destroy a unique paleontological resource or site. As such, the proposed project site is considered to be potentially sensitive for paleontological resources below the depth of fill materials and recent Quaternary alluvium and without mitigation, the potential damage to paleontological resources during construction associated with the proposed project is considered a potentially significant impact. Given the proximity of past fossil discoveries in the surrounding area and potential for underlying, Pleistocene age older alluvial deposits, the proposed project site is highly sensitive for supporting paleontological resources below the depth of fill and recent Quaternary alluvium. As described in Section 2.7, LADWP will implement BMP-GEO-1, which requires construction to halt in the event of an inadvertent discovery of paleontological resources. BMP-GEO-1 also requires any such discoveries to be evaluated by a qualified paleontologist. While BMP-GEO-1 would reduce potential impacts, more extensive protections for paleontological resources are required to reduce impacts below a level of significance, given the sensitivity of the project area for supporting paleontological resources at depth. As such, Mitigation Measure (MM) GEO-1 has been set forth to require retention of a qualified paleontologist during the pre-construction period, paleontological monitoring along particularly sensitive areas of the alignment, and worker environmental awareness training. MM-GEO-1 would ensure that paleontological resources are identified and properly treated in the event of discovery. As such, upon compliance with BMP-GEO-1 and upon implementation of MM-GEO-1, construction impacts would be reduced to below a level of significance. No effects would occur during operation, since no excavations would occur having the potential to destroy a paleontological resource or unique geologic feature. Impacts of the project are therefore considered less than significant with mitigation incorporated.

MM-GEO-1 Paleontological Monitoring. Prior to commencement of any grading activity on site exceeding a depth of 5 feet below ground surface, the Los Angeles Department of Water and Power shall retain a qualified paleontologist per the 2010 Society of Vertebrate Paleontology (SVP) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the 2010 SVP guidelines and shall outline requirements for pre-construction meeting attendance and worker environmental awareness training. The PRIMP shall also outline locations along the alignment where paleontological monitoring shall be conducted based on final construction plans and/or geotechnical reports (if available). The PRIMP shall also include procedures for adequate paleontological monitoring and treatment of any discoveries, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management.

The qualified paleontologist shall attend the pre-construction meeting, and a paleontological monitor shall be on site during all rough grading and other significant

ground-disturbing activities in previously undisturbed, fine-grained older Quaternary alluvial deposits. These deposits may be encountered at depths as shallow as 5-10 feet below ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, BMP-GEO-1 shall be implemented, such that construction activities in the immediate area of the find will be halted. The area of discovery will be roped off with a 50-foot radius buffer, and the monitor will recover the resource(s). Once documentation and collection of the find is completed, the monitor will remove the rope and allow construction to recommence in the area of the find. Costs for laboratory processing of collected fossils and curation fees at the designated repository (e.g., the Natural History Museum of Los Angeles County) are the responsibility of the Los Angeles Department of Water and Power.

3.7.1 References Cited

Cohen, K.M., S.C. Finney, P.L. Gibbard, and J.-X. Fan. 2024. "ICS International Chronostratigraphic Chart." *Episodes* 36: 199-204. https://stratigraphy.org/ICSchart/ChronostratChart2024-12.pdf.

Dibblee, T.W. Jr. 1991a. "Geologic Map of the Sunland and Burbank (North 1/2) Quadrangles, Los Angeles County, California" [map]. 1:24,000. Edited by H.E. Ehrenspeck. Dibblee Geological Foundation, Dibblee Foundation Map DF-32.

Dibblee, T.W. Jr. 1991b. "Geologic Map of the San Fernando and Van Nuys (North 1/2) Quadrangles, Los Angeles County, California" [map]. 1:24,000. Edited by H.E. Ehrenspeck. Dibblee Geological Foundation, Dibblee Foundation Map DF-33.

DOC (California Department of Conservation). 2025a. "Earthquake Zones of Required Investigation." Accessed April 2025. https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/.

DOC. 2025b. "Fault Activity Map of California." Accessed April 2025. https://maps.conservation.ca.gov/cgs/fam/.

Hitchcock, C.S. and C.J. Willis. 2000, "Quaternary Geology of the San Fernando Valley, Los Angeles County, California" [map]. 1:48,000. California Division of Mines and Geology, Map Sheet 50.

LADWP (Los Angeles Department of Water and Power). 2025. Design Standards and Installation Requirements For Contractors. June 23, 2205. Accessed July 2025. https://www.ladwp.com/sites/default/files/2025-07/Design%20Standards%20and%20Installation%20Requirements%20%202025%20signed.pdf.

NHMLA (Natural History Museum of Los Angeles County). 2024. "Paleontological Resources for the LADWP Cantara Pipeline Project (14553.34)." Unpublished Records Search Results Letter from A. Bell, Natural History Museum of Los Angeles County, California.

Yerkes, R.F., T.H. McCulloch, J.E. Schoellhamer, and J.G. Vedder. 1965. *Geology of the Los Angeles Basin, California-an introduction*. U.S. Geological Survey Professional Paper 420-A, 57 pp.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

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

Less than Significant Impact. Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended time (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional greenhouse gases (GHGs) to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g), for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also 14 CCR 15364.5). The three GHGs evaluated herein are CO_2, CH_4, and N_2O, because these gases would be emitted during project construction.

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO_2 equivalent (CO_2e). Consistent with CalEEMod Version 2022.1, this GHG emissions analysis assumes the GWP for CH_4 is 25 (i.e., emissions of 1 MT CH_4 are equivalent to emissions of 25 MT CO_2) and the GWP for N_2O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.3, Air Quality, the project site is located within SCAQMD's jurisdictional boundaries. In October 2008, SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects, as presented in its Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold (Interim GHG Significance Threshold) (SCAQMD 2008a). This document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the SCAQMD Governing Board. However, in December 2008, SCAQMD adopted an interim 10,000 MT CO_2e per year screening level threshold for stationary source/industrial projects for which SCAQMD is the lead agency (SCAQMD 2008b).

SCAQMD subsequently formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal by SCAQMD, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO_2e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_2e per year), commercial projects (1,400 MT CO_2e per year), and mixed-use projects (3,000 MT CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of Assembly Bill (AB) 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO_2e per service population (SP) per year (MT CO_2e/SP/year) for project level analyses and 6.6 MT CO_2e/SP/year for plan level analyses. The 2035 efficiency targets are 3.0 MT CO_2e/SP/year for project level analyses and 4.1 MT CO_2e/SP/year for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

Because the project is a pipeline replacement project, this analysis applies the SCAQMD Option 2 screening threshold of 3,000 MT CO_2e per year for non-industrial projects described under Tier 3.

Construction Emissions

Construction of the proposed project would result in GHG emissions that would be primarily associated with the use of off-road construction equipment, on-road haul and vendor trucks, and worker vehicles. The SCAQMD Interim GHG Significance Threshold (SCAQMD 2008a) recommends that "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies." For this specific project, the life of the pipeline is anticipated to be 100 years, and the valves are anticipated to have an operational life of 70 years. As such, a project lifetime of 70 years was conservatively assumed. Thus, the total construction GHG emissions were calculated, amortized over 70 years, and added to the total operational emissions for comparison with the GHG significance threshold of 3,000 MT CO_2e per year. However, it is anticipated that there will be no increase in GHG emissions during operation of the project because maintenance activities would be similar to existing conditions. The determination of significance, therefore, is based on the amortized construction emissions.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3. Construction of the project is anticipated to commence in July 2026 and conclude in February 2035. On-site sources of GHG emissions include off-road equipment and off-site sources include haul trucks, vendor trucks, and worker vehicles. Table 3.8-1 presents construction GHG emissions for the project from on-site and off-site emission sources.

Table 3.8-1. Estimated Annual Construction Greenhouse Gas Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
2026	348.34	0.01	0.01	352.14
2027	113.10	0.00	0.00	114.30
2029	339.99	0.01	0.02	345.08
2030	437.83	0.02	0.02	445.05
2031	617.01	0.02	0.02	623.29
2032	672.70	0.03	0.02	679.44
2033	667.57	0.03	0.02	673.72
2034	664.40	0.03	0.02	670.41
2035	57.99	0.00	0.00	58.51
			Total	**3,961.94**
			Amortized Emissions (Over 70 Years)	*56.60*

Source: Appendix A.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.

As shown in Table 3.8-1, the estimated total GHG emissions during construction of the project would be approximately 3,962 MT CO_2e. Estimated project-generated construction emissions amortized over 70 years would be approximately 57 MT CO_2e per year. As with project-generated construction criteria air pollutant emissions, GHG emissions generated during construction of the proposed project would be short

term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions.

Operational Emissions

Once project construction is complete, operational activities associated with the proposed project would be minimal. No routine daily equipment operation or vehicle trips would be required. While periodic maintenance, repair, and inspections would be conducted, these activities would not represent a substantial change in LADWP operations relative to existing conditions and would not require additional vehicle trips or workers. As such, operational GHG emissions would be nominal and the evaluation of significance is therefore based on the amortized construction emissions.

Summary

The project's annual GHG emissions of 57 MT CO_2e per year as a result of amortized construction emissions would not exceed the SCAQMD recommended threshold of 3,000 MT CO_2e per year. Impacts would be less than significant.

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

Less than Significant Impact. The project's potential to conflict with City of Los Angeles's Sustainable City Plan, state reduction targets, CARB's 2017 and 2022 Scoping Plans, and SCAG's Connect SoCal 2024 is analyzed in this discussion.

Potential to Conflict with the City of Los Angeles Sustainable City Plan

Table 3.8-2 provides an overview of the measures and goals set forth in the Sustainable City Plan and the project's potential to conflict with these measures and goals.

Table 3.8-2. Project Potential to Conflict with the Sustainable City Plan's GHG Emission Reduction Strategies

Sustainable City Plan Measure	Potential to Conflict
Water	
Reduce LADWP purchases of imported water by 50% by 2025 and source 50% of water locally by 2035.	***Not applicable.*** The proposed project would not affect whether LADWP purchases water for its system or sources it locally, and, therefore, would not interfere with implementation of this goal.
Reduce average per capita water use by 22.5% by 2025 and 25% by 2035.	***Not applicable.*** The proposed project would replace aging and deteriorating water infrastructure and would not interfere with efforts to reduce per capita water use.
Solar Power	
Increase cumulative total megawatts (MW) of local solar photovoltaic power to 900-1,500 MW by 2025 and 1,500-1,800 MW by 2035.	***Not applicable.*** The proposed project does not pertain to solar power and would not interfere with efforts to increase the use of solar power.

Table 3.8-2. Project Potential to Conflict with the Sustainable City Plan's GHG Emission Reduction Strategies

Sustainable City Plan Measure	Potential to Conflict
Increase cumulative total MW of energy storage capacity to at least 1,654-1,750 MW by 2025.	***Not applicable***. The proposed project does not pertain to energy storage and would not interfere with efforts to increase energy storage in the City.
Energy Efficient Buildings	
Reduce energy use per square foot below 2013 baseline for all building types by at least 14% by 2025 and 30% by 2035.	***Not applicable***. The proposed project involves underground pipelines and would not involve any new building construction or building renovations. As such, the project would not interfere with efforts to reduce the energy use of buildings.
GHGs	
Reduce GHG emissions below 1990 baseline by at least 45% by 2025, 60% by 2035, and 80% by 2050.	***Not applicable***. The proposed project would not contribute to long-term GHG emission generation. As such, the proposed project would not interfere with efforts to reduce GHG emissions.
Improve GHG efficiency of LA's economy from 2009 levels by 55% by 2025 and 75% by 2035.	***Not applicable***. The proposed project would not contribute to long-term GHG emission generation. As such, the proposed project would not interfere with efforts to improve GHG efficiency.
Influence national and global action through the leadership of LA and other cities on climate change.	***Not applicable***. The proposed project would not interfere with efforts to influence action on climate change.
Have no ownership stake in coal-fired power plants by 2025.	***Not applicable***. The proposed project involves the replacement of pipelines and, therefore, would not affect the ownership stake of coal-fired power plants.
Waste	
Increase landfill diversion rate to at least 90% by 2025 and 95% by 2035.	***No conflict***. The proposed project would produce waste during construction. Per BMP-UTL-1, project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance. The proposed project would not generate appreciable quantities of waste during operation.
Increase proportion of waste production and recyclable commodities productively reused and/or repurposed within LA County to at least 25% by 2025 and 50% by 2035.	***Not applicable***. The proposed project would replace aging and deteriorating water infrastructure and, therefore, would not interfere with efforts to increase reuse or repurposing of commodities. During construction, pavement and excavated soils would be reused on site or recycled as feasible. The proposed project would not generate appreciable quantities of waste during operation.

Source: City of Los Angeles 2015.

As shown in Table 3.8-2, the proposed project would not conflict with any of the GHG reduction measures or goals set forth in the Sustainable City Plan.

Potential to Conflict with State Reduction Targets and CARB Scoping Plans

The California State Legislature passed AB 32, the Global Warming Solutions Act of 2006, to provide initial direction to limit California's GHG emissions to 1990 levels by 2020 and initiate the state's long-range climate objectives. Since the passage of AB 32, the state has adopted GHG emissions reduction targets for future years beyond the initial 2020 horizon year. For the proposed project, the relevant GHG emissions reduction targets include those established by Senate Bill (SB) 32 and AB 1279, which require GHG emissions be reduced to 40% below 1990 levels by 2030, and 85% below 1990 levels by 2045, respectively. In addition, AB 1279 requires the state to achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter.

As defined by AB 32, CARB is required to develop a Scoping Plan that provides the framework for actions to achieve the state's GHG emission targets. The Scoping Plan is required to be updated every 5 years and requires CARB and other state agencies to adopt regulations and initiatives that will reduce GHG emissions statewide. The first Scoping Plan was adopted in 2008 and was updated in 2014, 2017, and most recently in 2022. Although the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used as the sole basis for project-level evaluations, it is the official framework for the measures and regulations that will be implemented to reduce California's GHG emissions in alignment with the adopted targets. Therefore, a project would be found to not conflict with the statutes if it would meet the Scoping Plan policies and would not impede attainment of the goals therein.

CARB's 2017 Climate Change Scoping Plan update was the first to address the state's strategy for achieving the 2030 GHG reduction target set forth in SB 32 (CARB 2017), and the most recent CARB 2022 Scoping Plan for Achieving Carbon Neutrality update outlines the state's plan to reduce emissions and achieve carbon neutrality by 2045 in alignment with AB 1279 and assesses the progress the state is making toward the 2030 SB 32 target (CARB 2022). As such, given that SB 32 and AB 1279 are the relevant GHG emission targets, the 2017 and 2022 Scoping Plan updates that outline the strategy to achieve those targets are the most applicable to the proposed project.

The 2017 Scoping Plan included measures to promote renewable energy and energy efficiency (including the mandates of SB 350), increase the stringency of the Low Carbon Fuel Standard, implement measures identified in the Mobile Source and Freight Strategies and measures identified in the proposed Short-Lived Climate Pollutant Plan, and increase the stringency of SB 375 targets. The 2022 Scoping Plan builds upon and accelerates programs currently in place, including moving to zero-emission transportation; phasing out use of fossil gas for heating homes and buildings; reducing high GWP chemicals and refrigerants; providing communities with sustainable options for walking, biking, and public transit; and displacing fossil-fuel-fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines) (CARB 2022). Many of the measures and programs included in the Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project level, including reduction in carbon intensity of transportation fuels (Low Carbon Fuel Standard) and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy).

Regarding vehicle miles traveled (VMT) reduction efforts, the proposed project would result in an increase in vehicle trips only during the construction period; therefore, it would not be a long-term source of VMT. In addition, maintenance activities would be minimal, occurring every 1-3 years, and would be similar to those that occur under existing conditions. Further, the passenger vehicles and heavy-duty trucks used during project construction would comply with various California vehicle-related regulations, as applicable,

including Advanced Clean Cars, Low Carbon Fuel Standard, Heavy-Duty GHG standards for New Vehicles and Engines, and Medium- and Heavy-Duty GHG standards. As such, the proposed project would not be a long-term source of VMT in the region, and therefore, would not conflict with the 2017 and 2022 Scoping Plan Update's goals.

The 2045 carbon neutrality goal requires CARB to expand proposed actions in the 2022 Scoping Plan to include those that capture and store carbon in addition to those that reduce only anthropogenic sources of GHG emissions. However, the 2022 Scoping Plan emphasizes that reliance on carbon sequestration in the state's natural and working lands will not be sufficient to address residual GHG emissions and that achieving carbon neutrality will require research, development, and deployment of additional methods to capture atmospheric GHG emissions (e.g., mechanical direct air capture). Given that the specific path to carbon neutrality will require development of technologies and programs that are not currently known or available, the project's role in supporting the statewide goal would be speculative and cannot be wholly identified at this time.

Overall, the proposed project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent applicable and required by law. As mentioned above, several Scoping Plan measures would result in reductions of project-related GHG emissions with no action required at the project level, including those related to energy efficiency, vehicles, and construction equipment. In addition, as identified previously, the project would result in similar regional VMT compared to existing conditions, and increases in VMT during construction would be limited and temporary. As demonstrated, the proposed project would not conflict with CARB's 2017 or 2022 Scoping Plan updates or with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals.

Potential to Conflict with the SCAG 2024–2050 RTP/SCS (Connect SoCal 2024)

The following policies and strategies are intended to be supportive of implementing the 2024–2050 RTP/SCS and reducing GHGs: Sustainable Development, Air Quality, Clean Transportation, Natural and Agricultural Lands Preservation, and Climate Resilience. The strategies that pertain to sustainable development would not apply to the proposed project, since the project involves the replacement of existing pipelines and would not entail new development or redevelopment. The project's potential to conflict with the applicable strategies is presented below.

- Air Quality. The 2024–2050 RTP/SCS identifies air quality as an environmental strategy because the transportation sector is the predominant source of criteria air pollutant emissions in the region. The 2024–2050 RTP/SCS states that a comprehensive and coordinated regional solution with integrated land use and transportation planning from all levels of governments will be required to achieve the needed emission reductions (SCAG 2024). The project would increase emissions only during construction and would not be a significant source of criteria air pollutant emissions. Therefore, the proposed project would not conflict with this strategy.
- Clean Transportation. The 2024–2050 RTP/SCS identifies provision of electric vehicle charging infrastructure, adoption of zero-emission vehicles, and promotion of clean transit as ways to reduce GHG emissions from mobile sources. The project would adhere to all regulatory requirements regarding clean transportation during construction and operation. The proposed project would not conflict with this strategy.

- **Natural and Agricultural Lands Preservation.** The 2024–2050 RTP/SCS promotes the conservation and restoration of natural and agricultural lands through several policies, such as quantifying the carbon sequestration potential of natural and agricultural lands and prioritization of sensitive habitat and wildlife corridors for permanent protection. The proposed project would not convert natural and working lands or interfere with this strategy.
- **Climate Resilience.** The 2024–2050 RTP/SCS promotes regional coordination and solutions for effective emergency response for climate-related hazards. Additionally, in the category of climate resilience, SCAG has established the following policies: prioritize the most vulnerable populations and communities subject to climate hazards; support local and regional climate and hazard planning; support nature-based solutions to increase regional resilience; promote sustainable water use planning; and support an integrated planning approach to help jurisdictions meet housing needs in a drier environment. While the proposed project does not directly pertain to these regional coordination efforts for climate resilience, the project would not interfere with this strategy. The proposed project would replace aging and deteriorating water infrastructure, thus promoting resiliency, reliability, and longevity of the water system in the project area.

Based on the analysis above, the proposed project would not conflict with Connect SoCal 2024.

Summary

As shown in this discussion, the project would not conflict with City of Los Angeles's Sustainable City Plan, CARB's 2017 or 2022 Scoping Plan updates, the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals, or SCAG's Connect SoCal 2024. Therefore, impacts related to project consistency with an applicable GHG reduction plan would be less than significant.

3.8.1 References Cited

CAPCOA (California Air Pollution Control Officers Association). 2008. *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January 2008. https://www.contracosta.ca.gov/DocumentCenter/View/34122/CAPCOA-2008-CEQA-and-Climate-Change-PDF.

CARB (California Air Resources Board). 2017. *2017 Climate Change Scoping Plan Update*. November 2017. Accessed December 2017. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

CARB. 2022. *2022 Scoping Plan Update*. December 2022. Accessed June 2023. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents.

City of Los Angeles. 2015. Sustainable City Plan. April 2015. Accessed March 2025. https://plan.mayor.lacity.gov/sites/g/files/wph2176/files/2022-12/2015_Sustainable_City_pLAn.pdf.

IPCC (Intergovernmental Panel on Climate Change). 2007. *IPCC Fourth Assessment Synthesis of Scientific-Technical Information Relevant to Interpreting Article 2 of the U.N. Framework Convention on Climate Change*.

SCAG (Southern California Association of Governments). 2024. *Connect SoCal: A Plan for Navigating to a Brighter Future – The Southern California Association of Governments' 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy*. Adopted April 4, 2024. https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf.

SCAQMD (South Coast Air Quality Management District). 2008a. *Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. Prepared by S. Smith and M. Krause. October 2008. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2.

SCAQMD. 2008b. "Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans." SCAQMD Agenda No. 31. December 5, 2008. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf.

SCAQMD. 2010. Agenda for Meeting 15. Greenhouse Gases (GHG) CEQA Significance Thresholds Working Group. September 28, 2010. https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqasignificance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-mainpresentation.pdf?sfvrsn=2.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Existing Setting

Project Site Conditions and Hazardous Materials

Hazardous materials typically associated with pipeline installation include diesel, oil, and other fuels associated with heavy equipment and powered equipment, paints and solvents associated with construction, and waste oils, solvents, and paints. Construction would involve excavation, trenching, and shoring, as well as pipe jacking along the trunkline alignment with excavated soils to be directly placed in trucks and removed off site. Operation will include as-needed maintenance to maintain appropriate pipeline operation.

Regulatory Databases

Cortese List Sites

Government Code Section 65962.5 requires the California Environmental Protection Agency to compile a list of hazardous waste and substances sites (Cortese List). While the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements:

1. List of Hazardous Waste and Substances sites from Department of Toxic Substances Control Envirostor database (Health and Safety Codes 25220, 25242, 25356, and 116395)
2. List of Leaking Underground Storage Tank (LUST) Sites by County and Fiscal Year from the SWRCB GeoTracker database (Health and Safety Code 25295)
3. List of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit (Water Code Section 13273[e] and 14 CCR Section 18051)
4. List of “active” Cease and Desist Orders and Cleanup and Abatement Orders from the SWRCB (Water Code Sections 13301 and 13304)

5. List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by the Department of Toxic Substances Control

Two federal Superfund sites, San Fernando Valley Area 1 and San Fernando Valley Area 3, were identified in the project vicinity, both of which represent portions of a widespread groundwater contamination plume associated with past and ongoing manufacturing and industrial operations in the region. The San Fernando Valley Area 3 site received regulatory closure following a Record of Decision published in February 2004 that determined "low levels of contamination do not pose a significant risk to either public health or the environment," and therefore "no remedial action" was proposed (EPA 2004). San Fernando Valley Area 1 overlaps the proposed project alignment (Figure 3.9-1, Cortese List Sites). A baseline assessment was completed in 2023 which evaluated groundwater contamination across the entire San Fernando Valley Area 1 site (WSP 2023). Based on data collected during this baseline assessment, impacted groundwater in the vicinity of the proposed project alignment is approximately 200 feet to 350 feet below ground surface. The groundwater contamination plume, which primarily consists of trichloroethylene, tetrachloroethylene, 1,4-dioxane, and hexavalent chromium, generally extends from the intersection of Saticoy Street and Whitsett Avenue southwest along a power transmission line ROW towards the intersection of Vineland Avenue and Victory Boulevard, south and east of the proposed project alignment (Figure 3.9-1).

In addition to the Superfund sites, four LUST sites were identified adjoining the proposed project alignment (Figure 3.9-1). Three of these LUST sites are associated with gasoline-contaminated soil, and one resulted in aviation fuel-impacted groundwater. Each of these sites received regulatory closure which indicates that contamination either was not above regulatory screening levels or was remediated to the satisfaction of the regulatory agency at the time of closure. Three of the sites, Unocal 4245 (7955 Laurel Canyon Boulevard), World Oil #19 (8181 Sunland Boulevard), and Southland Transmissions (8283 San Fernando Road), received closure in 1996, before investigatory and regulatory documents were uploaded to regulatory databases. As such, no regulatory documents were available for review, and the extent of contamination at closure is unknown. As regulatory screening levels and requirements for site closure have changed since these sites received closure, there is a potential that conditions at these three sites no longer meet regulatory requirements. The final LUST site, Arco 5200 (8004 Lankershim Boulevard) received regulatory closure in 2016. Investigation and closure documents indicate contamination was limited to the gas station site and did not encroach onto the proposed project alignment (Stratus 2012). Additionally, groundwater was not encountered during investigations at the Arco 5200 site, with soil borings extended up to 120 feet below ground surface (Stratus 2010). Three of the four LUST sites are still active gas stations. Due to the current use of the sites as active gas stations, the ongoing and long-term use of these sites as gas stations, and the age of the closure and lack of closure data at three of the LUST sites, there is a potential that subsurface soils may be impacted by adjoining gas station activities and past releases.

A Preliminary Geological and Geotechnical Assessment of the project was completed in 2019 by LADWP (Appendix D). This assessment included a review of existing literature, and did not include physical data collection within the project alignment. According to the assessment, groundwater depths within the project alignment are expected to be greater than 80 to 160 feet below ground surface. The assessment also noted the potential for localized shallow groundwater to be present at unknown locations within the project alignment, and that groundwater depths could fluctuate based on environmental conditions (Appendix D). Available data on GeoTracker and the California Water Board's GAMA Groundwater Information System database indicate groundwater depths are similar to those observed in the 2023 baseline assessment, which are at least 200 feet below ground surface (SWRCB 2025a; SWRCB 2025b; WSP 2023). Investigations conducted at the nearby Arco 5200 (8004 Lankershim Boulevard) also did not encounter groundwater at depths up to 120 feet below ground surface. Based on the information obtained

during this analysis, it is not expected groundwater would be encountered during project construction. As stated in Section 3.6, Geology and Soils, project design and construction would be required to adhere to all recommendations included in the final, project-specific geotechnical report.

Non-Cortese List Hazardous Materials Sites

In addition to Cortese List sites, an environmental regulatory database search of relevant hazards and hazardous materials databases has been conducted. While these databases are not included in the Cortese List, they may provide additional information regarding potential environmental contamination. Based on the research conducted, no additional sites were identified that have evidence of releases which could result in contamination to the proposed project alignment. It is noted that two closed landfills were identified adjoining the proposed project alignment: Strathern Inert Landfill adjoins the project alignment between Tujunga Avenue and Cantara Street, north of Strathern Street, and Penrose Pit, is located to the west of Strathern Inert Landfill, north of Strathern Street and west of Tujunga Avenue. Both landfills are closed, permitted, and inactive, but still undergo regular inspections. The most recent inspections for both landfills, completed in March 2025, did not identify any violations or areas of concern. As such, the presence of closed landfills near the project alignment are not anticipated to pose a hazard to project construction or operation.

Oil and Gas, Hazardous Material Pipelines, and Methane Zones

The U.S. Department of Transportation (USDOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) provides an online database that shows gas transmission lines, hazardous liquid pipelines, liquified natural gas plants, and breakout tanks within their jurisdiction (PHMSA 2025). The database identified an active crude oil pipeline and a permanently abandoned crude oil pipeline overlapping the proposed project alignment along San Fernando Road. Figures provided by LADWP confirm the presence of the crude oil pipeline, identifying it as an “8-inch petroleum” pipeline (LADWP 2023). The LADWP figures also identify an 8-inch [natural] gas pipeline overlapping the proposed project alignment along Strathern Street, starting at Webb Avenue and continuing east, one active and at least two abandoned 12-inch [natural] gas pipelines along San Fernando Road, and multiple 2-inch, 3-inch, 4-inch, and 6-inch natural gas supply lines in various locations along the proposed alignment.

As identified in the Preliminary Geological and Geotechnical Assessment (Appendix D), small segments of the project alignment extend through a Methane Buffer Zone. This Methane Buffer Zone, as mapped by the City of Los Angeles (City of Los Angeles 2025a) adjoin segments which are generally located along Cantara Street, between Lankershim Boulevard and Irvine Avenue and extending down Irvine Avenue. Construction work proposed for the intersection of Cantara Street and Fair Avenue would also occur adjacent to a Methane Zone. Methane Zones are areas where elevated subsurface methane may occur due to historical oil and gas drilling in the area. Excavation and subsurface construction within these areas could result in releases of methane.

There are no oil and gas wells located within or adjoining the project alignment (CalGEM 2025).

Schools

The proposed project alignment is located within 0.25 miles of four existing or proposed kindergarten through fifth grade schools (GreenInfo 2021; CDE 2025):

- Glenwood Elementary: located at 8001 Ledge Avenue in Sun Valley, approximately 0.24 miles northeast of the eastern portion of the proposed project alignment

- **Roscoe Elementary:** located at 10765 Strathern Street in Sun Valley, adjacent to the proposed project alignment along San Fernando Road
- **Arminta Street Elementary:** located at 11530 Strathern Street in North Hollywood, approximately 0.15 miles east of the western portion of the proposed project alignment
- **Strathern Street Elementary:** located at 7939 St. Clair Avenue in North Hollywood, adjacent to the proposed project alignment along Strathern Street
- **John H. Francis Polytechnic High School:** located at 12431 Roscoe Boulevard in Sun Valley, approximately 0.14 miles north of the western portion of the proposed project alignment

Airports

Airports within the vicinity of the proposed project include the Hollywood Burbank Airport, a public airport located at 2627 North Hollywood Way in the City of Burbank that adjoins the eastern portion of the proposed project alignment to the west (AirNav 2025). No other airports are located within 2 miles of the proposed project alignment. According to the Los Angeles County Airport Land Use Plan (LAC ALUC 2004), the eastern region of the proposed project alignment is located within the Planning Boundary/Airport Influence Area, the 65 Community Noise Equivalent Level (CNEL) Noise Contour Area, and Runway Protection Zone for the Hollywood Burbank Airport. The proposed project alignment does not include the construction of any buildings or structures that would require Federal Aviation Administration Obstruction Evaluation Notice (FAA 2025).

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

Less than Significant Impact. Relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, adhesive materials, grease, and solvents would be used during construction. These materials are not considered extremely hazardous and are used routinely throughout urban environments for construction projects and structural improvements. Further, these materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. For example, on-site storage of hazardous materials and wastes over reportable quantities requires preparation of a Hazardous Materials Business Plan (HMBP). The HMBP is submitted to the local Certified Unified Program Agency (CUPA), in this case the City of Los Angeles Fire Department, and requires written procedures for hazardous material and waste handling, emergency response, and training. Sites with HMBPs are also subject to inspection by the local CUPA. Upon compliance with applicable regulations (including preparation and implementation of an HMBP, if required), use of these materials for their intended purpose would not pose a significant risk to the public or environment. Once construction has been completed, fuels and other hazardous materials or wastes would no longer remain within the work area. Daily operation of the proposed project would not otherwise require the use, storage, or disposal of hazardous substances; however, operational activities would require scheduled maintenance and repair. Maintenance activities may require use of commercially available oils, greases, lubricants, and solvents. Use would be limited to the maintenance activity, and materials would not be stored on site. As with materials associated with construction, transportation and handling would be in accordance with federal, state, and local laws and regulations. Impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated. As discussed in Section 3.9(a), construction activities for the proposed project alignment may involve limited transport, storage, use, or disposal of some hazardous materials, such as fuels, lubricating fluids, and solvents. These materials are not considered acutely hazardous and are used routinely throughout urban environments. Further, these materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials.

The heavy equipment used for grading and excavations would be operated using oil, fuel, lubricating grease, coolants and hydraulic fluids. In the event that oils or fuels are released, direct impacts could occur related to the release of hazardous materials into the environment. Such impacts would generally be temporary, due to the short-term nature of construction and regulatory requirements for immediate cleanup of releases of hazardous materials and petroleum products. Spill kits are required to be maintained on site for use in case of a spill. Any spills would thus be cleaned up immediately, and any resulting waste would be transferred off site in accordance with all applicable local, state, and federal regulations. If a reportable quantity of hazardous material or petroleum is released, regulations require reporting to the appropriate response agency for further assistance and remediation actions. As such, in the unlikely event that hazardous materials are spilled during construction, impacts would be temporary, minor, and localized, because such spills would be required to be properly controlled and safety removed in accordance with existing regulations.

Based on the age of some of the pipelines, or portions of pipelines, within the proposed project alignment, cement and transite piping may contain asbestos. If asbestos-containing materials are cut, crushed, or damaged without appropriate handling procedures, releases of asbestos fibers could occur and may pose hazards to workers. SCAQMD Rule 1403 is written to control asbestos emissions from demolition/renovation activities where asbestos-containing materials may occur. Rule 1403 requires surveying, notification, and removal, handling, cleanup, and disposal procedures for asbestos materials. Transportation and disposal of asbestos-containing materials is regulated by state and federal rules, including CalRecycle, local landfill operational requirements, California Occupational Safety and Health Administration (Cal/OSHA), Caltrans, and USDOT. Upon compliance with applicable regulations, significant hazards related to asbestos would not occur.

Multiple hazardous material pipelines are located within the proposed project alignment. These include two 8-inch crude oil pipelines, one active and one abandoned, along San Fernando Road; one active and at least two abandoned 12-inch natural gas pipelines along San Fernando Road; multiple distribution pipelines, including an 8-inch natural gas pipeline along Strathern Street, starting at Webb Avenue and continuing east; and multiple 2-inch, 3-inch, 4-inch, and 6-inch natural gas lines various locations along the proposed project alignment. If the crude oil and/or natural gas pipelines are ruptured during project construction, upset and accident conditions may result due to the release of natural gas or crude oil into the environment.

The crude oil pipelines are under the jurisdiction of USDOT PHMSA, while the natural gas pipelines are owned and operated by Southern California Gas (SoCalGas). A variety of laws and regulations are in place that govern construction near pipelines. California Government Code Section 51014.6 states that

construction of buildings, fences, walls, or other obstructions may not impede pipeline easements. Additionally, the State Fire Marshal states that nothing may encroach into or upon the pipeline easement that would impede the pipeline operator from complete and unobstructed surface access along the pipeline ROW (CAL FIRE 2015). California Government Code 4216 is the California Dig Law, which requires the excavator to delineate the area to be excavated and requires the excavator to notify utility companies through the Dig Alert system so subsurface utilities can be identified and marked. Excavation activities cannot begin until utilities are marked. Additionally, natural gas pipelines installed by SoCalGas are required to have protective "warning mesh" installed at least 12 inches above natural gas pipelines operating at or below 60 pounds per square inch, gauge (psig), and at least 18 inches above natural gas pipelines operating above 60 psig (SoCalGas 2020). This warning mesh would be observable during excavation activities, alerting the excavator of a subsurface natural gas pipeline. According to SoCalGas mapping systems, none of the natural gas pipelines along the proposed project alignment operate above 60 psig (SoCalGas 2025).

California Government Code 4216.2 defines high-pressure (greater than 60 psig) natural gas and petroleum pipelines as "high priority subsurface installations." Under California Government Code 4216.2, when excavation is proposed within 10 feet of a high priority subsurface installation, the operator of the installation shall notify the excavator of the installation, and set up an on-site meeting to determine protective actions that will be required. The excavator shall not begin excavating until the on-site meeting is complete. The 8-inch petroleum pipeline along San Fernando Boulevard is categorized as a high priority subsurface installation. The petroleum pipeline is owned and operated by Plains Pipeline, LP (PHMSA 2025). In accordance with California Government Code 4216.2, an on-site meeting is required between Plains Pipeline, L.P. and the excavator before excavation activities occur within 10 feet of the petroleum pipeline. For the abandoned petroleum pipeline within San Fernando Boulevard, the point of contact would be the western regional community liaison for PHMSA.

In adherence with these state regulations, the excavation operator shall not commence any earthwork or excavation activities until subsurface utilities have been located, the owner/operator of the petroleum pipelines located along San Fernando Road has been consulted (if excavation is proposed within 10 feet of the pipelines), and protective measures have been determined and agreed upon by the utility operators and excavator. With adherence to these regulations, potential for upset or accident conditions resulting in a release of hazardous materials from crude oil and natural gas pipelines would not be expected to occur, and impacts would be less than significant.

As previously discussed, multiple Cortese List (LUST) sites were identified adjoining the proposed project alignment, including three active gas stations. While these sites have received regulatory closure, changes in regulations have occurred since the sites were closed, and conditions at these sites may no longer meet regulatory requirements. The history of underground leaks at these sites, in combination with their long-term use as gas stations, may have resulted in subsurface contamination adjoining the proposed project alignment. Construction and excavation activities near these sites could result in excavation of contaminated soils, resulting in a release of hazardous materials. As discussed under Existing Setting, groundwater is expected to be greater than 120 feet below ground surface and therefore would not be encountered during construction or operation of the proposed project. MM-HAZ-1 requires development and implementation of a contingency plan, which would reduce the potential for releases of hazardous materials due to excavation of contaminated soils resulting from leaking underground storage tanks.

In addition to potentially contaminated soils, methane releases could occur in the areas that border the City of Los Angeles Methane Buffer Zone and Methane Zone along Cantara Street east of Lankershim Boulevard, along Irvine Avenue north of Strathern Street, and near the intersection of Cantara Street and Fair Avenue. MM-HAZ-1 also includes methane monitoring requirements, with health and safety measures to be put in place in the event methane is identified during work within these areas.

MM-HAZ-1 Hazardous Materials Contingency Plan. The Los Angeles Department of Water and Power (LADWP) shall prepare and implement a Hazardous Materials Contingency Plan, which shall include measures to minimize exposure to workers and for the safe excavation, handling, and disposal of contaminated soils, should they be encountered.

The Hazardous Materials Contingency Plan shall also include procedures for the safe management of contaminated media and shall include, at a minimum, the following:

- Identification of known areas with contaminated or potentially contaminated media
- Instructions for identification of previously unidentified or suspected contaminated media
- Procedures for temporary cessation of construction activity and evaluation of the level of environmental and health and safety concern if previously unidentified suspect soils are encountered
- Procedures for limiting access for properly trained personnel to the contaminated area
- Procedures for characterizing, handling, and transporting excavated soils
- Procedures for proper disposal of contaminated soils and other hazardous wastes, if generated; disposal would be handled by the LADWP Hazardous Substances Group
- Procedures for notification and reporting, including internal management and agencies (e.g., local fire department, Certified Unified Program Agency, U.S. Environmental Protection Agency), as needed
- Methane monitoring and health and safety procedures to be put in place during construction within areas bordering or overlapping Methane Buffer Zones and Methane Zones
- Health and safety procedures, including, but not limited to, personal protective equipment under Occupational Safety and Health Administration (OSHA) and Cal/OSHA requirements, and breathing zone monitoring in work areas, as appropriate, under South Coast Air Quality Management District (SCAQMD) Rule 1166.

Compliance with MM-HAZ-1, and existing federal, state, and local regulations would ensure that construction impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant with mitigation incorporated.

As discussed in Section 3.9(a), once construction is complete, the operational activities would be limited to maintenance and repair activities that would require the use of relatively small amounts of lubricants, greases, and possibly solvents. The amounts used would not be in such quantities that an upset or accident condition would occur should they be released, and their use at the proposed project alignment would be limited to relatively brief and intermittent maintenance events. Impacts due to operation would be less than significant.

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

Less than Significant Impact. There are several schools located within 0.25 miles of the proposed project alignment: Glenwood Elementary at 8001 Ledge Avenue, Roscoe Elementary at 10765 Strathern Street, Arminta Street Elementary at 11530 Strathern Street, John H. Francis Polytechnic High School at 12431 Roscoe Boulevard, and Strathern Street Elementary at 7939 St. Clair Avenue. Roscoe Elementary and Strathern Street Elementary are located adjacent to the proposed project alignment.

As discussed in Section 3.9(a), project construction and operational maintenance activities would involve relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, grease, adhesive materials, solvents, and architectural coatings. These materials are not considered extremely hazardous, nor would any wastes be considered acutely hazardous. However, in the event of an accidental release of fuels, oils, lubricants, or other hazardous materials, hazardous emissions could occur within one-quarter mile of a school. As discussed under 3.9(b), regulatory requirements obligate immediate cleanup of releases of hazardous materials and petroleum products. Potential effects would be limited to the project's temporary construction phase and periodic, localized operational maintenance activities. Hazardous substances would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Use of these materials for their intended purpose and in accordance with applicable safety laws would not pose a significant risk to nearby schools.

Daily operation of the proposed project would not require the use, storage, or disposal of hazardous substances. In the event of pipeline failure, safety valves throughout the water distribution system may be shut off (as deemed necessary by LADWP) in response to a loss of pressure and to isolate the break. The volume of potable water released in such an event could cause flooding to nearby buildings but would not result in a release of hazardous materials. Therefore, the proposed project alignment would not pose a hazard to schools involving the release or handling of hazardous materials. Impacts during construction and operation would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated. As discussed in previous sections, the proposed project alignment overlaps a Federal Superfund site and adjoins multiple LUST sites. Depths to contaminated groundwater are greater than 120 feet. While excavation is proposed as part of the proposed project, depths are not anticipated to be such that workers are exposed to contaminated groundwater.

As discussed in Section 3.9(b), construction within proximity of the LUST sites, three of which are still active gas stations, could result in the release of contaminated soils to the environment, resulting in a significant impact. However, adherence to MM-HAZ-1 and existing federal, state, and local regulations would ensure that construction impacts related to the adjoining LUST sites would be less than significant with mitigation incorporated.

Operation of the proposed project would not disturb hazardous materials sites. Potential risks associated with hazardous materials sites in the project vicinity would be limited to the construction period. As such, operational impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated. The proposed project alignment is located adjoining to the Hollywood Burbank Airport, and portions of the project alignment are within the Los Angeles County Airport Land Use Plan (LAC ALUP) Planning Boundary/Airport Influence Area, as well as the 65 CNEL Noise Contour area, and the Runway Protection Zone (LAC ALUC 2004). This indicates an average daily noise level of up to 65 decibels over a 24-hour period. In accordance with Cal/OSHA regulations (Title 8 Section 5096) the action level for occupational noise, the level at which protective measures are required for workers in the area, is 85 A-weighted decibels (dBA), and the permissible exposure limit (PEL), the maximum sustained noise level at which workers can be exposed for an 8-hour day, is 90 dBA. While the 65 CNEL does not exceed Cal/OSHA safety requirements for noise and the proposed project alignment would not expose construction workers to excessive noise levels from airplanes alone, airplane noise compounded with construction noise could potentially result in exceedances of noise action levels, thus potentially exposing workers to noise levels in exceedance of Cal/OSHA worker protections. However, federal OSHA and Cal/OSHA require preparation and implementation of on-site health and safety plans, which must require hearing protection for noise exposures over applicable action levels. Site-specific health and safety plans would be required, under these regulations, to account for accumulated noise from environmental factors (airplanes, traffic) and site-specific ones (construction equipment). Upon required preparation and implementation of site-specific health and safety plans, workers are not expected to be exposed to airport-related noise levels that are considered excessive under state law.

Once construction is complete, new pipelines would be located underground and therefore would not create visual or physical obstructions within the airport influence area. The proposed project would not include the construction of any habitable structures, and, as such, would not expose any residents to excessive noise levels as a result of its proximity to the Hollywood Burbank Airport. Additionally, no permanent workers would be required to operate or maintain the proposed project. Periodic maintenance activities could place workers in the vicinity of the Hollywood Burbank Airport; however, maintenance events are anticipated to be brief and intermittent, and workers would be protected by required compliance with Cal/OHSA safety requirements. Therefore, the presence of the airport influence area would not result in a safety hazard or excessive noise during project operations. Impacts would be less than significant.

A portion of the proposed project alignment along San Fernando Road overlaps with the Hollywood Burbank Airport's Runway Protection Zone, which is an area designated for ground-level unobstructed passage for the landing of aircraft through the above airspace. Construction activities, including temporary storage of hazardous materials and lighting, could interfere with runway protection requirements within the Runway Protection Zone, resulting in safety hazards within the project area. MM-HAZ-2 has been included to reduce the potential hazards associated with the proposed project alignment construction activities within the Hollywood Burbank Airport's Runway Protection Zone; additionally, Form FAA 7460-1 (Notice of Proposed Construction or Alteration) may be required for the project. Form FAA 7460-1, together with implementation of MM-HAZ-2, would ensure that proper notification of the proposed project alignment construction and work activities is made to the appropriate airport authorities. In addition, MM-HAZ-2 outlines airport safety policies as written in the LAC ALUP, which have been designed to minimize any airspace hazards that could arise from the construction process. Future maintenance operations would be similar to current

maintenance operations that occur throughout the project area, including the Runway Protection Zone. Maintenance activities would follow currently approved and implemented safety procedures, and as such no additional or new impacts associated with airport safety would occur. Upon implementation of MM-HAZ-2, impacts related to safety hazards near airports would be considered less than significant with mitigation incorporated.

MM-HAZ-2 Runway Protection Zone Requirements. Prior to any proposed project alignment construction within the Hollywood Burbank Airport's Runway Protection Zone, notification shall be made to the appropriate airport authority(ies) on the proposed work schedule and work plan. As required by the airport authority(ies), safety measures shall be implemented to eliminate hazards associated with construction activities within the Runway Protection Zone. These safety measures include those outlined in the Los Angeles County Airport Land Use Plan (provided below), as well as any project-specific safety measures determined by the airport authority(ies).

- Prohibition of flammable liquids or toxic materials stored in aboveground storage tanks greater than 100 gallons in any one net-acre area;
- Prohibition of any equipment use which would direct a steady light or flashing light of red, white, green or amber colors toward an aircraft engaged in an initial straight climb following take-off, or toward an aircraft engaged in a final approach toward landing;
- Prohibition of any activity or equipment use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. Applicable emergency response and evacuation plans include the City of Los Angeles Emergency Operations Master Plan and its Master Procedures and Annexes, such as the Evacuation Annex (City of Los Angeles 2025b). The City also has a Local Hazard Mitigation Plan, which includes a thorough hazard vulnerability analysis, community disaster mitigation priorities, and plans for disaster mitigation strategies and projects. The City adopted its current Local Hazard Mitigation Plan in June 2024 (City of Los Angeles 2024). Additionally, the Los Angeles County Department of Public Works designates disaster routes. San Fernando Road is a designated Secondary Disaster Route. Additionally, two designated Secondary Disaster Routes extend north–south across the project alignment: Laurel Canyon Boulevard and Sunland Boulevard (County of Los Angeles 2022). Laurel Canyon Boulevard intersects with the project alignment at Cantara Street and Strathern Street. Sunland Boulevard intersects the project alignment at San Fernando Road. Construction along San Fernando Road would not require a full road closure and two-way travel would be maintained. Pipe jacking would be used at the intersections of Strathern Street/Laurel Canyon Boulevard and San Fernando Road/Sunland Boulevard, so full access diversion and roadway closures would not occur at these intersections. While pipe jacking would not be used at the intersection of Cantara Street/Laurel Canyon Boulevard, full closure of Laurel Canyon Boulevard is not anticipated. As such, Laurel Canyon Boulevard, Sunland Boulevard, and San Fernando Road would continue to function as disaster routes during project construction, if necessary.

Throughout construction, two-way travel along Strathern Street and San Fernando Road is anticipated to be maintained. Cantara Street and Irvine Street may be reduced to one lane in each direction. Temporary full road closure may occur along a short segment of Cantara Street (approximately 200 feet) between Vineland Avenue and San Fernando Road during open-trench construction within that area (with local access permitted for residents and workers); however, through traffic (including emergency vehicles) would still have access to San Fernando Road from Cantara Street via Vineland Avenue. Additionally, the workers and residents along this segment of Cantara Street would have alternative access points via Vineland Avenue and San Fernando Road. K-rails, traffic delineators, and signage would be stationed around work areas, and construction workers with flags may be deployed around closures when necessary, such that appropriate travel routes would be maintained. As such, emergency response and evacuation could still occur along Strathern Street, San Fernando Road, Cantara Street, Irvine Street, and cross streets throughout construction if necessary. As discussed in Section 3.17(d), LADWP would prepare worksite traffic control and detour plans as specified in BMP-TRA-2 prior to the start of construction to minimize potential impacts to emergency access due to lane and/or road closures. Likewise, prior notification and coordination with emergency services providers and other road users (e.g., agencies), as specified in BMP-TRA-2, would minimize temporary impacts during construction. Construction and operation of the proposed project would conform to all LADOT, City of Los Angeles Police Department, and City of Los Angeles Fire Department access standards to allow adequate emergency access along the impacted roadways. At the end of construction, the replaced pipelines would be located underground. Minor appurtenant structures (namely, air/vacuum valves) may protrude above grade near the alignment; however, these structures would be small in size and would not obstruct emergency response or evacuation. The City's Local Hazard Mitigation Plan and Emergency Operations Master Plan would proceed and be implemented with or without the proposed project. Impacts to emergency response plans and evacuation plans would be less than significant.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. Construction activities can increase the risk of fire ignition, particularly in areas adjacent to or within wildland areas with brush and vegetation. However, the proposed project alignment is located in an urbanized environment with no identified fire hazard risk (CAL FIRE 2025). Vegetation along the project alignment is minimal and is primarily limited to street trees, parkways, and irrigated landscaping in yards or parks. There is a large gravel pit fronting the northern side of Strathern Street between Fair Avenue and Tujunga Avenue that appears to have some areas of disturbed habitat with ruderal vegetation. However, the vegetation is relatively sparse, and project-related construction activities adjacent to this parcel would be limited to the intersection of Fair Avenue and Cantara Street. Overall, construction work would be limited to existing paved roadways and a paved parking area and would not encroach into disturbed habitat areas with ruderal vegetation, wildland areas, or a fire hazard severity zone. As such, construction activities associated with the proposed project are not anticipated to expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Operation of the proposed project pipelines would occur passively below ground with the exception of the aboveground appurtenant structures. As such, the proposed project would not result in a notable change to the environment (including environmental fire hazards) when compared to existing conditions. The proposed project would also not have any occupants or permanent on-site workers. For these reasons,

project operations would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

3.9.1 References Cited

AirNav. 2025. "Airport Search" [online database]. Accessed March 21, 2025. https://www.airnav.com/airports/search.html.

CAL FIRE (California Department of Forestry and Fire Protection). 2015. Office of the State Fire Marshal, Pipeline Safety Division Information Sheet. October 2015.

CAL FIRE. 2025. "Fire Hazard Severity Zones." Accessed March 21. 2025. https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones.

CalGEM (California Geologic Energy Management Division). 2025. "Well Finder" [online mapping system]. Accessed September 4, 2025. https://www.conservation.ca.gov/calgem/Pages/Wellfinder.aspx.

CDE (California Department of Education). 2025. "California School Directory" [online database]. Accessed March 21, 2025. https://www.cde.ca.gov/schooldirectory/.

City of Los Angeles. 2024. *2024 Local Hazard Mitigation Plan*. June 2024. https://drive.google.com/drive/folders/1HlmWGoSF6Gzhn4yXdw5lS3ew-dLK5fMY.

City of Los Angeles. 2025a. "Navigate LA" [online map viewer]. Accessed September 4, 2025. https://navigatela.lacity.org/navigatela/.

City of Los Angeles. 2025b. "Emergency Plans." Accessed April 2025. https://emergency.lacity.gov/city-readiness/emergency-plans.

County of Los Angeles. 2022. "Disaster Routes" [online map viewer]. Last updated April 18, 2022. Accessed April 10, 2025. https://www.arcgis.com/home/item.html?id=6223f108d67d49958d05092e0b488740.

EPA (U.S. Environmental Protection Agency). 2004. *Record of Decision, San Fernando Valley Superfund Site, Verdugo Study Area, Lons Angeles, California*. February 2004.

FAA (Federal Aviation Administration). 2025. "Obstruction Evaluation/Airport Airspace Analysis." Accessed March 21, 2025. https://oeaaa.faa.gov/oeaaa/external/portal.jsp.

GreenInfo. 2021. "California School Campus Database" [online database]. Last updated 2021. Accessed March 21, 2025. https://www.californiaschoolcampusdatabase.org/.

LAC ALUC (Los Angeles County Airport Land Use Commission). 2004. *Los Angeles County Airport Land Use Plan*. Adopted December 19, 1991. Revised December 1, 2004. https://planning.lacounty.gov/wp-content/uploads/2022/10/Los-Angeles-County-Airport-Land-Use-Plan.pdf.

LADWP (Los Angeles Department of Water and Power). 2019. Preliminary Geological and Geotechnical Assessment of the Proposed Cantara Trunk Line Replacement Project (23556). July 24, 2019.

LADWP. 2023. Cantara Trunk Line Plan and Profile, D06071-T-000 through D06071-T-116 [figure set]. April 2023.

PHMSA (Pipeline and Hazardous Materials Safety Administration). 2025. "National Pipeline Mapping System Public Map Viewer" [online map database]. Accessed March 2025. https://pvnpms.phmsa.dot.gov/PublicViewer/.

SoCalGas (Southern California Gas Company). 2020. *Natural Gas Service Guidebook*. September 2020. https://www.socalgas.com/sites/default/files/2020-09/SoCalGas%20Natural%20Gas%20Services%20Guidebook%202020%20Update_remediated.pdf.

SoCalGas. 2025. "Natural Gas Pipeline Map" [online arcgis database]. Accessed April 16, 2025. https://www.socalgas.com/sustainability/pipeline-and-storage-safety/natural-gas-pipeline-map.

Stratus. 2010. Atlantic Richfield Company, Quarterly Progress/Monitoring Report, Second Quarter 2010. July 15, 2020.

Stratus. 2012. Soil Vapor Extraction Pilot Test Report and Request for No Further Action, Arco Station No. 5200. September 20, 2012.

SWRCB (State Water Resources Control Board). 2025a. GeoTracker online database. Accessed April 24, 2025. https://geotracker.waterboards.ca.gov

SWRCB. 2025b. GAMA Groundwater Information System. Accessed April 24, 2025. https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/

WSP. 2023. Baseline Site-Wide Groundwater Monitoring Report, North Hollywood Operable Unit, Los Angeles, California. May 26, 2023.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 on- or off-site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- 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?	☐	☐	☐	☒

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. Water quality impacts could occur during construction if activities resulted in spilled or leaked petroleum products and/or entrainment of sediment, debris, or other construction-related materials into stormwater runoff. In addition, the project may involve certain non-stormwater discharges, including hydrostatic testing discharges, that, if improperly performed, could contribute pollutants to the local storm drain system or receiving waters.

LADWP requires its workers and construction contractors to adhere to standard site management practices and applicable water quality regulations (as outlined in BMP-WQ-1 and BMP-WQ-2), which collectively would avoid or substantially minimize potential threats to water quality. Additionally, the nature and location of the pipe installation activities would pose an overall low threat to water quality, since construction activities would be limited and contained within paved areas that are surrounded by urban development. Construction would thus occur within an urban environment primarily composed of streetscape and a paved parking area; as such, runoff would flow to storm drains rather than directly to natural creek corridors or infiltrating into the groundwater.

To avoid adverse impacts on water quality, LADWP and/or its construction contractor would implement BMP-WQ-1 and BMP-WQ-2. In accordance with BMP-WQ-1, a SWPPP would be prepared to include all applicable BMPs necessary to meet discharge prohibitions, effluent limitations, and other required performance standards. The SWPPP may include but would not be limited to minimizing the extent of disturbed areas and duration of exposure; stabilizing and protecting disturbed areas; keeping runoff velocities low; and retaining sediment within the construction area. In accordance with BMP-WQ-2, construction erosion and sediment control BMPs may include but are not limited to temporary desilting basins, silt fences, gravel bag barriers, temporary soil stabilization with mattresses and mulching, temporary drainage inlet protection, diversion dikes, and interceptor swales. The specific location and type of BMPs to be implemented would be outlined in the SWPPP, which must be prepared by a qualified SWPPP professional. Compliance with the SWPPP prepared for the project would result in less than significant impacts to water quality during construction and excavation.

In addition to stormwater runoff, construction may involve other sources of discharge water. Prior to operation, the new pipelines would be hydrostatically tested and disinfected with chlorine. Hydrostatic test water and disinfectant water would be discharged directly into the storm drain or sewer systems. These actions would be required to comply with the provisions of the Construction General Permit (if the storm drain system is used) or SCAR Permit requirements (if the sewer system is used). Compliance with the provisions of the Construction General Permit and/or SCAR Permit requirements would ensure that the processes of hydrostatic testing and disinfecting the new pipeline segments would not violate water quality standards or waste discharge requirements.

Once constructed, the new pipelines would be located underground, and the work sites would be returned to pre-construction conditions. As the project would not involve changes in impervious surfaces or operational discharges, operation of the project would not be associated with increases in stormwater runoff, polluted runoff, or other types of water quality impacts. The water supplied by the proposed project would meet all applicable water quality standards. Based on the type and magnitude of activities anticipated during project construction and operation, the proposed project would not otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. A project would have the potential to decrease groundwater supplies if it resulted in increased water usage from groundwater sources, such that overdraft conditions occur. The proposed project includes installation, abandonment, and connection work for underground pipelines and various aboveground appurtenant devices. The new pipeline would serve existing customers in LADWP's service area and would not involve an increase in demand for groundwater.

The proposed project would occur within the existing roadway ROW and a private parking lot, which are paved and located within a developed, urban area. During construction, some pavement would be temporarily removed from the roadway to allow for installation of the new TL and mainline segments and/or slurry filling. Once construction is complete, the excavated areas would be repaved. Repaving would not impede infiltration to a greater extent than under existing conditions as no change in impervious surface area would occur. Therefore, the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge. No impact would occur.

c) Would the project 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 on- or off-site?

No Impact. The project alignment does not contain any streams or rivers having the potential to be altered by the proposed project. All portions of the project alignment that are disturbed during construction would be restored to pre-construction conditions once construction is complete. Project construction activities would not include earthmoving or grading sufficient to alter topography or to change drainage patterns. During construction, some pavement would be temporarily removed from the roadways to allow for installation of the new pipeline segments. Once construction is complete, the excavated areas would be repaved. As such, no change in impervious surface area would occur. Site conditions during project operation would be similar to existing conditions, and operation would not result in increased erosion or siltation in the area. For these reasons, no impact would occur. Additional discussions related to erosion or siltation in general are provided above in Sections 3.7(b) and 3.10(a).

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Impact. As discussed above, the project alignment does not contain any streams or rivers having the potential to be altered by the proposed project. Proposed project construction activities would not include earthmoving or grading sufficient to alter topography or to change drainage patterns. During construction, some pavement would be temporarily removed from the roadways to allow for installation of the new/replacement pipeline segments and/or slurry filling. Once construction is complete, the excavated areas would be repaved. As such, the proposed project would not result in changes to the total area of impervious surfaces. Site conditions would be generally similar to existing conditions during project operation. As such, the project would not result in increased potential for flooding. For these reasons, no impact would occur.

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?

No Impact. The proposed project would be a closed system that would not create or contribute to runoff water. All portions of the project alignment disturbed during construction would be repaved and restored to pre-construction conditions. During operation, site conditions would be similar to existing conditions and runoff patterns would not markedly differ than those under existing conditions. No impact would occur.

iv) Impede or redirect flood flows?

No Impact. The project alignment is within Zone X of the Federal Emergency Management Agency's Flood Map Service (FEMA 2025). Zone X is considered an area of minimal flood hazard. All portions of the project alignment that would be disturbed during construction would be restored to pre-construction conditions once the new/replacement TL and mainlines have been installed and applicable pipeline segments have been slurry filled. As such, site conditions during project operation would be similar to existing conditions. The proposed project would operate passively, primarily below ground. As such, the proposed project would not be expected to impede or redirect flood flows. No impact would occur.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact. The project alignment is located approximately 14 miles inland from the Pacific Ocean and is not within a tsunami hazard area (DOC 2025). As a result, no tsunami risk is present.

Seiches are earthquake-induced waves in enclosed bodies of water, such as lakes or reservoirs. There are no enclosed bodies of water within or adjacent to the project alignment. The nearest enclosed bodies of water as mapped on the U.S. Fish and Wildlife Service's National Wetlands are spreading basins associated with LADWP's Tujunga Spreading Grounds approximately 1,250 feet northwest of the project's Cantara Street alignment (USFWS 2025). However, the spreading basins are relatively shallow and only temporarily filled as they are intended to facilitate groundwater infiltration. As such, the potential for project inundation from seiche is very low.

As stated above, in Section 3.10(c)(iv), the project alignment is in an area that is considered at minimal risk of flood hazards. The project site is also not located within a dam inundation zone (DWR 2025). As such, the project would not risk release of pollutants due to inundation hazard, tsunami, or seiche zones, and no impact would occur.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. During project construction, the proposed project would comply with regional and local regulations requiring preparation of a SWPPP. During operation, the water supplied by the proposed project would meet all applicable water quality standards. The proposed project would not obstruct existing water quality control plans or sustainable groundwater management plans. In addition, the proposed project alignment is not considered a suitable site for groundwater recharge and would not introduce new impervious areas over a significant groundwater recharge zone. Therefore, no impact would occur related to conflicts with a water quality control plan or sustainable groundwater management plan.

3.10.1 References Cited

DOC (California Department of Conservation). 2025. "California Tsunami Maps." Accessed April 2025. https://www.conservation.ca.gov/cgs/tsunami/maps.

DWR (California Department of Water Resources). 2025. "Dam Breach Inundation Map Web Publisher." Accessed April 2025. https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2.

FEMA (Federal Emergency Management Agency). 2025. "National Flood Hazard Layer (NFHL) Viewer." Accessed April 2025. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd.

USFWS (U.S. Fish and Wildlife Service). 2025. "National Wetlands Inventor." Accessed April 2025. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

a) Would the project physically divide an established community?

No Impact. The project alignment would be located within existing roadways and a private, paved parking area. Construction activities within the road ROW would necessitate temporary vehicle lane closures, and some construction work and/or temporary staging activities may also encroach onto adjacent sidewalks and/or bike lanes. However, no streets, sidewalks, or bike lanes would be permanently closed as a result of the proposed project. Furthermore, while open-trench excavation within the paved parking area may result in a temporary loss of private parking spaces, operation of the adjacent industrial warehouse buildings would not be affected. Following installation of the proposed project, the roadways, sidewalks, bike lanes, and parking area would be returned to their existing conditions, and no separation of uses or disruption of access between land use types would occur. As such, the proposed project would not physically divide an established community, and there would be no impact.

b) Would the project 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?

No Impact. The proposed project is located within the Sun Valley-La Tuna Canyon Community Plan area within the City of Los Angeles. The proposed project would be subject to the Sun Valley-La Tuna Community Plan and the City of Los Angeles General Plan. The proposed project's consistency with these land use plans is described in the subsections below. The proposed project would also be subject to applicable portions of the Los Angeles Municipal Code.

Sun Valley-La Tuna Canyon Community Plan

Overarching purposes and goals of the Sun Valley-La Tuna Canyon Community Plan include preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities; improving the function, design and economic vitality of the commercial corridors; preserving and enhancing the positive characteristic of existing uses; and planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the community (City of Los Angeles 2016). The proposed

project would involve installation, abandonment, and connection work for underground pipelines and various aboveground appurtenant devices along several roadways and a private paved parking area within the Sun Valley-La Tuna Canyon Community Plan area that are primarily residential and industrial in character. The project alignment would extend past several commercial uses and public facilities (i.e., parks and schools) as well. During construction, temporary nuisances for residents, businesses and patrons, and people traveling through the Sun Valley-La Tuna Canyon Community Plan area may occur. Nuisances would include lane closures, increased construction vehicle trips, access restrictions, and increased construction noise. Construction, therefore, could temporarily affect the character of existing neighborhoods and the function of commercial corridors. However, the goals and policies set forth in the Sun Valley-La Tuna Community Plan involve long-term development patterns. Temporary construction activities would not affect the community's ability to preserve and enhance its neighborhoods, commercial corridors, and industrial areas. Additionally, this IS/MND sets forth mitigation and BMPs that would reduce temporary construction noise and control temporary construction traffic, respectively (see Sections 3.13 and 3.17 of this IS/MND for details). Furthermore, the proposed project would enhance the reliability and resiliency of the water system in the area. Reliable and safe water supply to residences and businesses is necessary for achieving the goals and policies in the Sun Valley-La Tuna Community Plan. Furthermore, in accordance with Chapter IV, Coordination Opportunities for Public Agencies, the project would install utilities underground (City of Los Angeles 2016). For these reasons, the proposed project would not conflict with the provisions of the Sun Valley-La Tuna Community Plan such that a significant environmental impact would result.

City of Los Angeles General Plan

The City of Los Angeles General Plan contains several elements that set forth policies for avoiding or mitigating environmental effects, including the Air Quality Element, Conservation Element, Noise Element, and Safety Element. Many policies pertain to land use patterns and commercial, residential, industrial, or open space land use and development and, therefore, do not apply to public works projects such as the proposed pipeline abandonments and replacements. However, there are a number of policies that apply to construction projects in general. Examples of these policies are listed below (City of Los Angeles 1992, 1999, 2001). The proposed project would not conflict with these policies.

- **Air Quality Policy 1.3.1:** Minimize particulate emissions from construction sites.
- **Noise Objective 2:** Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.
- **Noise Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
- **Conservation Objective (Cultural Resources):** Protect the City's archaeological and paleontological resources for historical, cultural, research, and/or educational purposes.

The proposed project would create construction-related air pollutant emissions and would also generate noise during construction near noise-sensitive uses. However, as described in Sections 3.3 and 3.13, these effects would be minimized to the extent practicable through compliance with regulations and/or implementation of mitigation measures. Regarding the conservation of archaeological and paleontological resources, the proposed project involves excavation of soils and therefore has the potential to uncover previously undiscovered resources. However, as explained in Section 3.5, BMPs and mitigation measures

have been set forth to minimize the potential for previously undiscovered resources to be adversely affected by the project. For the reasons described above, the proposed project would not conflict with the environmental policies set forth in applicable land use plans. No impact would occur.

3.11.1 References Cited

City of Los Angeles. 1992. "Air Quality Element." In *City of Los Angeles General Plan*. Adopted November 24, 1992. Accessed April 2025. https://planning.lacity.gov/odocument/0ff9a9b0-0adf-49b4-8e07-0c16feea70bc/Air_Quality_Element.pdf.

City of Los Angeles. 1999. "Noise Element." In *City of Los Angeles General Plan*. Adopted February 3, 1999. Accessed April 2025. https://planning.lacity.gov/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf.

City of Los Angeles. 2001. "Conservation Element." In *City of Los Angeles General Plan*. Adopted September 2001. Accessed April 2025. https://planning.lacity.gov/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf.

City of Los Angeles. 2016. *Sun Valley - La Tuna Canyon Community Plan*. Updated September 2016. Accessed April 2025. https://planning.lacity.gov/odocument/150fec66-d790-44ad-96cd-062484ac90d0/Sun_Valley-La_Tuna_Canyon_Community_Plan.pdf.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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

No Impact. According to the California Geological Survey, portions of the project alignment are within Mineral Resource Zone (MRZ) 2 and 3 (CGS 2021). The California Geological Survey defines MRZ-2 as "areas where geologic information indicates the presence of significant Portland cement concrete aggregate resources," whereas MRZ-3 are "areas containing known or inferred Portland cement concrete aggregate resource of undetermined mineral resource significance." The project alignment is located within

existing roadways and a paved parking area in a developed, urbanized area. The project alignment along Cantara Street at the intersection of Fair Avenue is adjacent to an aggregate processing facility at 8175 Fair Avenue. However, project activities in the vicinity of the processing facility would occur entirely within the roadway ROW of Cantara Street and its intersection with Fair Avenue; as such, the proposed project would not interfere with or preclude operation of the processing facility. The proposed project would not involve any land use changes precluding future use of the processing facility. As such, the proposed project would not interfere with aggregate resource production. Furthermore, according to the California Department of Conservation Geologic Energy Management Division, there are no oil, gas, geothermal, or other known wells along the project alignment (DOC 2025). Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur.

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

No Impact. Portions of the project alignment are located with a "Surface Mining District" as identified in Exhibit A, Mineral Resources, in the Conservation Element of the General Plan (City of Los Angeles 2001). However, project activities would occur entirely within the roadway ROW or a paved private parking area and would not interfere with or preclude any mineral resource recovery activities. The proposed project would not involve any land use changes precluding future use of the Surface Mining District. Therefore, implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site, and no impact would occur.

3.12.1 References Cited

CGS (California Geological Survey). 2021. "Updated Mineral Resource Zones for Portland Cement Concrete Aggregate in the San Fernando Valley and Saugus-Newhall Production-Consumption Regions." Accessed April 11, 2025. https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_254-MLC-SanFernandoValleySaugusNewhallPCR-2021-Plate01-MRZs-a11y.pdf.

DOC (California Department of Conservation). 2025. "Well Finder." Accessed April 2025. https://maps.conservation.ca.gov/doggr/wellfinder/.

City of Los Angeles. 2001. "Conservation Element." In *City of Los Angeles General Plan*. Accessed April 10, 2025. https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the 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?	☐	☐	☒	☐

This section is based on a Noise Technical Memorandum prepared by Dudek for the proposed project (included as Appendix E of this IS/MND).

Existing Noise Conditions

Sound pressure level (SPL) measurements were conducted during daytime hours in the vicinities of representative off-site noise-sensitive receptors near the proposed project alignment on March 24, 2025, to quantify and characterize the existing outdoor ambient sound levels in the project area.

Table 3.13-1 provides the locations and time periods at which these baseline noise level measurements were performed by an attending Dudek field investigator. Noise measurements were conducted using two types of sound level meters (SLMs): a Rion Model NL-52 (Type 1, Precision Grade) and a Soft dB Piccolo II (Type 2, General Purpose). Both SLMs were equipped with 0.5-inch, pre-polarized condenser microphones with pre-amplifiers and met the current American National Standards Institute (ANSI) specifications for their respective types. The accuracy of each SLM was verified using a field calibrator before and after the measurements. For consistency, the microphones were positioned approximately 5 feet above the ground during data collection.

The 16 locations listed in Table 3.13-1 are represented by the names of adjacent cross streets or other landmarks, with corresponding geographic positions depicted on Figure 4 of the Noise Technical Memorandum (Appendix E). The primary noise sources at these SPL survey sites consisted of traffic along adjacent roadways, distant conversations, birdsong, landscaping noise, and rustling leaves. As shown in Table 3.13-1, the measured daytime SPL ranged from 53.4 dBA L_{eq} at Cantara Street and Irvine Avenue to 70.2 dBA L_{eq} at Strathern Street and Clybourn

Avenue. Beyond the summarized information presented in Table 3.13-1, detailed noise measurement data is included in Attachment A of the Noise Technical Memorandum (Appendix E).

Table 3.13-1. Measured Baseline Outdoor Ambient Noise Levels

Nearest Intersection/Landmark	Measurement Time	L_{eq} (dBA)	L_{max} (dBA)
Strathern St. and Clybourn Ave.	10:24 a.m. to 10:39 a.m.	70.2	87.1
Cantara St. and Case Ave.	11:01 a.m. to 11:16 a.m.	57.9	70.7
Cantara St. and Fair Ave.	11:25 a.m. to 11:40 a.m.	53.9	67.3
Cantara St. and Irvine Ave.	11:54 a.m. to 12:09 p.m.	53.4	67.3
Cantara St. and Troost Ave.	12:21 p.m. to 12:36 p.m.	56.5	72.0
Cantara St. and Webb Ave.	12:49 a.m. to 13:04 p.m.	65.4	75.1
Cantara St. and Bellingham Ave.	13:09 p.m. to 13:24 p.m.	59.2	69.3
Strathern St. and Irvine Ave.	09:50 a.m. to 10:05 a.m.	69.1	78.9
Strathern St. and Troost Ave.	10:17 a.m. to 10:32 a.m.	69.0	98.6
Tacos Johnny (8011 Webb Ave.)	10:49 a.m. to 11:04 a.m.	64.0	75.0
Strathern St. and Radford Ave.	11:13 a.m. to 11:28 a.m.	65.2	75.1
Strathern St. and Vantage Ave.	11:37 a.m. to 11:52 a.m.	65.8	83.8
Strathern St. and Laurelgrove Ave.	12:02 p.m. to 12:17 p.m.	64.9	77.6
Strathern St. and Wilkinson Ave.	12:21 p.m. to 12:36 p.m.	64.6	77.4
Cantara St. and Whitsett Ave.	12:42 p.m. to 12:57 p.m.	68.5	80.8
Cantara St. and Potter Ave.	1:07 p.m. to 1:23 p.m.	61.8	70.0

Source: Appendix E
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); L_{max} = maximum sound level during the measurement interval; dBA = A-weighted decibels

In addition to the short-term SPL measurement samples of outdoor ambient sound conducted along the proposed project alignment, three baseline ground-borne vibration measurements were conducted in the project area. These vibration measurements were conducted using an Instantel Micromate instrument connected to a weighted geophone. Table 3.13-2 displays the monitoring location, measurement period, and the resulting peak tri-axial vector sum values in units of inches per second (ips) peak particle velocity (PPV). See Attachment A of the Noise Technical Memorandum (Appendix E) for more detailed information on the vibration measurements at each location.

Table 3.13-2. Measured Baseline Ground-Borne Vibration Levels

Nearest Intersection/Landmark	Time	Peak Vector Sum (ips)
Strathern St. and Troost Ave.	10:14 a.m. to 10:31 a.m.	0.0081
Tacos Johnny (8011 Webb Ave.)	10:46 a.m. to 11:04 a.m.	0.0274
Strathern St. and Vantage Ave.	11:34 a.m. to 11:51 a.m.	0.0097

Source: Appendix E
Notes: ips = inches per second

Noise and Vibration Thresholds

The subsections below describe the noise and vibration thresholds used for this analysis. Further discussion of noise regulations can be found in Appendix E.

On-Site Construction Noise

Section 41.40 of the City's Municipal Code (LAMC) contains regulations restricting the hours of noise-generating construction activities. Per Section 41.40(a), noise-generating construction activities are restricted to between the hours of 7:00 a.m. and 9:00 p.m. on weekdays. Section 41.40(c) further states that noise-generating construction activities must not occur within 500 feet of residential uses before 8:00 a.m. or after 6:00 p.m. on Saturdays, and construction is prohibited within 500 feet of residential uses on Sundays and national holidays. Most of the project alignment is located in residential areas or within at least 500 feet of a residential area. Per Section 41.40(b) and 41.40(j), the Executive Director of the Board of Police Commissioners may issue variances to allow for construction work outside of the allowable hours specified in Sections 41.40(a) and 41.40(c).

Section 112.05(a) limits noise generated by powered construction equipment in residential zones or within 500 feet of residential zones to a maximum noise level of 75 dBA at 50 feet. Section 112.05 also states that this limitation shall not apply when compliance is technically infeasible. The proposed project extends primarily through residential areas; as such, this regulation applies throughout nearly all areas of the project alignment.

Construction Traffic Noise

Some guidance regarding the determination of a substantial permanent increase in ambient noise levels in the project vicinity above existing levels is provided by the 1992 findings of the Federal Interagency Committee on Noise (FICON 1992), which assessed the annoyance effects of changes in ambient noise levels resulting from aircraft operations. The FICON recommendations are based upon studies that relate aircraft and traffic noise levels to the percentage of persons highly annoyed by the noise.

The rationale for the FICON recommendations is that it is possible to consistently describe the annoyance of people exposed to transportation noise in terms of L_{dn} (day-night noise level). The changes in noise exposure that are shown below are expected to result in equal changes in annoyance at sensitive land uses. Although the FICON recommendations were specifically developed to address aircraft noise impacts, they are used in this analysis to define a substantial increase in community noise levels related to construction vehicular traffic.

- Outdoor ambient sound level without the project is less than 60 dBA L_{dn}, then an increase of 5 dBA or more due to project-related construction traffic would be considered significant;
- Outdoor ambient sound level without the project is between 60 and 65 dBA L_{dn}, then an increase of 3 dBA or more due to project-related construction traffic would be considered significant; and
- Outdoor ambient sound level without the project is greater than 65 dBA L_{dn}, then an increase of 1.5 dBA or more due to project-related construction traffic would be considered significant.

Vibration

The Caltrans Transportation and Construction Vibration Guidance Manual contains vibration damage threshold guidelines to assess potential vibration damage to structures adjacent to project construction. According to Caltrans criteria, activities shall not exceed the following building damage thresholds for the identified structures (Caltrans 2020):

- **Fragile Buildings:** 0.1 PPV
- **Historic Buildings:** 0.25 PPV
- **Older Residential Structures:** 0.3 PPV
- **New Residential Structures:** 0.5 PPV
- **Modern Industrial/Commercial Buildings:** 0.5 PPV

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Short-Term Construction Noise

Less than Significant Impact with Mitigation Incorporated. Construction noise and vibration are temporary phenomena, with emission levels varying from hour to hour and day to day, depending on the equipment in use, the operations performed, and the distance between the source and receptor. Equipment that would be in use during construction would include graders, backhoes, rubber-tired dozers, loaders, cranes, forklifts, pavers, rollers, and air compressors. The typical maximum noise levels at a distance of 50 feet from various pieces of construction equipment and activities anticipated for use on the proposed project site are presented in Table 3.13-3. Note that the equipment noise levels presented in Table 3.13-3 are maximum noise levels. Usually, construction equipment operates in alternating cycles of full power and low power, producing average noise levels over time that are less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

Table 3.13-3. Typical Construction Equipment Maximum Noise Levels

Equipment Type	Typical Equipment (L_{max}, dBA at 50 Feet)
Backhoe	78
Compressor (air)	78
Concrete Saw	90
Crane	81
Dozer	82
Excavator	81
Flat Bed Truck	74
Front End Loader	79
Generator	72
Grader	85
Man Lift	75
Paver	77

Table 3.13-3. Typical Construction Equipment Maximum Noise Levels

Equipment Type	Typical Equipment (L_{max}, dBA at 50 Feet)
Roller	80
Scraper	84
Welder / Torch	73
All Other Equipment > 5 HP	85

Source: DOT 2006.
Note: L_{max} = maximum sound level; dBA = A-weighted decibels; HP = horsepower.

For purposes of this study, and in a manner resembling the "general assessment" methodology per Federal Transit Administration (FTA) guidance, this analysis assumes that the three loudest types of equipment per construction phase would be located at the nearest possible distance to a noise-sensitive receptor. This would be considered a conservative analysis as construction equipment would unrealistically "stack" at the nearest possible distance as opposed to operating at various locations (and therefore various distances from the nearest noise-sensitive receptor) throughout a given work area. Additionally, the FTA guidance recommends using the two loudest types of equipment per phase, while this analysis considers three of the loudest types of equipment per phase, which is more conservative.

Noise-sensitive receptors adjacent to the project alignment include residences, schools, churches, parks, and a motel. The closest noise-sensitive receptors along the alignment are located approximately 20 feet from the proposed areas of construction.

Construction activities are primarily expected to occur between the hours of 7:00 a.m. and 5:00 p.m. However, as required by LADOT, nighttime work may occur in select areas due to traffic concerns. Other nighttime work would primarily be associated with turning on/off water supply and thus would not be associated with heavy construction activity having the potential to generate substantial noise levels. Construction activity would therefore typically comply with the allowable hours of construction in the LAMC. However, some nighttime construction may be required that would occur outside the allowable hours of construction. Per LAMC Section 41.40(d), the provisions of LAMC Section 41.40, including the allowable hours of construction, do not apply to major public works construction by the City or its proprietary departments, such as the project. LADWP would be granted a variance to construct outside of the allowable hours of construction during nighttime hours, if required.

This analysis is focused on determining whether project construction could exceed the LAMC construction noise level limit of 75 dBA L_{eq} at a distance of 50 feet within or in 500 feet of residential zones. It is noted that a majority of the project alignment extends through or within 500 feet of residential zones.

A Microsoft Excel–based noise prediction model emulating and using reference data from the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest noise-sensitive land uses. Although the RCNM was funded and promulgated by the FHWA, it is often used for non-roadway projects, because the same types of construction equipment used for roadway projects are often used for other types of construction. Input variables for the predictive modeling consist of the equipment type and number of each (e.g., a dozer, a backhoe, a tractor, and an excavator) the duty cycle for each piece of equipment (e.g., percentage of time within a specific time period, such as an hour, when the equipment is expected to operate at full power or capacity and thus make noise at a level comparable to what is presented in Table 3.13-3), and the distance

from the noise-sensitive receptor. The predictive model also considers how many hours that equipment may be on site and operating (or idling) within an established work shift. Conservatively, no topographical or structural shielding was assumed in the modeling. The RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis.

By a process of input variable iteration, the FHWA RCNM emulator worksheet was used to estimate the minimum perpendicular horizontal distances between the proposed work areas and the nearest noise-sensitive receptor position (considered to be as close as 20 feet from the construction boundary) for the Open-Trench Pipe Installation phase. Assumptions used include the following:

- As shown in Exhibit I of the Noise Technical Memorandum (Appendix E), construction progress along the project alignment is a finite length (approximately 1,000 feet, as indicated in Chapter 2), which means construction equipment involved in the Open-Trench Pipe Installation phase would not be located at the closest perpendicular distance to an off-site receptor for an entire 8-hour work day; instead, this analysis approximates detail of project daily work as follows:
- 40% of the total usage hours at the start and end positions of the 1,000-foot-long segment, where they are most distant from a particular off-site receptor position;
- 40% of the total usage hours at the first-quarter and third-quarter progress positions of the 1,000-foot-long segment, where they are closer to the off-site receptor position; and
- 20% of the total usage hours at the halfway point (i.e., the closest or perpendicular distance between the activity and the receptor position)

For the Pipe Jacking phases, consisting of the separate “Construction of Jacking and Receiving Pits” and “Pipe Installation via Jacking” activities, a perpendicular distance of 40 feet was assumed for the nearest noise-sensitive land uses adjacent to the jacking and receiving pits.

Appendix E contains the RCNM worksheets used to predict the construction noise levels per activity phase. Table 3.13-4 presents the predicted construction noise levels per activity phase using the distances and methodologies described above.

Table 3.13-4. Predicted Construction Noise Levels per Activity Phase (Unmitigated)

Construction Phase	Predicted L_{eq} at Nearest Receptor from Construction Boundary (dBA)*
Open-Trench Pipe Installation & Slurry Fill Activities	83
Pipe Jacking – Construction of Jacking and Receiving Pits	85
Pipe Jacking – Pipe Installation via Jacking	82

Source: Appendix E.
Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibels.
* Distance from construction activities to the nearest sensitive receptor is assumed to be approximately 20 feet for open-trench activities and approximately 40 feet for pipe jacking activities.

Based on the levels reported in Table 3.13-4, all three phases would be expected to exceed the LAMC construction noise limit of 75 dBA L_{eq} at a distance of 50 feet. Mitigation is therefore required to reduce construction noise.

During open trench and slurry fill activities, use of a concrete/asphalt saw cutter and pavement grinder would be the primary generators of the threshold exceedances. As such, MM-NOI-1 requires the use of noise barriers around concrete/asphalt saw cutters and pavement grinders used during open-trench pipe installation and slurry fill activities. MM-NOI-1 would also require noise barriers around pipe jacking and receiving pits. Because a majority of the project alignment extends through or within at least 500 feet of residential zones, MM-NOI-1 would be applicable along the entirety of the project alignment.

MM-NOI-1 Temporary Open-Trench Pipe Installation and Pipe Jacking/Receiving Pit Noise Reduction. The Los Angeles Department of Water and Power shall ensure that the following measures are implemented and monitored for compliance throughout construction:

- All construction equipment must have supplier-approved sound muffling devices (e.g., engine air intake or exhaust treatment) installed and used in compliance with relevant industry standards and California Occupational Safety and Health (Cal/OSHA) regulations pertaining to construction noise, which shall be properly maintained and used at all times such equipment is in operation.
- Stationary construction equipment shall be placed so that emitted noise is directed away from noise-sensitive receptors.
- Equipment staging areas shall be located so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during the construction period.
- All noise-producing construction activities, including warming-up or servicing equipment and any preparation for construction, shall be limited to weekdays between 7:00 a.m. and 9:00 p.m. and 8:00 a.m. to 6:00 p.m. on Saturdays.
- A temporary noise barrier shall be erected within a minimum of approximately 5 feet of concrete/asphalt saw cutters and pavement grinders (during open-trench pipe installation and slurry fill activities) and within a minimum of approximately 5 feet of pipe jacking/receiving pits. The temporary noise barrier for the concrete/asphalt saw cutters and pavement grinders shall have a minimum required height of 6 feet, while the pipe jacking/receiving pits barrier shall have a minimum required height of 8 feet. The barrier may consist of any combination of the following, as determined most feasible by LADWP. Feasibility includes, but is not limited to, ensuring that the enclosures do not create safety hazards associated with vehicle sight lines or pedestrian activities.
  - A “shroud” barrier (i.e., a three-sided portable barrier with the open side directed away from the nearest noise-sensitive receptors)
  - A temporary curtain barrier hung in place on construction fencing (the curtain barrier could also be hung on K-rails, assuming the rails have been extended to the required height based upon the activity, as specified above)
  - A K-rail mounted sound barrier

As demonstrated in Table 3.13-5, implementation of MM-NOI-1 would reduce project construction noise to less than significant levels. Given that the noise levels shown in Table 3.13-5 are modeled at 20 to 40 feet from sensitive receptor locations, and all levels are at or below 75 dBA L_{eq}, the LAMC construction noise

limit of 75 dBA L_{eq} at a distance of 50 feet would be met. For informational purposes, Table 3.13-6 compares the predicted construction noise levels per phase to measured ambient noise levels (from Table 3.13-1) for the identified closest noise-sensitive receivers. As shown, noise levels at each modeled location would meet LAMC requirements for construction noise. Additionally, for informational purposes, it is noted that noise levels experienced indoors would be much lower than the levels shown in Table 3.13-6. Due to sound attenuation provided by building structures, construction noise exposure levels at indoor locations would not be anticipated to exceed 60 dBA L_{eq}, which would not interfere with conversations or other daytime indoor activities (FHWA 2011).

Construction noise impacts are thus considered less than significant with mitigation incorporated.

Table 3.13-5. Predicted Construction Noise Levels per Activity Phase (Mitigated)

Construction Phase	Predicted L_{eq} at Nearest Receptor from Construction Boundary with Mitigation (dBA) *
Open-Trench Pipe Installation & Slurry Fill Activities	75
Pipe Jacking – Construction of Jacking and Receiving Pits	71
Pipe Jacking – Pipe Installation via Jacking	69

Source: Appendix E.
Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibels.
* Distance from construction activities to the nearest sensitive receptor is assumed to be approximately 20 feet for open-trench activities and approximately 40 feet for pipe jacking activities.

Table 3.13-6. Highest Predicted Construction Noise Levels Compared to Ambient Noise Levels

Nearest Intersection/Landmark	Measured Noise Level L_{eq} (dBA)	Highest Predicted Unmitigated Construction Noise Level L_{eq} (dBA)	Amount of Largest Increase – Unmitigated Construction Noise Levels Over Existing (dBA)	Highest Predicted Mitigated Construction Noise Level L_{eq} (dBA)	Amount of Largest Increase – Mitigated Construction Noise Levels Over Existing (dBA)
Strathern St. and Clybourn Ave.	70	83	13	75	5
Cantara St. and Case Ave.	58	83	25	75	17
Cantara St. and Fair Ave.	54	83	29	75	21
Cantara St. and Irvine Ave.	53	83	30	75	22
Cantara St. and Troost Ave.	57	83	26	75	18
Cantara St. and Webb Ave.	65	83	18	75	10
Cantara St. and Bellingham Ave.	59	83	24	75	16
Strathern St. and Irvine Ave.	69	83	14	75	6
Strathern St. and Troost Ave.	69	85	16	71	2
Tacos Johnny (8011 Webb Ave.)	64	85	20	71	7
Strathern St. and Radford Ave.	65	83	18	75	10
Strathern St. and Vantage Ave.	66	85	19	71	5
Strathern St. and Laurelgrove Ave.	65	83	18	75	10
Strathern St. and Wilkinson Ave.	65	83	18	75	10
Cantara St. and Whitsett Ave.	69	83	14	75	6
Cantara St. and Potter Ave.	62	83	21	75	13

Source: Appendix E.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels

Construction Traffic Noise

Less than Significant Impact. The project would result in local, short-term increases in roadway noise as a result of construction traffic. Based on information developed as part of the project's air quality analysis, project-related traffic would include workers commuting to and from the project area as well as vendor and haul trucks bringing or removing materials. The highest number of peak period construction trips expected for the project is a total of 20 non-passenger car equivalent (PCE) trips occurring during either the a.m. or p.m. peak hour. When adjusted to PCE, the highest number of peak period construction trips expected for the project is a total of 26 PCE trips occurring during either the a.m. or p.m. peak hour.[5]

Utilizing this information as well as existing baseline traffic count data collected by Dudek investigators while conducting the short-term noise measurements, the FHWA's Highway Traffic Noise Prediction Model RD-77-108 (FHWA 1978) was used to estimate potential noise impacts at noise-sensitive uses adjacent to roadway segments expected to experience added traffic volumes attributed to the proposed project. Information used in the model included adjusted 1-hour traffic volumes (based upon the traffic counts from the noise measurements), posted traffic speeds, and truck mix percentage. For the baseline existing traffic noise model, the truck mix (as a percentage of total vehicle traffic) is assumed to be 2.0% medium trucks and 1.0% heavy trucks. Truck percentages used in the baseline existing traffic plus project construction trips model vary by roadway depending on the contribution of trucks by the project and can be found in Attachment C of the Noise Technical Memorandum (Appendix E). The modeled traffic speed is 25 miles per hour (mph) for Cantara Street; 35 mph for Strathern Street, Whitsett Avenue, and Webb Avenue; and 40 mph for San Fernando Road.

Full road closures are not anticipated during construction. Within the vicinity of construction work areas on Strathern Street and San Fernando Road, one lane of travel is anticipated to be maintained in each direction. Within the vicinity of construction work areas on Cantara Street, half of the curb-to-curb width is expected to be closed, and the street would be reduced to one lane of travel for use by vehicles traveling in both directions. Temporary full road closure may occur along a short segment of Cantara Street (approximately 200 feet) between Vineland Avenue and San Fernando Road during open-trench construction within that area (with local access permitted for residents and workers); however, through traffic would still have access to San Fernando Road from Cantara Street via Vineland Avenue. Additionally, the residents and workers along this segment of Cantara Street would have alternative access points via Vineland Avenue and San Fernando Road. K-rails, traffic delineators, and signage would be stationed around work areas, and construction workers with flags may be deployed near work areas when necessary. Any potential changes in traffic patterns are thus expected to be minor, temporary, and highly localized. As such, this analysis is focused on changes in roadway noise based on the addition of construction-related traffic to the project area.

The change in roadway noise levels was determined for two conditions: baseline existing traffic and baseline existing traffic plus project construction traffic. Traffic noise levels were calculated for intersections along Strathern Street, Cantara Street, Whitsett Avenue, Webb Avenue, and San Fernando Road.

Table 3.13-7 presents the predicted baseline and baseline plus project construction traffic noise levels based on the methodology described above.

[5] See Section 3.17 for more details on passenger car equivalencies (PCE) and project-related vehicle trip estimates.

Table 3.13-7. Predicted Traffic Noise Levels

Modeled Intersection	Baseline Noise Level (L_{eq}, dBA) at 50 Feet from Centerline	Baseline Plus Project Construction Trips Noise Level (L_{eq}, dBA) at 50 Feet from Centerline	Project Construction-Related Traffic Noise Level Increase (dBA)
Strathern St./Irvine Ave.	63.6	63.9	0.3
Strathern St./Troost Ave.	63.5	63.8	0.3
Strathern St./Radford Ave.	62.1	62.5	0.4
Strathern St./Vantage Ave.	62.1	62.5	0.4
Strathern St./Laurelgrove Ave.	62.0	62.4	0.4
Strathern St./Wilkinson Ave.	61.8	62.3	0.4
San Fernado Rd./Strathern St.-Clybourne St.	66.8	67.0	0.2
Whitsett Ave./Cantara St.	62.6	63.0	0.4
Cantara St./Case Ave.	49.0	52.7	3.7
Cantara St./Fair Ave.	49.0	52.7	3.7
Cantara St./Irvine Ave.	49.6	52.9	3.4
Cantara St./Troost Ave.	48.7	52.5	3.9
Cantara St./Bellingham Ave.	49.8	53.0	3.2
Webb Ave./Cantara St.	47.9	52.3	4.3
Tacos Johnny (8011 Webb Ave.)	62.4	62.8	0.4

Source: Appendix E.

Based upon the Federal Interagency Committee on Noise (FICON 1992) thresholds (presented in detail in the Noise Technical Memorandum; see Appendix E), the following increases in traffic noise are considered insubstantial: an increase of less than 5 dBA when the ambient sound level is less than 60 dBA L_{dn}/CNEL; an increase of less than 3 dBA when the ambient sound level is between 60 and 65 dBA L_{dn}/CNEL; or an increase of less than 1.5 dBA when the ambient sound level is greater than 65 dBA L_{dn}/CNEL. As shown in Table 3.13-7, the predicted traffic noise increases due to the project construction traffic are not greater than any of the FICON thresholds for a given modeled intersection.[6] Therefore, potential impacts due to project-related construction traffic would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Construction activities may expose persons to excessive ground-borne vibration or ground-borne noise, causing a potentially significant impact. Information from Caltrans (Caltrans 2020) indicates that continuous vibrations with a PPV of approximately 0.3 ips can potentially damage older residential structures. For context, heavier pieces of construction equipment, such as a roller that may be expected on the project site, have peak particle velocities of approximately 0.210 ips or less at a reference distance of 25 feet (DOT 2006).

Caltrans' guidance for building damage shows more stringent vibration thresholds for fragile buildings and historic buildings. However, no fragile or designated historic structures are present along the project

6 While the noise levels presented in Table 3.13-7 are expressed in L_{eq}, use of L_{eq} for this analysis is generally more conservative than L_{dn}/CNEL.

alignment or within the vicinity of the project alignment. As such, the vibration threshold of 0.3 ips PPV is considered appropriate for the project area, given that many of the residential structures along the project alignment were generally constructed in the 1950s and are thus considered "older residential structures" for the purposes of the Caltrans' vibration guidance.

Ground-borne vibration attenuates rapidly, even over short distances. The attenuation of ground-borne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with expressions found in FTA (FTA 2018) and Caltrans (Caltrans 2020) guidance.

Anticipated construction vibration associated with the proposed project would yield a maximum amplitude of 0.293 ips, which does not surpass the vibration threshold of 0.3 ips PPV for preventing damage to older residential structures. Because the predicted vibration level at 20 feet is less than this guidance limit, the risk of vibration damage to nearby structures is considered less than significant.

Table 3.13-8 presents a comparison between measured vibration levels and the highest predicted vibration level shown above.

Table 3.13-8. Measured Vibration Levels and Highest Predicted Vibration Level Comparison

Site	Measured Vibration Level (PPV, ips)	Highest Predicted Vibration Level (PPV, ips)	Difference in Potential Vibration Level (PPV, ips)
Strathern St. and Troost Ave.	0.0081	0.293	0.2849
Tacos Johnny (8011 Webb Ave.)	0.0274	0.293	0.2656
Strathern St. and Vantage Ave.	0.0097	0.293	0.2833

Source: Appendix E.
Note: PPV = Peak Particle Velocity; ips = inches per second

Construction activities are primarily expected to occur between the hours of 7:00 a.m. and 5:00 p.m. However, as required by LADOT, nighttime (7:00 p.m. to 7:00 a.m.) work may occur in select areas due to traffic concerns. Other nighttime work may involve turning on/off water supply and thus would not be associated with heavy construction activity having the potential to generate substantial vibration. Per LAMC Section 41.40(d), the provisions of LAMC Section 41.40, including the allowable hours of construction, do not apply to major public works construction by the City or its proprietary departments, such as the project. LADWP would be granted a variance to construct outside of the allowable hours of construction during nighttime hours, if required.

Vibration annoyance is another concern related to construction activity. However, perceptible vibration is not typically a concern for human health and is a common occurrence within the urban environment. While vibration may be perceptible at the nearest sensitive receptors, the elevated vibration levels would only occur intermittently during transitory pipeline construction activities.

Special uses such as select medical facilities (e.g., hospitals), research facilities, and recording studios would be potentially impacted by construction vibration annoyance due to the presence of sensitive equipment. One recording studio has been identified in the project vicinity; however, it is located approximately 300 feet from the project alignment and thus is not anticipated to experience significant

vibration from project construction. No other such uses have been identified within the immediate project vicinity. In addition to on-site construction activities, construction trucks on the roadway network have the potential to expose vibration-sensitive land uses. Rubber-tired vehicles, including trucks, rarely generate perceptible vibration. It is anticipated that project-related trucks would not generate perceptible vibration adjacent to the roadway network. Therefore, the proposed project would result in a less than significant impact related to on-site vibration annoyance.

Once operational, the proposed project would not be expected to feature major producers of ground-borne vibration. LADWP's existing maintenance activities in the project area would be expected to continue, in the same manner as existing conditions. Overall, impacts would be considered less than significant.

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?***

Less than Significant Impact. Potential impacts due to airport-generated noise are discussed in Section 3.9(e). As discussed therein, impacts were determined to be less than significant.

3.13.1 References Cited

Caltrans. 2020. Transportation and Construction Vibration Guidance Manual. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. Sacramento, California. April.

DOT (U.S. Department of Transportation). 2006. *FHWA Roadway Construction Noise Model: User's Guide*. Final Report. FHWA-HEP-06-015. DOT-VNTSC-FHWA-06-02. Cambridge, Massachusetts: DOT, Research and Innovative Technology Administration. Final Report. August.

FHWA (Federal Highway Administration). 1978. Traffic Noise Model RD-77-108.

FHWA. 2008. Roadway Construction Noise Model (RCNM), Software Version 1.1. U.S. Department of Transportation, Research and Innovative Technology Administration, John A. Volpe National Transportation Systems Center, Environmental Measurement and Modeling Division.

FHWA. 2011. Highway Traffic Noise: Analysis and Abatement Guidance. December 2011.

FICON (Federal Interagency Committee on Noise). 1992. Federal Agency Review of Selected Airport Noise Analysis Issues. August 1992.

FTA (Federal Transit Administration). 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned 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?	☐	☐	☐	☒

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

No Impact. Construction of the proposed project is scheduled to start in 2026 and anticipated to conclude in 2035. Given the temporary nature of construction industry jobs, the relatively large regional construction industry, and the relatively nominal total number of construction workers needed during any construction phase, the labor force from within the region would be sufficient to complete project construction without an influx of new workers and their families. Accordingly, construction employment generated by the proposed project would not impact population in the heavily populated Los Angeles region. Therefore, construction of the proposed project would not induce substantial unplanned population growth in an area, either directly or indirectly.

The proposed project does not include construction or operation of any residential, commercial, industrial or other land use types with the potential to generate new residents or permanent workers in the project area and thus would not result in a direct population increase. The proposed project would abandon and replace existing aging water conveyance infrastructure along the project alignment and would serve existing customers. Because the proposed project would provide no additional water supply to the City, it would not indirectly induce population growth. Therefore, operation of the proposed project would not induce substantial unplanned population growth in an area, either directly or indirectly. No impact would occur.

b) ***Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

No Impact. The proposed project would occur within existing roadways, easements, and a private paved parking area. The proposed project would not require the removal of existing housing. In addition, no persons would be displaced as a result of implementation of the proposed project. While open-trench excavation within the paved parking area may result in a temporary loss of private parking spaces,

operation of the adjacent industrial warehouse buildings would not be affected, and no permanent displacement would occur. Therefore, the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

3.14.1 References Cited

None.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

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

Fire protection?

No Impact. The need for new or altered fire facilities is typically associated with an increase in population. As described under Section 3.14, the proposed project would not alter population in the project area. Construction of the proposed project could have the potential to reduce access for emergency vehicles near the work areas during the construction period. However, all construction activities would be carried out in accordance with all applicable LADOT and City of Los Angeles Fire Department emergency access standards, and emergency access would be maintained during construction, as needed. Specifically, BMP-TRA-2 requires LADWP to coordinate with all applicable agencies regarding construction schedules and worksite traffic control and detour plans, including but not limited to the City of Los Angeles Fire Department. Upon operation, the proposed project would be located predominantly underground (with the exception of minor aboveground appurtenant devices), would not result in a localized population increase, and, as such, would not require additional fire protection services. As such, the proposed project would not

alter service ratios, response times, or other performance objectives to the extent that new or expanded fire protection facilities, equipment, or staff would be required. No impact would occur.

Police protection?

No Impact. The need for new or altered police facilities is typically associated with an increase in population. As described under Section 3.14, the proposed project would not alter population in the project area. Construction of the proposed project could have the potential to reduce access for emergency vehicles near the work areas during construction activities. However, all construction activities would be carried out in accordance with all applicable LADOT and City of Los Angeles Police Department emergency access standards, and emergency access would be maintained during construction as needed. Specifically, BMP-TRA-2 requires LADWP to coordinate with all applicable agencies regarding construction schedules and worksite traffic control and detour plans, including but not limited to the City of Los Angeles Police Department. Upon operation, the proposed project would be located predominantly underground (with the exception of minor aboveground appurtenant devices), would not result in a localized population increase, and, as such, would not require additional police protection services. As such, the proposed project would not alter service ratios, response times, or other performance objectives to the extent that new or expanded police protection facilities, equipment, or staff would be required. No impact would occur.

Schools?

No Impact. The need for new or altered school facilities is typically associated with an increase in local population such that student enrollment in district schools increases consecutively. As described under Section 3.14, the proposed project would not alter population in the project area. However, construction of the proposed project could have the potential to temporarily interfere with access to schools in the project area. Specifically, schools within an approximately 0.25-mile radius of the project alignment include: Glenwood Elementary (8001 Ledge Avenue); Roscoe Elementary (10765 Strathern Street); Arminta Street Elementary (11530 Strathern Street); Strathern Street Elementary (7939 St. Clair Avenue); and Polytechnic Highschool (12431 Roscoe Boulevard). Of these schools, Roscoe Elementary and Strathern Street Elementary are located adjacent to the proposed project alignment.

Construction of the proposed project could have the potential to temporarily interfere with access to the schools listed above. However, interferences to school access would be limited to temporary increases in traffic due to construction worker trips and construction truck trips and/or obstructions of roadways and sidewalks along the project alignment due to construction activities and staging. Primary vehicular and pedestrian entrances to Roscoe Elementary are via Strathern Street and not via San Fernando Road, where proposed project construction activities would occur. Although the only vehicular access point to Strathern Elementary is via Strathern Street adjacent to the project alignment, there are various gated pedestrian access points along St. Claire Avenue, Shadyglade Avenue, and Arminta Street. Furthermore, LADWP would implement BMP-TRA-1 and BMP-TRA-2 to minimize temporary transportation-related impacts, which would include procedures for advance notification to business and residents (including schools), as well as coordination with applicable local agencies (including LADOT) regarding construction schedules and worksite traffic control and detour plans. As such, access to each school would be maintained throughout construction.

Operation of the project would occur underground in the vicinity of the nearby schools, and, as such, would not affect school operations. The proposed project would not induce population growth and thus would not

increase school attendance in the project area. For these reasons, the proposed project would have no impact on the ability of existing schools to accommodate students to the extent that new or expanded school facilities, materials, or staff would be required.

Parks?

No Impact. The need for new or altered parks is typically associated with an increase in population. As described under Section 3.14, the proposed project would not alter population in the project area. There are four parks and recreational facilities within an approximate 0.25-mile radius of the project alignment: Strathern Park North (8041 Whitsett Avenue), Jaime Beth Slavin Park (12648 through 12604 Strathern Street), Gol Soccer Complex (11501 Strathern Street), and Sun Valley Recreation Center (8133 Vineland Avenue). Strathern Park North and Jaime Beth Slavin Park are adjacent to the project's alignment along Strathern Street, and Sun Valley Recreation Center is adjacent to the project's alignment along Cantara Street. Each park has access points along other roadways in the project area that would not be directly affected by project construction. As such, access to project area parks is anticipated to be maintained throughout construction. Traffic nuisances in the vicinity of project area parks would be temporary and would be alleviated to the extent practicable by implementation of BMP-TRA-2, which requires coordination with applicable local agencies (including LADOT) regarding construction schedules and worksite traffic control and detour plans. The proposed project would not alter the ability of parks to serve the region to the extent that new or expanded parks would be required, and no impact would occur.

Other public facilities?

No Impact. Other public facilities include libraries and government administrative services. The need for new or altered libraries or administrative services is typically associated with an increase in population. As described under Section 3.14, the proposed project would not result in any increase in local population and no new libraries or other government administrative services or expanded facilities would be required. No impact would occur.

3.15.1 References Cited

None.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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?***

No Impact. The proposed project involves the replacement of existing water conveyance with no increase in water supply. Construction workers are anticipated to be largely drawn from the existing workforce in the region, and no additional workers would be required for operation of the proposed project. Neither construction nor operation of the proposed project would generate new permanent residents that would increase the use of existing parks and recreational facilities. Therefore, substantial physical deterioration of these facilities would not occur or be accelerated with implementation of the proposed project. No impact would occur.

b) ***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?***

No Impact. The proposed project does not include development of any recreational facilities. Further, since the proposed project would provide no additional water supply to the City, it would not induce growth that could require the construction or expansion of recreational facilities. Therefore, no impact would occur.

3.16.1 References Cited

None.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

This section evaluates the potential transportation-related impacts of the project, including the potential for the project to conflict with a program, plan, ordinance, or policy addressing the circulation system, substantially increase hazards, or result in inadequate emergency access. The section also analyzes the potential impacts of the project based on CEQA Guidelines Section 15064.3(b), which focuses on VMT for determining the significance of transportation impacts. Pursuant to SB 743, the focus of transportation analysis in CEQA documents has changed from level of service or vehicle delay to VMT.

Existing Road Network

The proposed project would primarily occur within the public roadway ROW of Cantara Street, Strathern Street, Irvine Avenue, and San Fernando Road. Periodic intrusions into the sidewalks and/or parkways along these roadways would also occur for valve installations, and one segment of the project work area would extend through a privately owned parking lot area.

Existing Transit, Bicycle, and Pedestrian Facilities

Public transportation in the City is provided by Los Angeles Metropolitan Transportation Authority (LA Metro). Near the project site, LA Metro operates Route 222 on Strathern Street, Route 152 via Roscoe Boulevard and Lankershim Boulevard, Route 167 via Roscoe Boulevard, Route 224 via Lankershim Boulevard, and Route 230 on Laurel Canyon Boulevard. A bus stop is located adjacent to the project alignment on Strathern Street, near Lankershim Boulevard (Metro 2025).

A Class II bike lane (i.e., an on-street painted bike lane) is located along the entire length of Strathern Street where the proposed trunk like would be installed. Additionally, there is protected bicycle path, separated from the roadway with a vegetated strip, along the northeast side of the San Fernando Road. The City has a comprehensive sidewalk network; sidewalks are provided on all major roads in the project area, and crosswalks are provided at all signalized intersections in the project area.

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system, as further discussed below. This includes the City's Mobility Plan 2035, the Complete Streets Design Guide, the Citywide Design Guidelines, and the existing and proposed roadway, pedestrian, bicycle, and transit facilities and services in the study area.

City of Los Angeles General Plan Mobility Element

The Mobility Plan 2035, one of the Elements of the City's General Plan, lays out the policy foundation for achieving a transportation system that balances the needs of all road users. The priorities of the Mobility Plan 2035 include:

- **Safety First:** Focusing on safety, education, and enforcement
- **Access for all Angelenos:** Increasing access through greater community connections
- **World Class Infrastructure:** Investing in the construction of Complete Streets Networks
- **Collaboration, Communications, and Informed Choices:** Using open data and information to inform future policy considerations
- **Clean Environment & Healthy Communities:** Tackling issues related to the overall health and sustainability of Los Angeles' neighborhoods

The Mobility Plan 2035 is a comprehensive revision of the adopted 1999 City of Los Angeles Transportation Element of the General Plan that guides mobility decisions in the City through year 2035. The Mobility Plan 2035 includes: (1) Policies – that support the goals and objectives described above; (2) an Enhanced Complete Street System – that prioritizes selected roadways for pedestrian, bicycle, transit, or vehicle enhancements; (3) an Action Plan – that prioritizes actions necessary for implementing the policies and programs; (4) a Complete Streets Manual – that describes and identifies implementation procedures for the City's expanded Street Standards and Guidelines; and (5) a Bicycle Plan – incorporated into the Mobility Plan 2035 since the previous 2010 Bicycle Plan was adopted in 2011.

The Complete Streets Design Guide

The Complete Streets Design Guide accompanies the Mobility Plan 2035, outlining the vision for designing safe, accessible, and vibrant streets in Los Angeles (City of Los Angeles 2025). The Mobility Plan 2035's emphasis on safety, traffic calming, and access are key principles that mirror the goals of the Complete Streets Design Guide. The Complete Streets Design Guide provides a compilation of design concepts and best practices that promote the major tenets of Complete Streets—safety and accessibility. The Complete Streets Design Guide is meant to supplement existing engineering practices and requirements in order to meet the goals of Complete Streets. Due to specific site and operational characteristics associated with any given street, any proposed street improvement project must still undergo a detailed technical analysis by the appropriate city departments. Factors that should be considered during design include the physical characteristics of the street, urban vs. suburban context, surrounding land uses, collision history, and expected pedestrian and roadway demand. Specific guidelines related to the project include the following:

4.12 Utilities and other infrastructure

Effective management of utility placement on, above, and below the sidewalk area ensures a safer and more enjoyable street environment. The placement of other sidewalk amenities can potentially reduce maintenance access to utilities, highlighting the need for interdepartmental coordination. Utilities that affect sidewalk functionality include surface-mounted facilities (such as utility vault and signal boxes; above-ground infrastructure (such as power and telecommunications wiring; and underground infrastructure serving electricity, storm drainage, sewer and water, gas, telecommunications, street lighting, and traffic signalization.

Citywide Design Guidelines

The Citywide Design Guidelines (Guidelines) establish 10 guidelines to carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions (City of Los Angeles City Planning 2019). Transportation-related guidelines include the following:

- **Guideline 1:** Promote a safe, comfortable and accessible pedestrian experience for all.
- **Guideline 2:** Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- **Guideline 3:** Design projects to actively engage with streets and public space and maintain human scale.

Impact Analysis

Construction

The project would result in a temporary, short-term increase in traffic during construction. This includes construction workers driving to and from the project work areas and the delivery of large construction equipment and hauling trips as needed.

Intermittent construction is anticipated to begin in July 2026 and conclude in February 2035. Typical construction work hours would be Monday through Friday, 7:00 a.m. to 5:00 p.m. Night work and weekend work are not anticipated. In the event that extended work hours are deemed necessary, such activities would occur intermittently throughout construction and would be limited to select situations only (e.g., hydrostatic testing, shutdowns to complete tie-ins, avoidance of certain traffic interruptions as determined by LADOT). As presented in Section 3.3, one construction crew (15-16 persons) would be required during open-trench and pipe jacking construction activities, resulting in an average of 32 one-way worker trips per day. During the open-trench construction processes, an average of 10 one-way vendor truck trips per day would be required and an average of six one-way haul truck trips per day would be required. During the pipe jacking process, an average of 14 one-way vendor truck trips per day would be required and an average of 10 one-way haul truck trips per day would be required.

The trip generation estimates during the peak construction period, assumed to occur during the pipe jacking construction phase, are summarized Table 3.17-1. To account for the larger sizes of construction-related trucks relative to construction worker passenger vehicles, PCE factors were applied to the trip generation estimates. A 1.0 PCE factor was applied to passenger vehicles, a 2.0 PCE factor was applied to vendor trucks, and a 3.0 PCE factor was applied to haul trucks.

Table 3.17-1. Peak Period Construction Trip Generation Estimates

Vehicle Type	Daily Quantity		Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Non-PCE Adjusted Trip Generation									
Construction Workers[1]	16	workers	32	16	0	16	0	16	16
Vendor Trucks[2]	7	trucks	14	1	1	2	1	1	2

Table 3.17-1. Peak Period Construction Trip Generation Estimates

Vehicle Type	Daily Quantity		Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Haul Trucks[2]	5	trucks	10	1	1	2	1	1	2
Peak Trip Total (Non-PCE)			**56**	**18**	**2**	**20**	**2**	**18**	**20**
PCE Adjusted Trip Generation									
Construction Workers	16	workers	32	16	0	16	0	16	16
Vendor Trucks[3]	7	trucks	28	2	2	4	2	2	4
Haul Trucks[3]	5	trucks	30	3	3	6	3	3	6
Peak Trip Total (PCE)			**90**	**21**	**5**	**26**	**5**	**21**	**26**

Notes: PCE = passenger car equivalence

1 Conservatively assumes all construction workers arrive in the morning commute period which typically occurs between 7:00 a.m. and 9:00 a.m. (referred to as the AM peak hour) and depart during the evening commute period which typically occurs between 4:00 p.m. and 6:00 p.m. (referred to as the PM peak hour).

2 Vendor and haul trucks are assumed to arrive and depart the site evenly throughout the workday. Water trucks are accounted for in the vendor trip estimates.

3 Vendor trucks were estimated to have an approximately 2.0 PCE adjusted value, while haul trucks were estimated to have an approximately 3.0 PCE adjusted value.

As shown in Table 3.17-1, the peak period of construction would generate approximately 56 daily vehicle trips, including 20 vehicle trips during the morning commute period ("AM peak hour") and 20 vehicle trips during the evening commute period ("PM peak hour"). After adjustment of trip generation estimates using PCE factors, the peak period of construction for the Project would generate approximately 90 daily vehicle trips, including 26 vehicle trips during the AM peak hour and 26 vehicle trips during the PM peak hour. For all other phases of construction, the amount of vehicular traffic is estimated to be less than the peak period. All construction-related traffic would be temporary and short term and would end upon completion of the project's construction period.

Regional access to the project area is provided via Interstate 5 (I-5), approximately 0.75 miles north of the project alignment, and State Route 170 at its interchange with Roscoe Boulevard, approximately 0.5 miles north of the project alignment. Local access to the project alignment is provided via Strathern Street, Roscoe Boulevard, and Lankershim Boulevard. Exact truck routes will be determined by LADWP and/or LADWP's construction contractor; however, it is anticipated that truck travel would primarily occur on these major regional and local routes. Due to the nominal and temporary increase in construction traffic, any effect on the operations of roadways or the overall circulation system along project area roadways would be minimal. The construction trips also fall below the City's standard transportation assessment threshold (e.g., a transportation assessment is required for development projects that generate 250 or more daily trips) (LADOT 2022).

Full road closures are not anticipated during most of the construction. Within the vicinity of construction work areas on Strathern Street and San Fernando Road, one lane of travel is anticipated to be maintained in each direction. Within the vicinity of construction work areas on Cantara Street, half of the curb-to-curb width is expected to be closed, and the street would be reduced to one lane of travel for use by vehicles traveling in both directions. Temporary full road closure may occur along a short segment of Cantara Street (approximately 200 feet) between Vineland Avenue and San Fernando Road during open-trench construction within that area (with local access permitted for residents and workers); however, through traffic would still have access to San Fernando Road from Cantara Street via Vineland Avenue. Additionally,

the residents and workers along this segment of Cantara Street would have alternative access points via Vineland Avenue and San Fernando Road. K-rails, traffic delineators, and signage would be stationed around work areas, and construction workers with flags may be deployed near work areas when necessary. Bicycle lanes within the vicinity of construction work areas would be temporarily closed, though in most locations adjacent sidewalks would remain available for use.

Full sidewalk closures are not anticipated, although periodic intrusions into sidewalks and/or parkways would occur for installation of pipeline appurtenances. The nearest bus stop to the site is located on Strathern Street, near Lankershim Boulevard, and could potentially be affected by the proposed construction activities.

While the temporary increase in construction traffic would be minimal and would thus have a negligible effect on the overall circulation system, the construction activities within the public ROW would result in temporary, intermittent interruptions to use of the local roads, sidewalks, bicycle facilities, and transit routes and bus stops along the project alignment. Closures to sidewalks and bicycle lanes could potentially affect the flow and or safety of pedestrian and bicycle traffic, and traffic lane and bus stop closures could result in transit delays. The project would implement BMP-TRA-1 and BMP-TRA-2 to minimize temporary impacts, which will include procedures for advance notification to business and residents, as well as coordination with all affected local agencies regarding construction schedules and worksite traffic control and detour plans. Metro requires that the Metro Bus Operations Control Special Events Coordinator be contacted regarding construction activities that may impact Metro bus lines at least 30 days in advance of initiating construction activities. Upon proper notification of Metro for any potential interruptions in bus service, impacts to public transit along the project alignment would be minimized. Worksite traffic control plans would be prepared in coordination with LADOT to delineate traffic lanes around work areas and to address any turn-lane pockets affected by the proposed project at major intersections. The worksite traffic control plans will be prepared in accordance with standard construction practices, such as the Standard Specifications for Public Works Construction (Greenbook). Any portion of the roadway damaged as a result of construction activities would be repaved and restored in accordance with all applicable City of Los Angeles Department of Public Works standards. Once the pavement has been restored, traffic delineation (striping) would also be restored.

The Mobility Plan 2035 details existing roadway, pedestrian, bicycle, and transit facilities as well as plans and policies to implement enhanced facilities throughout the City. Although temporary inconveniences and conflicts may occur for vehicular traffic, pedestrians, bicyclists, and transit riders during the construction period, no changes would be made to the plans and policies detailed in the Mobility Plan 2035. The project would not permanently alter the existing circulation system and would not substantially conflict with the City's goals of enhancing pedestrian and bicycle transportation and safety or achieving a transportation system that balances the needs of all road users. The project also would not interfere with the Citywide Design Guidelines for safety and access, including the ability to promote a safe, comfortable and accessible pedestrian experience. The project would also be designed consistent with the City's Complete Streets Design Guide as it relates to utilities and other infrastructure. Implementation of worksite traffic control and detour plans in accordance with BMP-TRA-2 would ensure that vehicular traffic, pedestrians, bicyclists are routed around temporary lane or sidewalk closures associated with the project. Cones, signage, and/or workers with flags would be positioned to facilitate detours around closures as safely as practicable. Once constructed, the project would not affect roadway or sidewalk safety or functionality. Therefore, the implementation of the proposed project would not conflict with a program, plan, ordinance, or policy related

to the circulation system, including roadways, transit, bicycle, and pedestrian facilities. The project would result in less than significant impacts to the existing circulation system.

Operations

Operational activities would be limited to scheduled maintenance and repair. Maintenance activities would be minimal and would be similar to those that occur under existing conditions. Maintenance would occur every 1-3 years and include exercising valves and replacing or repairing worn appurtenances to ensure proper performance over the life of the facilities. No permanent workers would be required to operate or maintain the proposed project. Activities associated with long-term operations and maintenance would, therefore, be minimal. With no new employees and no increase in maintenance trips relative to existing conditions, project operations would result in less than significant impacts to the existing circulation system.

Once constructed, the project would not include site improvements that would interfere with use of the existing roadway network, public transit, bicycle, or pedestrian facilities, or impede the construction of new or the expansion of existing transportation facilities in the future. Bicyclist and pedestrian safety would be maintained at existing levels in the area. The project would also not severely delay, impact, or reduce the service level of transit in the area. Therefore, project operations would not conflict with the circulation policies within the City's General Plan Mobility Plan. Impacts would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less than Significant Impact. CEQA Guidelines Section 15064.3(b) focuses on VMT for determining the significance of transportation impacts. Consistent with the Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA (OLUCI 2018), the City developed Transportation Assessment Guidelines, which establish VMT screening criteria and thresholds for evaluating a project's potential impact on VMT (LADOT 2022). As described below, the project is screened from conducting a project-specific VMT analysis and impacts to VMT are presumed to be less than significant.

Per the City's guidelines, a project may be screened from conducting a project-level VMT analysis if the project would generate less than 250 vehicle trips per day. Furthermore, per guidance from the Governor's Office of Land Use and Climate Innovation (formerly the Governor's Office of Planning and Research), VMT refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT is not required to be included in the analysis of VMT.

As shown in Table 3.17-1, the project would generate a maximum of 56 daily construction-related vehicle trips. Furthermore, once construction is completed, the construction-related traffic would cease, and traffic would return to pre-construction conditions. No permanent workers would be required to operate or maintain the proposed project and there would be no increase in operational trips beyond existing conditions. Therefore, the project would have a less than significant impact on VMT and would not conflict with or be inconsistent with CEQA Guidelines Sections 15064.3(b)(1) and 15064.3(b)(3).

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The project alignment is located in an established, developed area with direct access to designated local and regional truck routes. Transportation and haul permits would be required from Caltrans and the City for construction truck traffic. The project would not introduce uses (types of vehicles) that are incompatible with existing uses already served by the area's road system during either construction or operations. There would be no permanent changes to the existing circulation on City roads. Therefore, impacts associated with hazardous design features or incompatible land uses would be less than significant.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. The project alignment is located in an established, developed area with sufficient access for emergency service providers. LADWP would prepare a worksite traffic control and detour plans as specified in BMP-TRA-2 prior to the start of construction to minimize potential impacts to emergency access due to lane and/or road closures. Likewise, prior notification and coordination with emergency services providers as specified in BMP-TRA-2 would minimize temporary impacts during construction. Construction of the proposed project would conform to all LADOT, City of Los Angeles Police Department, and City of Los Angeles Fire Department access standards to allow adequate emergency access along the impacted roadways. With implementation of BMP-TRA-2 as part of LADWP's standard practices, project construction would not result in inadequate emergency access, and impacts would be less than significant. There would be no changes to the existing off-site circulation on City roads during project operations. As such, impacts would be limited to the construction period and would be less than significant.

3.17.1 References Cited

City of Los Angeles. 2016. "Mobility Plan 2035." In *City of Los Angeles General Plan*. September. Accessed March 10, 2025. https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf.

City of Los Angeles. 2025. *Complete Streets Design Guide*. Accessed March 10, 2025. https://planning.lacity.gov/odocument/c9596f05-0f3a-4ada-93aa-e70bbde68b0b/Complete_Street_Design_Guide.pdf.

City of Los Angeles City Planning. 2019. *Citywide Design Guidelines*. October 24. Accessed March 10, 2025. https://planning.lacity.gov/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf.

LADOT (Los Angeles Department of Transportation). 2022. *Transportation Assessment Guidelines*. August. Accessed March 10, 2025. https://ladot.lacity.gov/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27.pdf.

Metro (Los Angeles Metropolitan Transportation Authority). 2025. "Metro System Maps." Accessed March 10, 2025. https://www.metro.net/riding/guide/system-maps/.

OLUCI (Governor's Office of Land Use and Climate Innovation [formerly the Governor's Office of Planning and Research]). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December. Accessed March 10, 2025. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, 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 a 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.	☐	☒	☐	☐

This section is based in part on the Cultural Resources Report prepared by Dudek (included as Appendix C of this IS/MND).

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, 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 a 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)?

Less than Significant Impact. As described under Section 3.5 of this IS/MND, a CHRIS records search was conducted for the project alignment. No tribal cultural resources were identified as a result of the records search. In a Sacred Lands File results letter dated December 21, 2023, the Native American Heritage Commission stated that the Sacred Lands File search was completed with negative results. Additionally, no specific tribal cultural resources were identified by California Native American tribes as part of LADWP's

CEQA/AB 52 notification and consultation process (see Section 3.18[b] below for a description of this process). Therefore, the project would not adversely affect tribal cultural resources that are listed or eligible for listing in the state or local register. Impacts would be less than significant.

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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less than Significant Impact with Mitigation Incorporated. There are no known tribal cultural resources in the project alignment that have been determined by the lead agency to be significant pursuant to the criteria set forth in Public Resources Code Section 5024.1. Further, no specific tribal cultural resources were identified in the project area by the Native American Heritage Commission, by California Native American tribes, or by LADWP as part of the CEQA/AB 52 notification and consultation process. LADWP sent notification of the project to all California Native American tribal representatives that have requested project notifications from LADWP pursuant to CEQA/AB 52 and that are on file with the Native American Heritage Commission as being traditionally or culturally affiliated with the geographic area.

The Gabrieleno Band of Mission Indians-Kizh Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrieleno Tongva San Gabriel Band of Mission Indians, and Fernandeño Tataviam Band of Mission Indians have requested consultation regarding the proposed project pursuant to CEQA/AB 52. Consulting tribes indicated some potential for encountering tribal cultural resources and provided recommended mitigation measures that were considered and incorporated in the MND. Summaries of consultation findings were submitted to each respective tribe on September 8, 2025, via email. All records of correspondence related to CEQA/AB 52 consultations are on file with LADWP.

Due to the absence of previously recorded tribal cultural resources along the project alignment and because no specific tribal cultural resources have been identified by California Native American tribes through the CEQA/AB 52 consultation process, LADWP has determined that no known tribal cultural resources are present in the project area. However, there is some potential for unknown subsurface tribal cultural resources to be impacted by the project. In the event that unknown subsurface tribal cultural resources are uncovered during construction ground disturbance, and such resources are not identified and avoided or properly treated, a potentially significant impact could result. As such, MM-TCR-1 is required to protect tribal cultural resources, in the event that any are discovered during project construction. Upon implementation of MM-TCR-1, impacts would be less than significant with mitigation incorporated.

MM-TCR-1 Native American Monitoring. LADWP shall retain a Native American monitor from interested consulting tribe(s) (Tribes) to monitor project-related ground-disturbing activities as specified by the Environmental Project Manager. The Native American monitor shall be ancestrally affiliated with the project area and qualified by their tribe to monitor for tribal cultural resources (TCRs). Before initiating ground-disturbing activities, the Native American monitor shall be invited to conduct a brief awareness training session for the benefit of all construction workers and supervisory personnel. The training, which could be held in conjunction with the project's initial on-site safety meeting, shall explain the importance of and legal basis for the protection of significant tribal cultural resources. Each worker shall be notified of the proper procedures to follow in the event that tribal cultural resources or human remains are uncovered during ground-disturbing activities. These

procedures include immediately contacting the site supervisor and monitor(s), and work curtailment or redirection, should TCRs be encountered during construction.

3.18.1 References Cited

None.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water 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 waste water 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?	☐	☐	☒	☐

a) Would the project require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Existing Utilities

No Impact. The proposed project would include installation of approximately 8,200 feet of 30-inch-diameter underground pipe along Strathern Street and Cantara Street, and approximately 5,100 feet of 20-inch-diameter underground pipe along San Fernando Road. The proposed project would also include approximately 7,010 feet of 8-inch-diameter distribution mainline improvements along Cantara Street as well as abandonment of existing pipeline segments, as listed above in Section 2.4. Other utilities, including other water pipelines, natural gas and petroleum pipelines, and street light conduits are present underneath the roadways along the project alignment while overhead power lines, streetlights, and storm drain inlets are present along the surface of the streets. As described in Section 2.5, utility relocations are not anticipated; however, several sewer laterals may need to be adjusted above or below new piping. Gutters and storm drain inlets would be protected where necessary through compliance with stormwater BMPs such as the SWPPP outlined in Section 3.10, Hydrology and Water Quality. Safety precautions that would be required for excavations near natural gas and petroleum pipelines are described in Section 3.9, Hazards and Hazardous Materials. Where trenching activities are situated adjacent to existing utilities, manual excavation may be used to ensure that such utilities are not inadvertently damaged. As such, existing utilities would be protected and maintained. The construction activities associated with supporting utilities during excavation or manually excavating around utilities are included as part of the project and, therefore, have been analyzed for their potential environmental effects in this IS/MND. As substantiated throughout this document, no impacts would occur as a result of the proposed project.

New/Expanded Facilities

Wastewater Facilities

No Impact. The proposed project would not entail the construction of any habitable structures that would result in long-term sanitary sewer discharges. Non-stormwater discharges would be added to the local municipal sewer system or the stormwater system during construction (hydrostatic testing, pipeline disinfection). However, such discharges would be temporary and periodic in nature and would comingle with wastewater in the municipal sewer collection system prior to being treated at a regional wastewater treatment plant. Before making such discharges, especially related to pipeline disinfection, LADWP would coordinate with Los Angeles Sanitation and Environment (LASAN) to ensure that the sewer conveyance system would not be unduly burdened with regard to either capacity or water quality (e.g., disinfection agents and/or by-products). LADWP would obtain a SCAR from LASAN, which would specify an approved maximum allowable discharge rate. LADWP would not release construction-related discharges to the sewer system at a rate that exceeds the specifications in the SCAR. Adherence to those specifications would ensure that the sewer system and downstream wastewater treatment facilities are not unduly burdened and that existing capacities are not exceeded as a result of the project. As such, the proposed project would not require or result in the need for new wastewater facilities or expansion of existing facilities. No impact would occur.

Water Facilities

No Impact. The proposed project includes installation of approximately 8,200 feet of 30-inch-diameter underground pipe along Strathern Street and Cantara Street, and approximately 5,100 feet of 20-inch-diameter underground pipe along San Fernando Road. The proposed project would also include approximately 7,010 feet of 8-inch-diameter distribution mainline improvements along Cantara Street as well as abandonment of existing pipeline segments. The environmental effects of these water infrastructure improvement activities are analyzed for their potential environmental effects in this IS/MND. As substantiated throughout this document, no significant, adverse environmental effects would occur as a result of the proposed project.

Proposed project construction would result in temporary increases in water use in the project area, since water would be required for dust control, concrete mixing, hydrostatic testing, and pipeline disinfection. However, the project's water needs would be limited to the construction period. Temporary, minor increases in water use in the project area would not result in the need for new or expanded water facilities. During operation, the new pipelines would operate below ground. The project would convey existing potable water sources and would not require new water treatment facilities. As such, operation of the project would not require or result in the need for new water facilities or expansion of existing facilities. No impact would occur.

Stormwater Drainage Facilities

No Impact. Stormwater drainage facilities are provided throughout the project area. During construction, hydrostatic testing and pipeline disinfection could result in temporary increases in discharges to the stormwater drainage system. The hydrostatic test water, disinfectant water, extracted groundwater, and flushed water would either be discharged to the stormwater or sewer systems. If this water is discharged to the storm drain system, the project could cause a temporary increase in runoff water entering the drainage systems in the project area. However, because disinfection and hydrostatic testing activities would be temporary and spread out along the project alignment, they would not result in a need for new or expanded stormwater drainage facilities. Once operational, the proposed project would be part of a closed water supply system and would not affect stormwater drainage facilities. For these reasons, the proposed project would not be anticipated to require, or indirectly result in, the construction of new stormwater drainage facilities or the expansion of existing facilities. No impact would occur.

Electric Power and Natural Gas Facilities

No Impact. The proposed project would involve installation of new/replacement water pipelines and abandonment of existing pipeline segments and would not involve habitable structures that would require new or expanded electric power and/or natural gas facilities. Additionally, operational activities associated with the proposed project would be minimal (no routine daily equipment operation or vehicle trips would be required). Therefore, no new or expanded electric power or natural gas facilities would be required, and no impact would occur.

Telecommunications Facilities

No Impact. The proposed project would not involve the construction of any habitable structures that would require new or expanded telecommunications facilities. Furthermore, as explained in Section 3.14, the

proposed project would not result in substantial population growth. As such, the project would not require new or expanded telecommunications facilities. Further, the proposed project is in a largely developed area. Therefore, no impacts related to the need for new or expanded telecommunication facilities would occur.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. LADWP provides potable water to the City and the proposed project would be used to convey that water to portions of LADWP's service area. The LADWP's 2020 Urban Water Management Plan provides normal year, single dry year, and multiple dry year supply-and-demand analysis for LADWP's domestic water service area. As shown in the 2020 Urban Water Management Plan, LADWP's supplies can meet demand for multiple dry years (LADWP 2021).

Water needs of the project during construction would be relatively minor and temporary. Water would be used for dust control, concrete mixing, hydrostatic testing, and pipeline disinfection. Water use during construction would be negligible relative to regional supplies and would be typical of similar water conveyance projects. Existing water resources are sufficient to meet those needs. Following construction, the proposed project would continue to convey potable water to LADWP's service area and the proposed improvements would enhance the reliability of the water distribution system. Therefore, impacts related to water supply would be less than significant.

c) Would the project result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. During construction, hydrostatic testing and pipeline disinfection could result in temporary increases in wastewater in the project area. As explained in Section 3.10(a), the hydrostatic test water and disinfectant water would either be discharged to the storm drain or sewer system. If this water is discharged to the sewer system, the project could cause a temporary increase in wastewater entering the sewer systems in the project area. However, because these discharges would be temporary and would end once construction is complete, they would not adversely affect wastewater treatment capacity. During operation, the project would not generate wastewater. As such, the project would not result in a long-term demand for wastewater treatment services and no impacts to wastewater treatment capacity would occur.

d) Would the project 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?

Less than Significant Impact. The proposed project would be required to comply with all applicable local and state regulations related to solid waste. Construction associated with the proposed project would generate minor amounts of solid waste. Solid waste would primarily consist of soils and asphalt from the proposed trenching and potential pipe jacking activities. Once construction is complete, the project would not require solid waste disposal.

Per the California Green Building Standards Code, 65% of construction and demolition waste must be diverted from landfills. As such, at least 65% of all construction and demolition debris from the site would be diverted. Any hazardous waste that is generated during construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws. At the local level, the City has a Citywide Construction and Demolition Waste Recycling Ordinance, which requires that all construction and demolition waste generated within City limits be taken to City-certified construction and demolition waste processors (City of Los Angeles 2010). All haulers and contractors responsible for handling construction and demolition waste must obtain a private waste hauler permit from LASAN. LADWP and/or its construction contractor would be required to adhere to the requirements of the Citywide Construction and Demolition Waste Recycling Ordinance. In accordance with BMP-UTL-1, proposed project construction would also incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance.

As described in Section 2.5.1 of this document, pavement that is removed from the project site would be recycled, reused as pavement base material, or transported to an appropriate facility for recycling or disposal. Soil would be hauled off site. During trench construction activities, approximately 27 cubic yards (CY) of excavated material are expected to be removed and hauled off per day. During the pipe jacking process, approximately 50 CY of excavated material are expected to be removed and hauled off per day. In total, project construction would generate a total of 43,913 CY of excavated materials. It is anticipated that haul trucks would deliver the export to the nearest facility that processes construction and demolition debris. While the destination facility(ies) is currently unknown, haul trucks are anticipated to deliver export to either the Sunshine Canyon Landfill or Scholl Canyon Landfill, which are proximal to the project area.

Sunshine Canyon Landfill is located approximately 10 roadway miles northwest of the project alignment; Sunshine Canyon has a remaining capacity of 66,200,000 CY and an expected cease operation date of 2037 (CalRecycle 2024). Scholl Canyon Landfill is located approximately 17 roadway miles southeast of the project alignment in the City of Glendale; Scholl Canyon Landfill has a remaining capacity of 4,266,548 CY and an expected cease operation date of 2030 (CalRecycle 2025; Public Works 2023). The combined total remaining capacity of these two landfills is 70,466,548 CY.

Proposed project construction is anticipated to being in July 2026 and end in February 2035. Although Scholl Canyon's cease operation date is 2030 (5 years prior to the end of the proposed project's construction period), Sunshine Canyon would continue to operate until 2037 and thus would remain operational throughout the project's construction period. The project's total construction waste generation would represent a nominal 0.07% of Sunshine Canyon's remaining landfill capacity and 0.06% of the combined total remaining capacity between Scholl Canyon and Sunshine Canyon. As such, the amount of debris generated during construction is anticipated to be accommodated by landfills in the area. The proposed project is a potable water TL replacement project, which would not generate solid waste upon operation.

For these reasons, the proposed project would not generate waste in excess of state or local standards or in excess of the capacity of local infrastructure and would not impair the attainment of solid waste reduction goals. Impacts would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. As described under Section 3.19(d), in accordance with BMP-UTL-1, proposed project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste to comply with the City's Citywide Construction and Demolition Waste Recycling Ordinance as well as state requirements for construction and demolition waste. In addition to the California Green Building Standards Code's requirements for recycling construction and demolition waste, the state has set a goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling. Waste generated by the proposed project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 341 or AB 1826, since the proposed project's waste generation would be limited to the temporary construction period and would represent a nominal percentage of the waste created within the City. Once construction is complete, the proposed project would not generate solid waste. Therefore, impacts related to compliance with solid waste regulations would be less than significant.

3.19.1 References Cited

CalRecycle (California Department of Resources Recycling and Recovery). 2024. "SWIS Facility/Site Activity Details: Sunshine Canyon City/County Landfill (19-AA-2000)." Accessed April 2025. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/259?siteID=4702.

CalRecycle. 2025. SWIS Facility/Site Activity Details: Scholl Canyon Landfill (19-AA-0012). Accessed April 2025. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3531?siteID=1000.

City of Los Angeles. 2010. "Construction & Demolition Recycling." March 5, 2010. Accessed April 2025. https://sanitation.lacity.gov/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r/s-lsh-wwd-s-r-cdr?_afrLoop=13548236099243019&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=q9z746lrc_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D13548236099243019%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dq9z746lrc_5.

LADWP (Los Angeles Department of Water and Power). 2021. 2020 Urban Water Management Plan. April 29, 2021. Accessed April 2025. https://www.ladwp.com/sites/default/files/documents/LADWP_2020_UWMP_Web.pdf.

Public Works (Los Angeles County Public Works). 2023. *Countywide Disposal Rate Assessment of Disposal Capacity: 2022 Report*. October 2023. Accessed April 2025. https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17633&hp=yes&type=PDF.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 a 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?	☐	☐	☒	☐

The project alignment is not located within or near a state responsibility area. The closest state responsibility area is a very high fire hazard severity zone (VHFHSZ) approximately 4 miles north of the project alignment (CAL FIRE 2024). However, the project alignment along San Fernando Road is within approximately 0.4-mile of a VHFHSZ in a local responsibility area (CAL FIRE 2024). As such, for the purposes of this analysis, the project is considered near to lands classified as a VHFHSZ.

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The applicable emergency response plan is the City of Los Angeles Emergency Operations Master Plan, which includes Master Procedures and Annexes, such as the Evacuation Annex (City of Los Angeles 2025). The proposed project would be located in an urban environment, which diminishes the potential for the spread of wildland fire. Specifically, the project alignment is generally surrounded by single-family and multifamily residences, commercial uses, industrial uses, and various public facilities (e.g., schools). There are landscaped parks fronting the project alignment along Strathern Street west of Whitsett Avenue (i.e., Strathern Park North and Jaime Beth Slavin Park), as well Cantara Street east of Fair Avenue (i.e., Sun Valley Recreation Center). There is also a large gravel pit fronting the northern side of Strathern Street between Fair Avenue and Tujunga Avenue that appears to

include areas of disturbed habitat with ruderal vegetation. However, as described under Section 3.14, the proposed project would not result in any increase in local population requiring additional emergency response or evacuation assistance.

According to the City of Los Angeles Emergency Operations Master Plan's Evacuation Annex, primary evacuation routes in the City consist of major interstates, highways, and primary arterials (City of Los Angeles 2020). As primary arterials, both Strathern Street and San Fernando Road would be considered evacuation routes. In addition, as discussed in Section 3.9(f), the Los Angeles County Department of Public Works designates disaster routes. San Fernando Road is a designated Secondary Disaster Route. Additionally, two designated Secondary Disaster Routes extend north–south across the project alignment: Laurel Canyon Boulevard and Sunland Boulevard (County of Los Angeles 2012). Laurel Canyon Boulevard intersects with the project alignment at Cantara Street and Strathern Street. Sunland Boulevard intersects the project alignment at San Fernando Road. Although an emergency may warrant a road to be used as both a disaster and evacuation route, disaster routes are not the same as evacuation routes. Evacuation routes are used to move the affected population out of an impacted area, while disaster routes are used to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impact to the environment (Public Works 2025).

As discussed in Section 3.17(d), LADWP would prepare worksite traffic control and detour plans as specified in BMP-TRA-2 prior to the start of construction to minimize potential impacts to emergency access due to land and/or road closures. Likewise, prior notification and coordination with emergency services providers and other road users (e.g., agencies), as specified in BMP-TRA-2, would minimize temporary impacts during construction. Throughout construction, two-way travel along Strathern Street and San Fernando Road would be maintained. Pipe jacking would be used at the intersections of Strathern Street/Laurel Canyon Boulevard and San Fernando Road/Sunland Boulevard, so full access diversion and roadway closures would not occur at these intersections. While pipe jacking would not be used at the intersection of Cantara Street/Laurel Canyon Boulevard, full closure of Laurel Canyon Boulevard is not anticipated. Although Cantara Street and Irvine Street may be reduced to one lane in each direction, K-rails, traffic delineators, and signage would be stationed around work areas, and construction workers with flags may be positioned around closures when necessary, such that two-way travel is anticipated to be maintained along the alignment throughout construction. As such, emergency response and evacuation could still occur along Strathern Street, San Fernando Road, Cantara Street, Irvine Street, and all applicable intersections/cross streets throughout construction, as necessary.

Construction and operation of the proposed project would conform to all LADOT, City of Los Angeles Police Department, and City of Los Angeles Fire Department access standards to allow adequate emergency access along the impacted roadways. At the end of construction, the replaced pipelines would be located underground. Minor appurtenant structures may protrude above grade near the alignment; however, these structures would be small in size and would not obstruct emergency response or evacuation. As such, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less than Significant Impact. The project alignment is located in an urbanized area with relatively flat topography. Construction activities can increase the risk of fire ignition, particularly in areas adjacent to or within wildland areas with brush and vegetation. While the project site is within 0.4 miles of a VHFHSZ, the project alignment is not within a fire hazards severity zone, state responsibility area, or wildland area. The nearest VHFHSZ is on the east side of I-5, and the 0.4-mile separation between this area and the project alignment is predominantly developed with urban structures and hardscape that are not prone to risk from wildfire spread. Vegetation along the project alignment is minimal and is primarily limited to street trees, parkways, and irrigated landscaping in yards or parks. There is a large gravel pit fronting the northern side of Strathern Street between Fair Avenue and Tujunga Avenue that appears to have some areas of disturbed habitat with ruderal vegetation. However, the vegetation is relatively sparse, and project-related construction activities adjacent to this area would be limited in extent and duration. Overall, project construction work would be limited to existing paved roadways and a paved parking area and would not encroach into disturbed habitat areas with ruderal vegetation or wildland areas. As such, construction activities associated with the proposed project would be unlikely to exacerbate wildfire risks.

Operation of the proposed project pipelines would occur passively below ground with the exception of the aboveground appurtenant structures. As such, the proposed project would not result in a notable change to the environment (including environmental fire hazards) when compared to existing conditions. The proposed project would not have any occupants or permanent on-site workers. For these reasons, the proposed project is unlikely to exacerbate wildfire risks and would not result in exposure of project occupants to wildfire-related hazards. Impacts would be less than significant.

c) Would the project 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?

Less than Significant Impact. The proposed project would involve the abandonment and replacement of segments of an existing potable water TL and mainlines located in an urban environment. Construction work would be limited to existing paved roadways and a paved parking lot that are surrounded predominantly by existing urban development. As explained above in Section 3.20(b), the eastern portion of the proposed project alignment is located within 0.4-mile of a VHFHSZ. As such, portions of the proposed project would be located near an area susceptible to wildfire hazards. However, as discussed above, construction work would be limited to existing paved roadways and a paved parking area and would not take place within a VHFHSZ, state responsibility area, or wildland area. The nearest VHFHSZ is on the east side of I-5, and the 0.4-mile separation between this area and the project alignment is predominantly developed with urban structures and hardscape that are not prone to risk from wildfire spread. As such, construction activities associated with the proposed project would be unlikely to exacerbate wildfire risks.

The proposed project would include the abandonment and replacement of a TL and mainlines and would not introduce any other new 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. Operation of the new/replacement TL and mainlines would occur predominantly below ground, except for aboveground appurtenant structures. As such, the proposed project would not result in

a notable change to the environment (including environmental fire hazards) when compared to existing conditions. The proposed project would not require permanent on-site workers, and maintenance activities would be routine and similar in nature when compared to those carried out by LADWP under existing conditions. As such, construction and operation of the proposed project would not require the installation or maintenance of additional 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. Impacts would be less than significant.

d) Would the project 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?

Less than Significant Impact. The proposed project would involve the abandonment and replacement of segments of an existing potable water TL and mainlines. While additional workers would be temporarily present along the project alignment during construction, they would not be subject to undue risks associated with flooding or landslides, relative to other areas in the City or region and when compared to existing conditions. As explained in Section 3.7(a)(iv), the project alignment is within a relatively flat-lying area where landslides are not expected to occur. Furthermore, in accordance with LADWP's Design Standards and Installation Requirements for Contractors , excavation of all trenches 5 feet or more in depth must have proper shoring, bracing and sloping, or other provisions to protect workers from the hazard of caving ground during the excavation of trenches. As such, the project is unlikely to expose workers or structures to risks associated with downslope or downstream flooding or landslides (LADWP 2025). As explained in Section 3.20(b), the project alignment is located in a built-up, urban area and, although within 0.4-mile of a VHFHSZ, proposed project construction is not anticipated to substantially exacerbate the risk of wildfire. As such, the potential for the project to result in post-fire slope instability is low. As explained in Section 3.10, the proposed project would not result in permanent drainage changes or significant runoff with the potential to cause or exacerbate flooding or landslides. Operation of the new/replacement TL and mainlines would occur below ground, with the exception of the aboveground appurtenant structures. As such, the proposed project would not result in a notable change to the environment (including environmental fire hazards) when compared to existing conditions. Additionally, project operations would not be associated with new residents in the project area or permanent workers. For these reasons, the proposed project would not 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. Impacts would be less than significant.

3.20.1 References Cited

CAL FIRE (California Department of Forestry and Fire Protection). 2024. "Fire Hazard Severity Zone Viewer." Accessed April 2025. https://experience.arcgis.com/experience/6a9cb66bb1824cd98756812af41292a0.

City of Los Angeles. 2020. *City of Los Angeles Emergency Operations Plan Evacuation Functional Support Annex*. October 2020. Accessed April 2025. https://emergency.lacity.gov/sites/g/files/wph1791/files/2022-09/Evacuation%20Annex%20%282020%29.pdf.

City of Los Angeles. 2025. "Emergency Plans." Accessed April 2025. https://emergency.lacity.gov/city-readiness/emergency-plans.

County of Los Angeles. 2012. "City of Los Angeles – Valley Area." Accessed April 2025. http://m.dpw.lacounty.gov/dsg/DisasterRoutes/map/Los%20Angeles%20Valley%20Area.pdf.

LADWP (Los Angeles Department of Water and Power). 2025. Design Standards and Installation Requirements For Contractors. June 23, 2025. Accessed July 2025. https://www.ladwp.com/sites/default/files/2025-07/Design%20Standards%20and%20Installation%20Requirements%20%202025%20signed.pdf.

Public Works (Los Angeles County Public Works). 2025. "Disaster Routes." Accessed April 2025. http://m.dpw.lacounty.gov/dsg/DisasterRoutes/.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐

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

Less than Significant with Mitigation Incorporated. The proposed project is located within a developed urban area and contains no sensitive habitat areas. The proposed project would not degrade the quality of the environment, as the proposed project would be placed below ground (with the exception of minor aboveground appurtenant devices). As explained in Section 3.4, Biological Resources, of this IS/MND, impacts to biological resources, including fish and wildlife species, plant and animal communities, and rare or endangered plants and animals would be less than significant.

The project would involve excavation and grading activities, which could potentially encounter previously unidentified buried cultural resources. Such actions could unearth, expose, or disturb subsurface archaeological, historical, or Native American resources that were not observable on the ground surface. However, with the incorporation of MM-CUL-1, MM-CUL-2, MM-CUL-3, and MM-TCR-1, potential impacts to cultural resources that could represent major periods of California history or prehistory would be less than significant. As such, impacts to biological resources would be less than significant, and impacts to cultural resources would be less than significant with mitigation incorporated.

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.)***

Less than Significant with Mitigation Incorporated. As discussed throughout this IS/MND, the proposed project would not result in any significant, unmitigable effects to environmental resources. The implementation of the identified BMPs and project-specific mitigation measures and compliance with applicable codes, ordinances, laws, and other required regulations would reduce the magnitude of any impacts associated with construction activities to a level of less than significant. For the reasons further set forth below, impacts would not be cumulatively considerable.

Related projects with the potential to contribute to cumulative impacts would be those projects occurring concurrent with, and in proximity to, the proposed project. Such projects, as may be determined at this level of planning, would be other utility projects being undertaken by LADWP in the proposed project area at the time of construction activities and would also include development projects in the area that would create similar construction effects. Related LADWP projects in the surrounding area are listed in Table 3.21-1.

Table 3.21-1. Related LADWP Projects

Project Name	Location	Description	Construction Schedule
City Trunk Line North Unit 1	From LADWP's Van Norman Complex (west of I-405 at Rinaldi Street) to the intersection of Arleta	Replace existing Los Angeles City Trunk Line with 21,200 feet of 54-inch diameter earthquake resilient ductile iron pipe	Spring 2023 through Winter 2030

Table 3.21-1. Related LADWP Projects

Project Name	Location	Description	Construction Schedule
	Avenue and Terra Bella Street	and welded steel pipe from Van Norman Complex to Terra Bella Street.	
City Trunk Line North Unit 2	Along Arleta Avenue south of Terra Bella Street towards the Tujunga Wash (north of the Roscoe Avenue and Canterbury Avenue intersection)	Replace existing Los Angeles City Trunk Line with 12,200 feet of 54-inch diameter welded steel pipe from Terra Bella Street to City Trunk Line South Unit 1 connection along Canterbury Avenue east of Nagle Street.	Fall 2021 through Spring 2027
Foothill Trunk Line	Foothill Boulevard (between Hubbard Street and Terra Bella Street)	Project would install 16,600 feet of 54-inch welded steel pipe and earthquake resistant ductile iron pipe using the open trench method and pipe jacking to replace existing 24-inch and 36-inch welded riveted steel pipe.	Spring 2016 through Fall 2030
Roscoe Trunk Line Unit 1	Roscoe Boulevard (between Mason Avenue and Crebs Avenue)	Project would install 10,800 feet of 48-inch earthquake resistant ductile iron pipe (ERDIP)/welded steel pipe TL, 7,420 feet of 16-inch ERDIP parallel mainline, one new regulator station, one flow meter, a cone valve, and one relief station. The TL and mainline would be constructed via a combination of open-trench and pipe jacking.	Fall 2029 through Spring 2034
Roscoe Trunk Line Unit 2	Roscoe Boulevard (between Crebs Avenue and Louise Avenue)	Project would install new TL consisting of 10,130 feet of 48-inch ERDIP/welded steel pipe and 525 feet of 60-inch welded steel pipe; new mainline consisting of 10,460 feet of 16-inch ERDIP and 2,300 ft of 12-inch ERDIP; one regulator station; and two flow meters.	Spring 2025 through Spring 2031

Source: LADWP, pers. comm., 2025

The impacts of these projects, as well as those of the proposed project (as discussed throughout this IS/MND), would be temporary in nature, and would generally be limited to the area in which construction activities are occurring. The construction areas for the proposed project and the related projects would not overlap. The closest related project is City Trunk Line North Unit 2, which is approximately 0.5-mile to the northwest at its closest point to the project alignment.

With regard to air quality, air pollution by nature is largely a cumulative impact. The non-attainment status of regional pollutants is a result of past and present development, and SCAQMD develops and implements plans for future attainment of ambient air quality standards. The potential for the project to result in a cumulatively considerable impact, specifically, a cumulatively considerable new increase of any criteria pollutant for which the project region is non-attainment is addressed in Section 3.3. Consistent with the finding for the proposed project, the cumulatively considerable net increase of any criteria pollutant for which the proposed project region is in non-attainment would be less than significant. As such, the proposed project would not result in a cumulatively considerable impact.

Noise impacts, similar to those related to air quality, would be dependent on the timing and location of related project construction in conjunction with the construction of the proposed project. As explained in Section 3.13, noise from project construction would be greatest at the properties approximately 20 feet from the project alignment. As such, cumulative projects with the potential to combine with the noise effects of the proposed project would generally be limited to those located along the project alignment. The nearest related LADWP project (City Trunk Line North Unit 2) is located at least 0.5-mile northwest of the proposed project alignment and thus is too far removed to result in noise impacts that are cumulatively considerable. In the event that non-LADWP-led construction at an adjacent property were to coincide with project construction, the overlap would be brief, since proposed project construction would not generally remain in a single location for more than a few months. The transitory nature of this project's construction process would limit the potential for cumulative noise effects to occur from stationary development projects (e.g., development of a multifamily building). Furthermore, implementation of MM-NOI-1 would limit construction noise produced by the proposed project to the extent practicable. Additionally, other development projects in the project area have been or would be subject to environmental review, as applicable, pursuant to state law. If potentially significant noise impacts are identified, appropriate mitigation would be applied to the related projects. The combination of the transitory nature of this project, implementation of project-specific mitigation, and regulatory and/or project-specific requirements that would be applied to related projects would ensure that cumulatively significant noise impacts would be less than significant with mitigation incorporated.

With regard to traffic, construction activities would generate truck traffic and vehicular traffic associated with construction workers. While the temporary increase in construction traffic would be minimal and have no effect on the overall circulation system, the construction activities would result in partial lane and sidewalk closures, which could result in detours and vehicle delays. However, the project would implement BMP-TRA-1 and BMP-TRA-2 to minimize temporary impacts, which will include procedures for advance notification to business and residents, as well as coordination with all affected local agencies regarding construction schedules and worksite traffic control and detour plans. Project-level impacts resulting from the proposed project's construction traffic would thus be temporary and less than significant. Traffic impacts of the proposed project, in conjunction with those of related projects, would be minimized by coordination with LADOT, which is required to maintain the overall function of the City's transportation network. Given that all related projects are subject to review by LADOT (when traffic system components or

function are affected), LADOT would require that LADWP coordinate the proposed project such that the traffic system in the project area is maintained to the extent feasible. Coordination with LADOT in conjunction with implementation of BMP-TRA-1 and BMP-TRA-2 would preclude the possibility of cumulative traffic impacts resulting from the proposed project and related project construction activities. Based on the above, the cumulative traffic effects of the proposed project would be less than significant.

In summary, the proposed project's cumulative impacts would be less than significant with mitigation incorporated.

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

Less than Significant with Mitigation Incorporated. Implementation of the proposed project would not result in any impacts that are significant and unavoidable or cumulatively considerable. The implementation of the BMPs and mitigation measures set forth herein would reduce all potential impacts to less than significant levels. Once operational, the proposed project would provide a reliable and safe water supply for existing LADWP water service customers within an existing service zone. Therefore, upon implementation of the BMPs and mitigation measures identified in this IS/MND, the proposed project would not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts would be less than significant with mitigation incorporated.

3.21.1 References Cited

LADWP. 2025. FW: Cantara TLR - Construction Schedule and MND Comments. Email communication between LADWP and Dudek. June 30, 2025.

4 Preparers

Lead Agency

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

Contributors

Alexandria Fortaleza, Environmental Specialist
Nadia Parker, Environmental Supervisor

Technical Assistance Provided By

Dudek
225 South Lake Avenue, Suite 225-M210
Pasadena, California 91101

Contributors

Eric Wilson, Project Director
Michele Finneyfrock, Project Manager
Samantha Robinson, Environmental Planner
Nicholas Lorenzen, Air Resources Specialist
Ames Noll, Air Resources Specialist
Michael Cady, Senior Biologist
Ryan Stanley, Biologist
Ryan Glenn, MA, RPA, Senior Archaeologist
Katie Haley, MA, Senior Architectural Historian
Sarah Siren, Paleontologist
Audrey Herschberger, PE, Environmental Engineer
Mark Storm, INCE Bd. Cert., Acoustic Services Manager
Cole Martin, Environmental Acoustician
Carson Wong, Environmental Acoustician
Lisa Valdez, Senior Transportation Specialist
Christopher Starbird, GIS Specialist

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps, OpenStreetMaps

Los Angeles Department of Water & Power

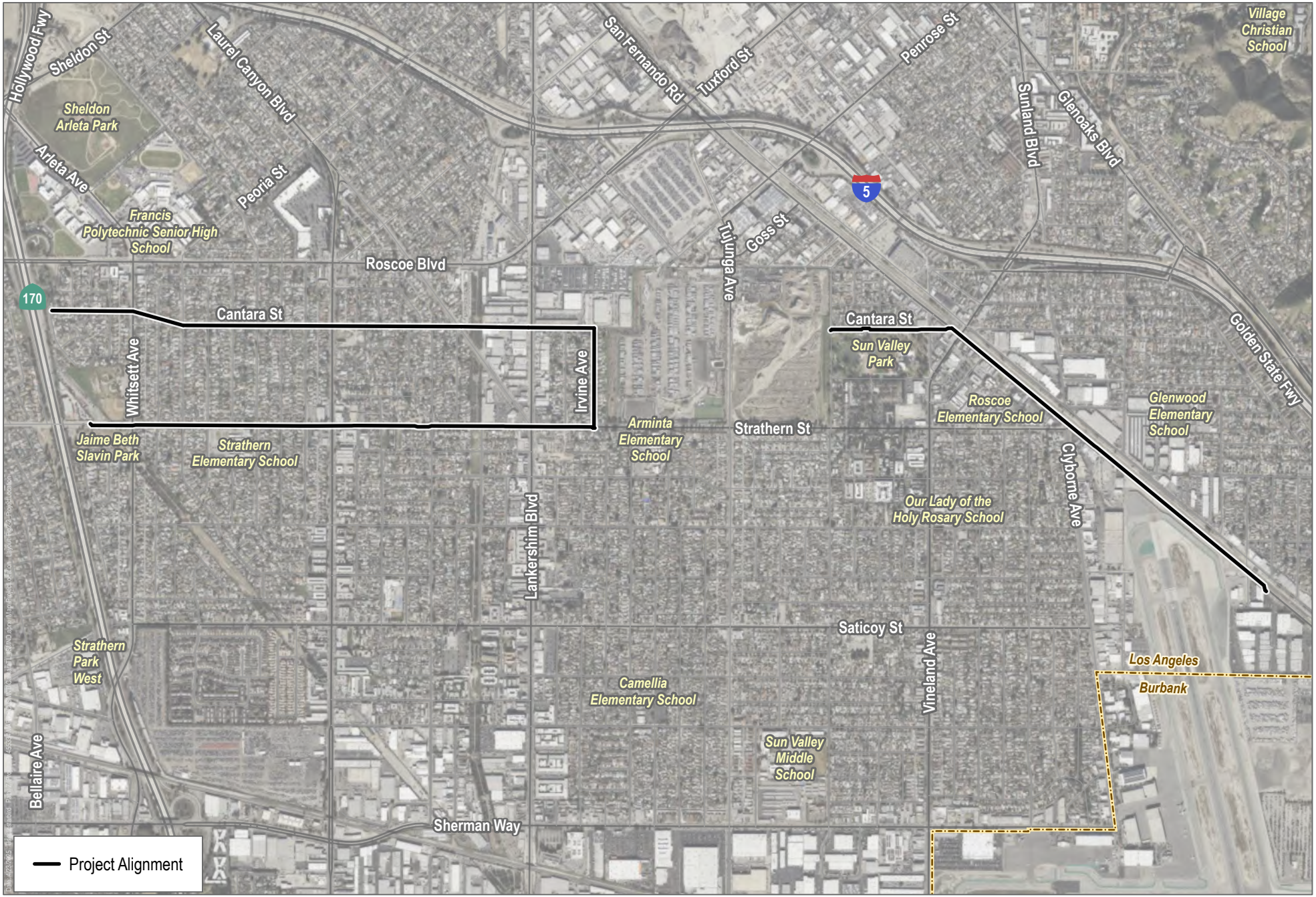
0 0.5 1 Miles

FIGURE 2-1

Regional Location

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps, OpenStreetMap

Los Angeles Department of Water & Power

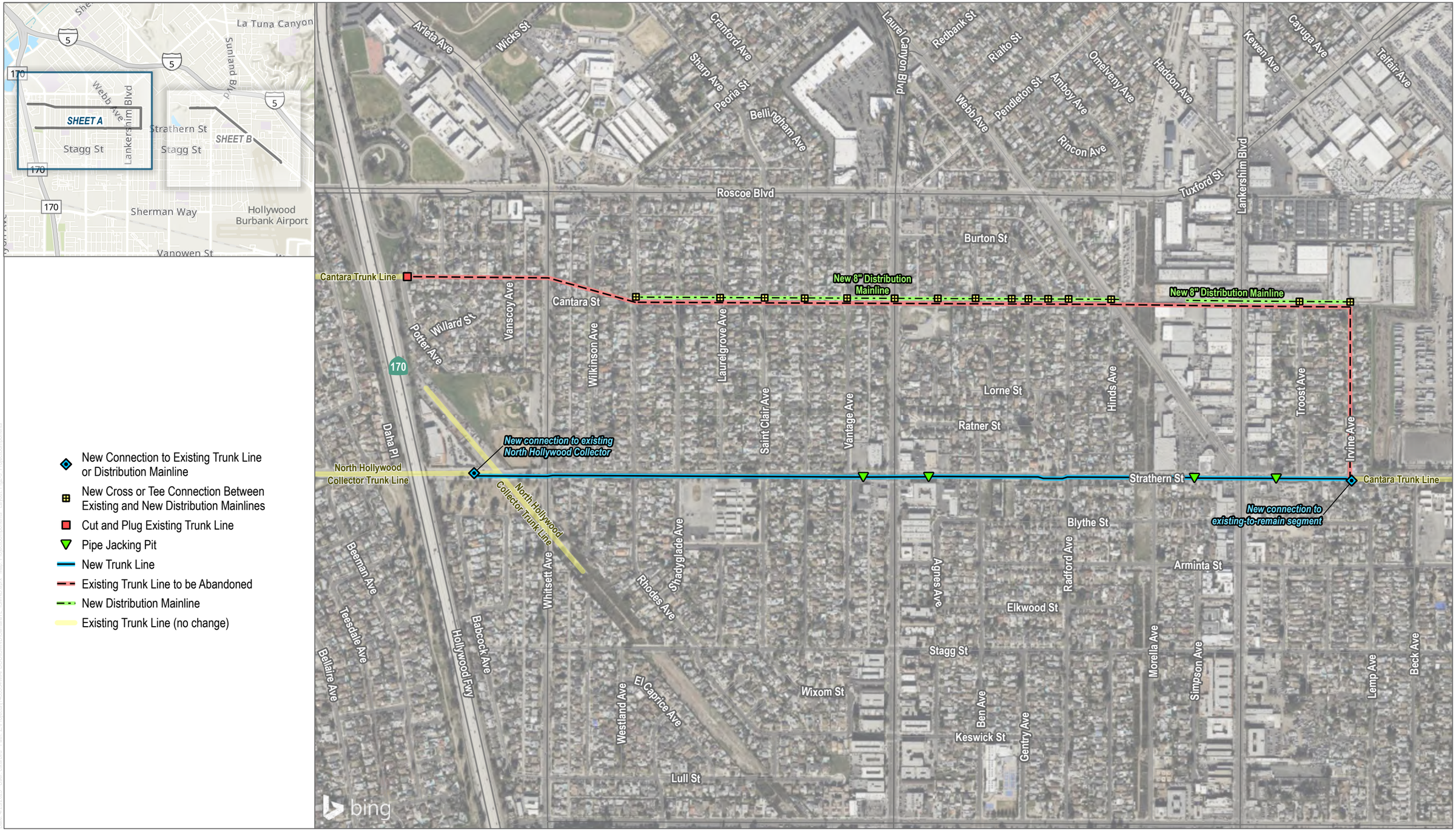
0 850 1,700 Feet

FIGURE 2-2

Project Location

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



- New Connection to Existing Trunk Line or Distribution Mainline
- New Cross or Tee Connection Between Existing and New Distribution Mainlines
- Cut and Plug Existing Trunk Line
- Pipe Jacking Pit
- New Trunk Line
- Existing Trunk Line to be Abandoned
- New Distribution Mainline
- Existing Trunk Line (no change)

SOURCE: Bing Maps, OpenStreetMap

Los Angeles Department of Water & Power

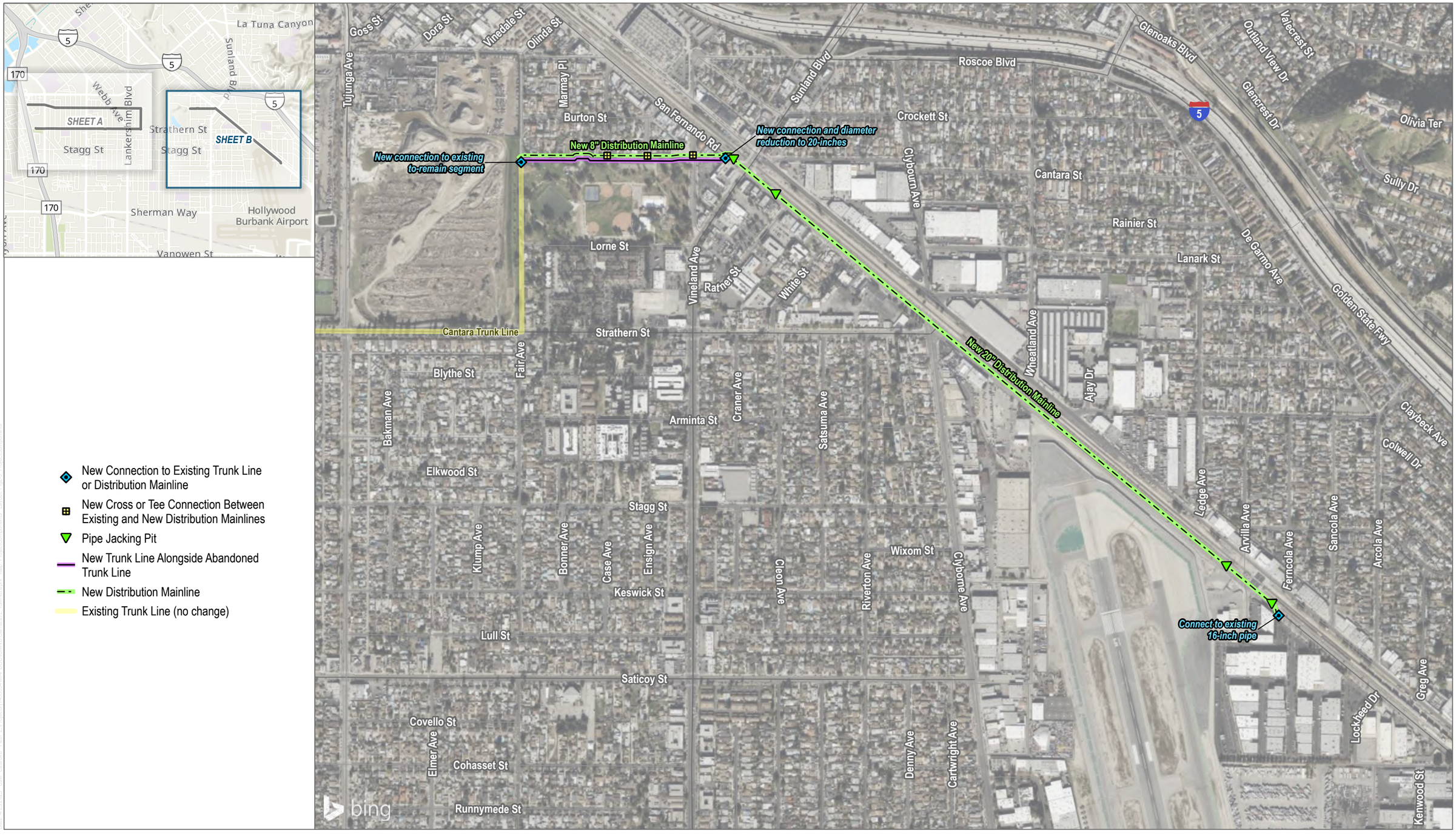
0 335 670 Feet

FIGURE 2-3A

Project Components

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps, OpenStreetMap

LA DWP Los Angeles Department of Water & Power

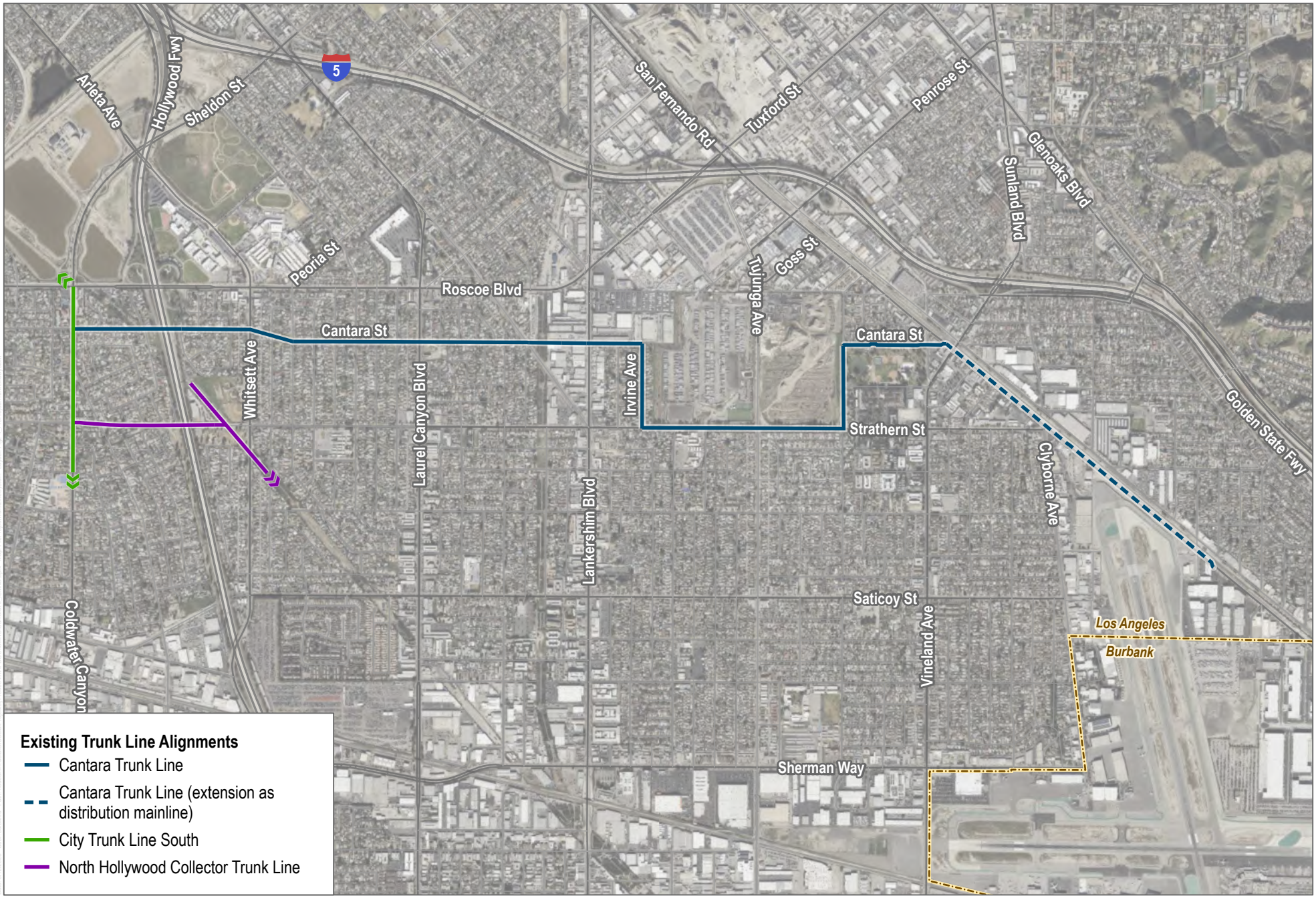
0 335 670 Feet

FIGURE 2-3B

Project Components

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps, OpenStreetMap

Los Angeles Department of Water & Power

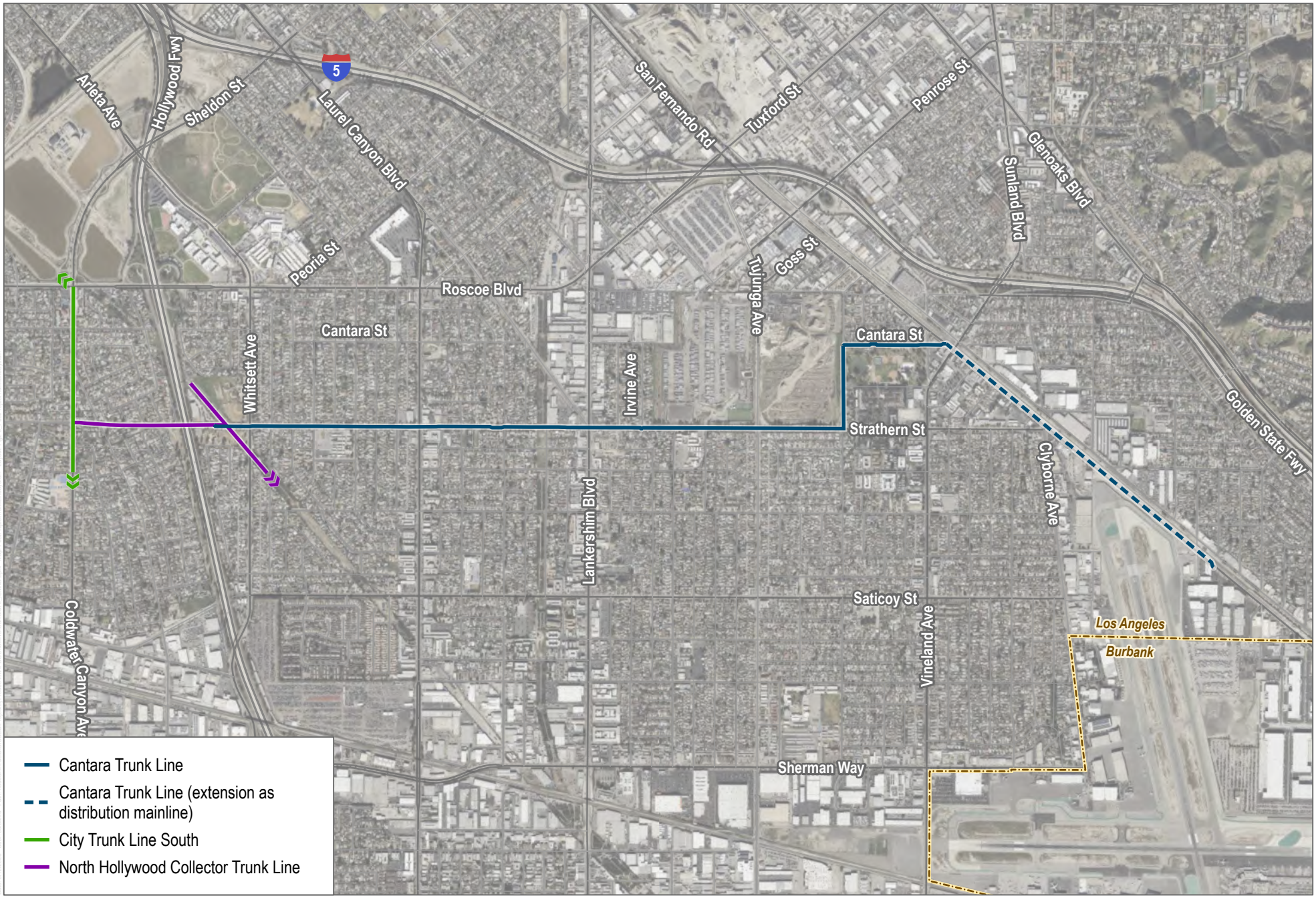
0 1,000 2,000 Feet

FIGURE 2-4

Pre-Project Trunk Line System

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps, OpenStreetMap

LA DWP Los Angeles Department of Water & Power

N

0 1,000 2,000 Feet

FIGURE 2-5

Post-Project Trunk Line System

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



Existing Trunk Line (no change)

Parcel Boundary

Potential Construction Areas by Activity (max potential disturbance area)

New Trunk Line Installation

SOURCE: Bing Maps, OpenStreetMap, County of Los Angeles

Los Angeles Department of Water & Power

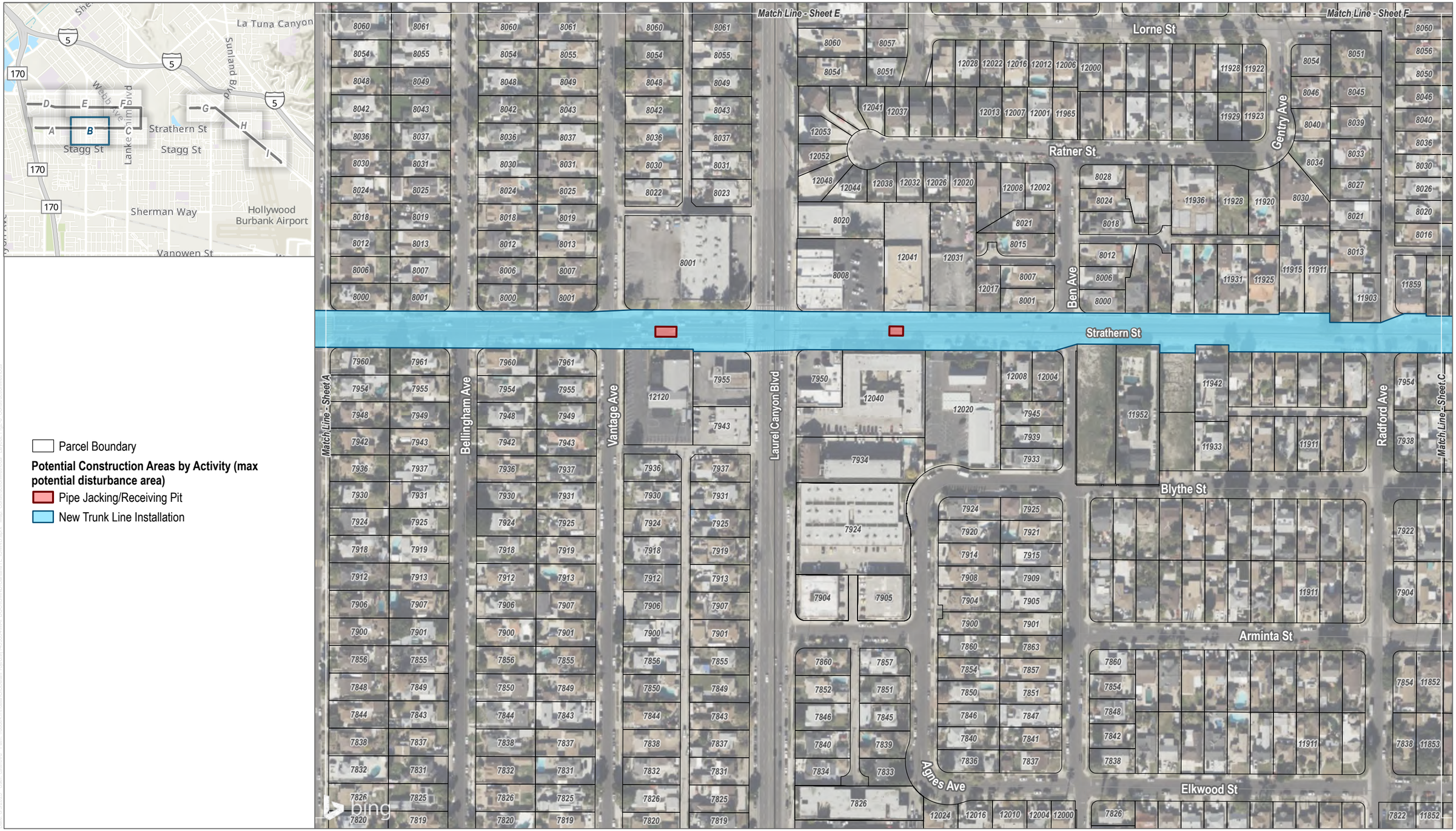
0 100 200 Feet

FIGURE 2-6A

Disturbance Areas

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



Parcel Boundary

Potential Construction Areas by Activity (max potential disturbance area)

Pipe Jacking/Receiving Pit

New Trunk Line Installation

SOURCE: Bing Maps, OpenStreetMap, County of Los Angeles

Los Angeles Department of Water & Power

0 100 200 Feet

FIGURE 2-6B

Disturbance Areas

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps, OpenStreetMap, County of Los Angeles

Los Angeles Department of Water & Power

0 100 200 Feet

FIGURE 2-6C

Disturbance Areas

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



Existing Trunk Line (no change)

Parcel Boundary

Potential Construction Areas by Activity (max potential disturbance area)

Slurry Filling Only

Slurry Filling Only from ROW (No Private Property Encroachment & No Surface Impacts)

Slurry Filling and Distribution Mainline Installation

SOURCE: Bing Maps, OpenStreetMap, County of Los Angeles

Los Angeles Department of Water & Power

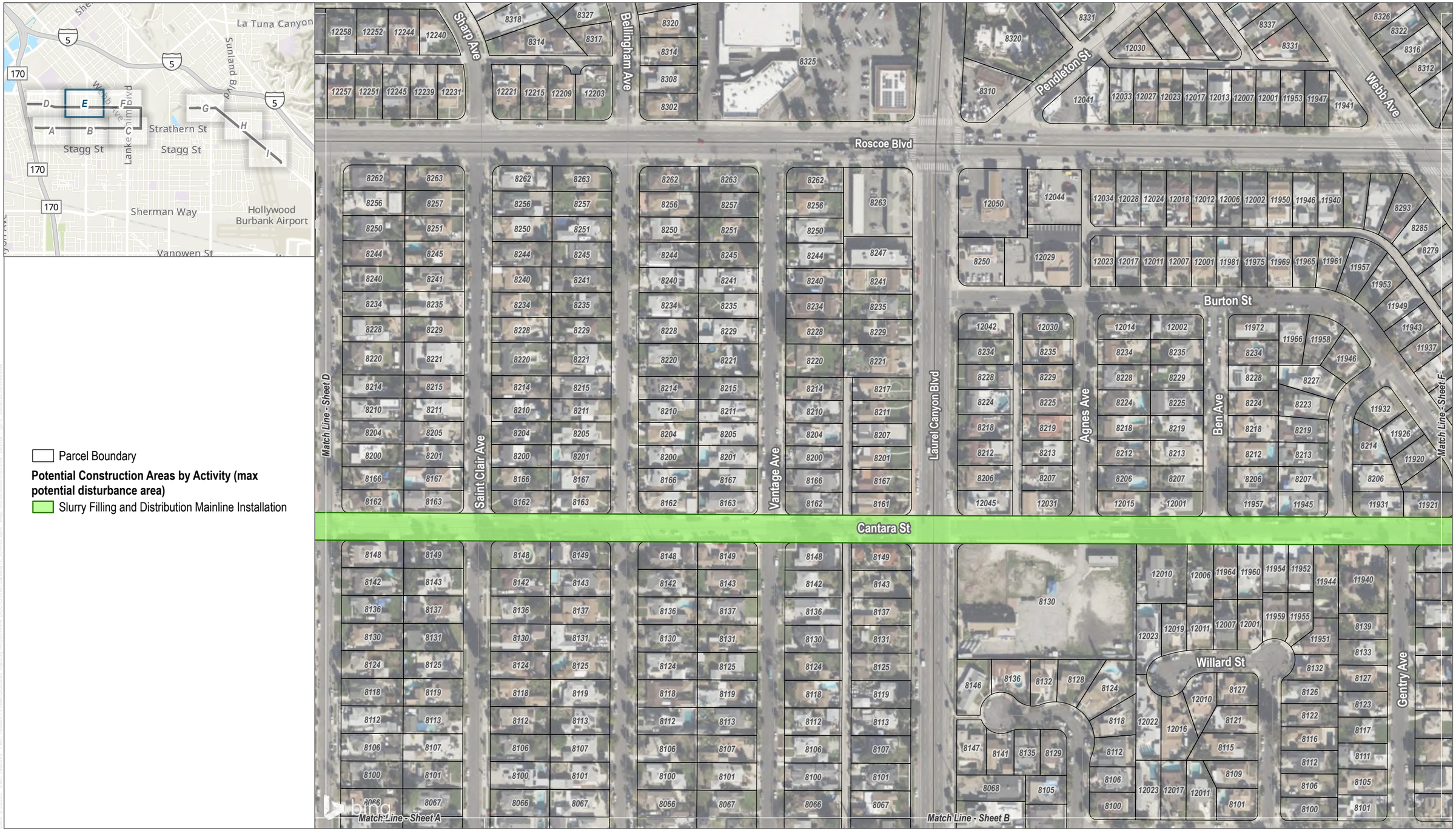
0 100 200 Feet

FIGURE 2-6D

Disturbance Areas

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps, OpenStreetMap, County of Los Angeles

Los Angeles Department of Water & Power

0 100 200 Feet

FIGURE 2-6E

Disturbance Areas

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps, OpenStreetMap, County of Los Angeles

Los Angeles Department of Water & Power

0 100 200 Feet

FIGURE 2-6F

Disturbance Areas

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



Existing Trunk Line (no change)

Parcel Boundary

Potential Construction Areas by Activity (max potential disturbance area)

- Pipe Jacking/Receiving Pit
- New Trunk Line Installation, Slurry Filling, and Distribution Mainline Installation
- Slurry Filling and Distribution Mainline Installation

SOURCE: Bing Maps, OpenStreetMap, County of Los Angeles

LA DWP Los Angeles Department of Water & Power

0 100 200 Feet

FIGURE 2-6G

Disturbance Areas

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



Parcel Boundary

Potential Construction Areas by Activity (max potential disturbance area)

Slurry Filling and Distribution Mainline Installation

SOURCE: Bing Maps, OpenStreetMap, County of Los Angeles

Los Angeles Department of Water & Power

0 100 200 Feet

FIGURE 2-6H

Disturbance Areas

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps, OpenStreetMap, County of Los Angeles

Los Angeles Department of Water & Power

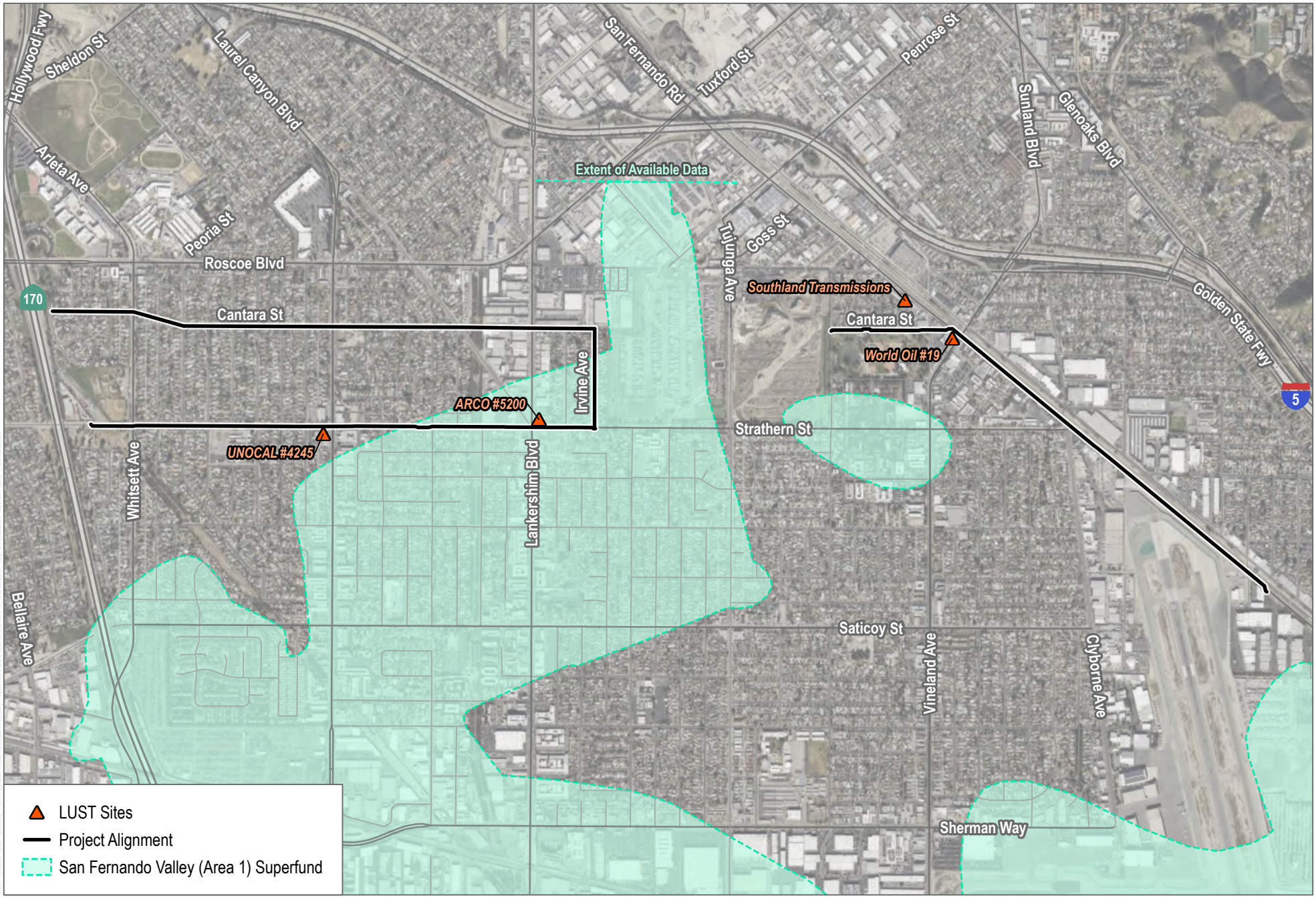
0 100 200 Feet

FIGURE 2-6I

Disturbance Areas

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps, OpenStreetMap

Los Angeles Department of Water & Power

0 850 1,700 Feet

FIGURE 3.9-1

Cortese List Sites

Cantara Trunk Line Replacement Project

INTENTIONALLY LEFT BLANK