Initial Study/Mitigated Negative Declaration

Granada Trunk Line Replacement Project

Lead Agency:

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Los Angeles, California 90012

May 2026

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CEQA Initial Study/Mitigated Negative Declaration
Granada Trunk Line Replacement Project

May 2026

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ACRONYMS AND ABBREVIATIONS

2020 RTP/SCS	2020 Regional Transportation Plan/Sustainable Communities Strategy
AB	Assembly Bill
AQMP	Air Quality Management Plan
BMP	Best Management Practice
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CH_4	methane
City	City of Los Angeles
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CRPR	California Rare Plant Rank
CWA	Clean Water Act
CY	cubic yards
dB	decibel
dBA	decibel A-weighted scale
DTSC	Department of Toxic Substances Control
FP	Fully Protected
GHG	greenhouse gas
GTL	Granada Trunk Line
IS	Initial Study
LADOT	City of Los Angeles Department of Transportation
LADOT Guidelines	LADOT Transportation Assessment Guidelines
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
L_{eq}	Equivalent Noise Level
L_{max}	Maximum Noise Level
LST	localized significance threshold
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MRZ	mineral resource zone
$MTCO_2e$	metric tons of CO_2 equivalents
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria

N_2O	nitrous oxide
NO_2	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
PM	particulate matter
$PM_{2.5}$	particulates 2.5 microns or less in diameter
PM_{10}	particulates ten microns or less in diameter
PPV	peak particle velocity
RMS	root mean square
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLRTP	Strategic Long-Term Resource Plan
SO_2	sulfur dioxide
SR	State Route
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
U.S. EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VdB	vibration decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
WL	Watch List

1 PROJECT DESCRIPTION

1.1 Project Overview

The Los Angeles Department of Water and Power (LADWP) proposes to replace the existing Granada Trunk Line (GTL), which is a potable water trunk line located in the Porter Ranch and Granada Hills neighborhoods of the City of Los Angeles (City). The Granada Trunk Line Replacement Project (proposed project) would include the replacement of approximately 26,411 feet of the GTL primarily within Rinaldi Street in two sections, or units. Unit 1 would consist of an approximately 13,228-foot portion of the GTL extending from Balboa Boulevard to Yolanda Avenue. Unit 2 would consist of an approximately 13,183-foot portion of the GTL extending from Yolanda Avenue to LADWP's De Soto Reservoir Regulator Station. The entirety of the trunk line would be replaced with 48-inch-diameter piping. The proposed project will take place entirely within the City of Los Angeles. In addition to replacement of the GTL, the proposed project would also replace manholes, isolation valves, blow-off valves, and combination air/vacuum valves along the trunk line.

1.2 California Environmental Quality Act

The California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.) applies to proposed projects initiated by, funded by, and/or requiring discretionary approvals from state or local government agencies. The proposed project constitutes a project as defined by CEQA (California Public Resources Code Section 21065). Section 15367 of the CEQA Guidelines (14 California Code of Regulations 15000–15387) states that a CEQA lead agency is "the public agency which has the principal responsibility for carrying out or approving a project." Therefore, as a municipal utility that would fund, implement, and have discretionary approval authority for the proposed project, LADWP is the lead agency responsible for compliance with CEQA.

As the lead agency, LADWP must complete an environmental review of the proposed project to determine if its implementation may result in significant adverse environmental impacts, as defined under CEQA, and to propose feasible mitigation measures and/or alternatives, to reduce or eliminate adverse environmental impacts that have been identified. As such, LADWP has prepared an Initial Study (IS) to assist in making that 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 project. The IS shows that impacts caused by the proposed project are either less than significant or would be reduced to a less than significant level with the incorporation of appropriate mitigation measures as included herein. This conclusion is supported by CEQA Guidelines Section 15070, which states that an MND can be prepared when: the initial study identifies potentially significant effects, but (1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.3 Project Location and Environmental Setting

The proposed project alignment is located within the Granada Hills – Knollwood and Chatsworth – Porter Ranch community plan areas, specifically within the Granada Hills and Porter Ranch neighborhoods, within the City of Los Angeles. The eastern terminus of the project alignment

would be located approximately 21 miles northwest of downtown Los Angeles. The proposed project alignment would extend along Rinaldi Street, within the public right-of-way (ROW), from Balboa Boulevard in Granada Hills to approximately 500 feet east of De Soto Avenue, at the De Soto Reservoir, in Porter Ranch. Figure 1 shows the location of the proposed project in a regional context and Figure 2 shows the proposed project alignment.

Rinaldi Street is mapped by the City as a Major Highway II in the Granada Hills – Knollwood Circulation Plan and an Avenue I Scenic in the Chatsworth – Porter Ranch Circulation Plan.[1,2] For the entirety of the project alignment, Rinaldi Street is four lanes in width with sidewalks on both sides of the street. Between Balboa Boulevard and Corbin Avenue, Rinaldi Street contains a painted center median. The portion of Rinaldi Street between Corbin Avenue and Avenida Aldea contains raised landscaped medians between major intersections. The portion of Rinaldi Street between Avenida Aldea and the western terminus of the project alignment near De Soto Avenue primarily contains a painted center median, with one non-landscaped raised median located between Mason Avenue and Torino Way. Street parking along Rinaldi Street is limited to portions of the roadway in the eastern end of the alignment within residential areas.

Low I Residential and open space (recreational) land uses are present on both sides of Rinaldi Street for the majority of the proposed project alignment, with commercial uses present at major intersections. Additionally, underground utilities extending within the Rinaldi Street ROW in the proposed project alignment include gas, sewer, and fiber optic lines.

1.4 Project Background

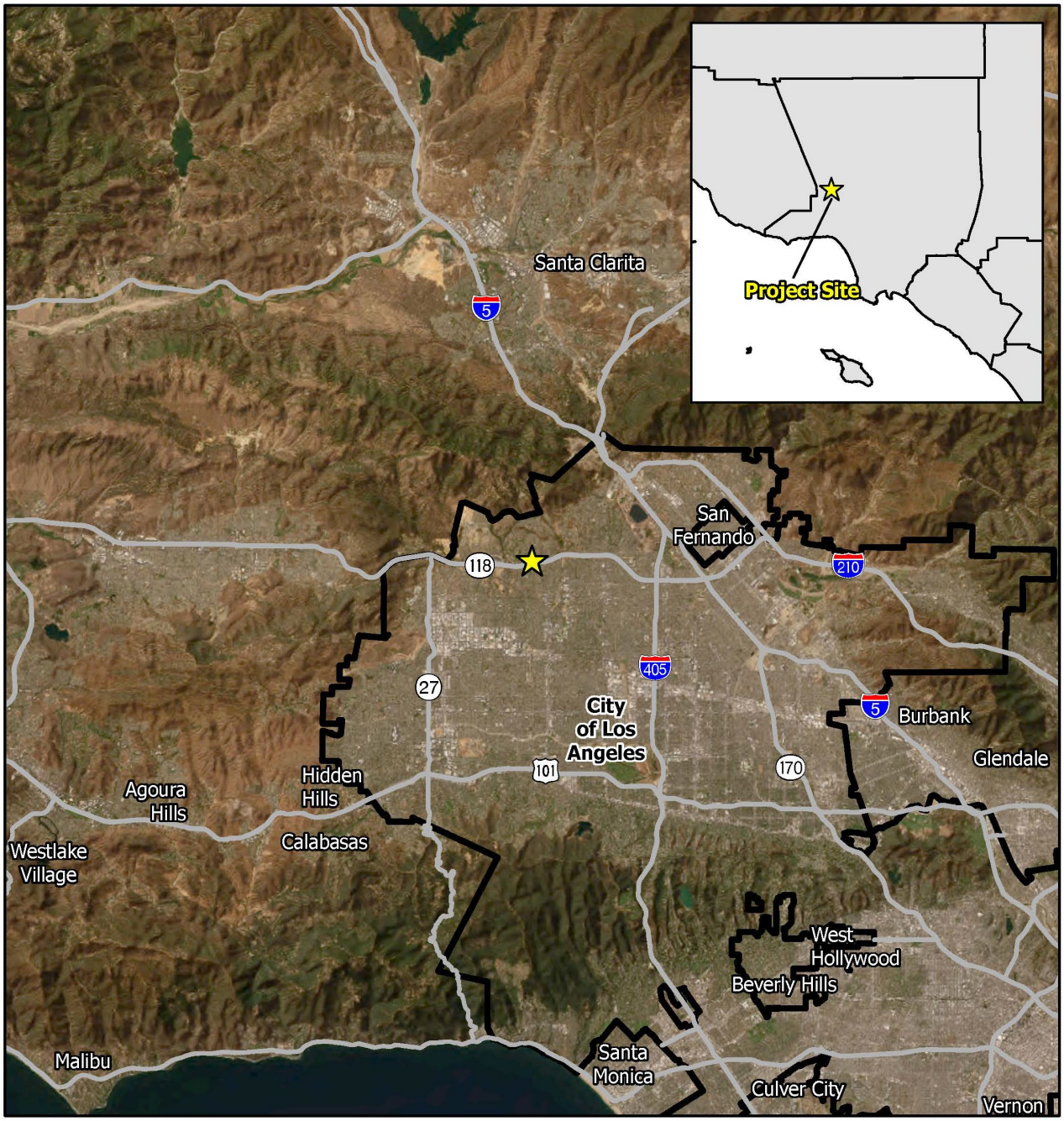
The existing GTL consists of approximately 30,000 feet of concrete, riveted-steel, and welded-steel pipe that is 48 inches in diameter. The existing GTL Unit 1B was installed in 1955, and Unit 2 was installed in 1957.[3] The existing GTL begins at the Van Norman Reservoir Complex and terminates at the De Soto Reservoir Regulator Station. The trunk line extends south from the Van Norman Reservoir Complex along Balboa Boulevard and extends westward to the Balboa Regulator Station at the intersection of Rinaldi Street and Balboa Boulevard. The primary function of the GTL is to transmit water from the Los Angeles Aqueduct Filtration Plant at the Van Norman Reservoir Complex to the De Soto Reservoir to service the West Valley region of the City. The GTL also transmits water supplies purchased from the Metropolitan Water District of Southern California (MWD) to the West Valley service area.

The existing GTL is aging, lacks seismic resiliency, and has had historical leaks due to the 1994 Northridge Earthquake. Additionally, the existing GTL alignment is located within unpaved areas generally parallel to State Route 118 (SR 118), with some portions of the alignment traversing under the existing freeway ROW. The existing GTL alignment is difficult to access for maintenance and repair purposes. As such, the proposed replacement of the GTL would result in the abandonment of the existing trunk line in place and subsequent realignment of GTL to the

1 City of Los Angeles, Granada Hills – Knollwood Circulation Plan, available at: https://planning.lacity.gov/odocument/da92d74a-58e0-4dfb-9757-39d1d4ab9941/Granada_Hills-Knollwood_Community_Plan_.pdf, 2015.

2 City of Los Angeles, Chatsworth – Porter Ranch Circulation Plan, available at: https://planning.lacity.gov/odocument/84cf42e3-252a-414e-833c-c037442a599c/Chatsworth-Porter_Ranch_Community_Plan.pdf, 2017.

3 The existing unit numbering is different from the proposed nomenclature for the replacement.



Legend

Project Site

City of Los Angeles Boundary

GRANADA TRUNK LINE REPLACEMENT PROJECT

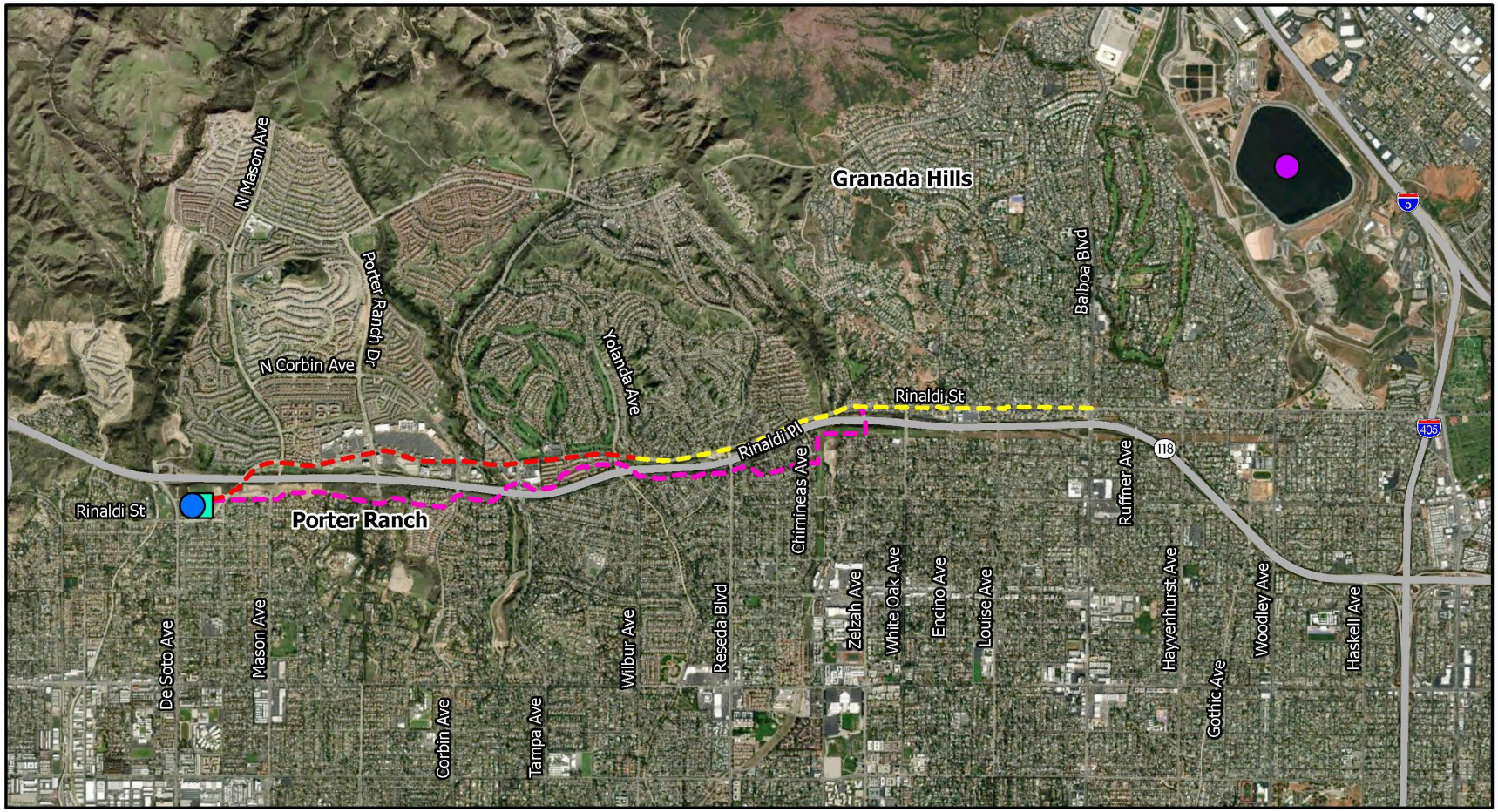
Michael Baker INTERNATIONAL

0 2.5 5 Miles

Source: Esri, ArcGIS Online, County of Los Angeles

Regional Vicinity Map

Figure 1



Legend

- Van Norman Reservoir (existing)
- De Soto Reservoir (existing)
- De Soto Pump Station (existing)
- Proposed Unit 1: 13,228 feet From Balboa Blvd. to Yolanda Ave. on Rinaldi St.
- Proposed Unit 2: 13,183 feet From Yolanda Ave. to De Soto Reservoir RS on Rinaldi St.
- Existing Granada Trunk Line - to be abandoned in place

GRANADA TRUNK LINE REPLACEMENT PROJECT

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, County of Los Angeles

Project Location Map

Figure 2

ROW on Rinaldi Street. Realigning the GTL to Rinaldi Street would allow for greater operational flexibility to service the West Valley and allow for more efficient construction to reduce interruptions along the existing alignment.

To determine the appropriate size for the replacement pipe, LADWP analyzed the operating criteria for the GTL and the demands of the areas that it serves. The existing GTL consists of a 48-inch diameter pipe and adequately supplies water to the service area. Therefore, the GTL would be replaced in-kind with an updated 48-inch diameter earthquake-resistant pipe.

1.5 Description of Proposed Project

LADWP proposes to replace Units 1 and 2 of the GTL to increase safety and reliability; to allow for greater operational flexibility for the West Valley area of the City and the De Soto Reservoir; and to convey future local water supplies while reducing dependence on imported water. The proposed project would include the replacement of an approximately 13,228-foot portion of the GTL within the Rinaldi Street ROW between Balboa Boulevard and Yolanda Avenue (Unit 1), and an approximately 13,183-foot portion of the GTL between Yolanda Avenue and the De Soto Reservoir Regulator Station (Unit 2), with a new 48-inch diameter Earthquake Resistant Ductile Iron Pipe. The replacement pipe would be installed within the Rinaldi Street ROW, generally parallel to the existing trunk line approximately 900 feet north of the existing alignment. At its eastern terminus, the GTL would tie into the existing GTL at Balboa Avenue and Rinaldi Street. At its western terminus, the proposed GTL replacement would tie into the existing De Soto Reservoir Regulator Station, located near the intersection of De Soto Avenue and Rinaldi Street. The proposed alignments for Units 1 and 2 of the GTL replacement are depicted in Figures 3 and 4, respectively. The existing GTL would be abandoned in place.

Rinaldi Street has light to heavy traffic throughout the alignment, with two lanes of traffic in the eastern and western directions and turning and parking lanes. The majority of traffic on Rinaldi Street is located around the Porter Ranch Town Center commercial shopping area, located at SR 118. The trunk line would be installed using the pipe jacking method to cross major intersections, which involves installing the pipeline at greater depths from a launching pit to a receiving pit, thus avoiding surface disruption between the pits.

In addition, appurtenant structures that would be required for pipeline operation and maintenance would be installed along the proposed alignment, including isolation valves, blow-off valves, combination air and vacuum valves, and manholes. Relocation of sewer mainlines would not be required. Smaller sewer lines may need to be relocated to accommodate the trunk line. Sewer line relocations would occur within the existing ROW.

1.6 Construction Schedule and Procedures

Construction of Unit 1 of the proposed project is anticipated to commence in July 2028 and conclude in July 2036. Construction of Unit 2 of the proposed project is anticipated to commence in September 2030 and conclude in March 2038. Construction would occur between the hours of 7:00 A.M. and 5:00 P.M., Monday through Friday. Nighttime work may be needed during construction that requires crossing a major street; however, in the event that construction is required to extend beyond regular daytime hours, extended hours permits would be required. The open trench construction would progress along the alignment at a rate of approximately 40 linear feet of pipeline installation per day, with a maximum of 500 feet of open trench along the roadway at any time. Pipe jacking would progress along the pipe jacking locations at a rate of approximately 9 to 10 linear feet per day after the pits are constructed. As discussed, the existing trunk line would be abandoned and left in place; however, it would remain in service during construction. As such, interruptions in water service would not occur during the construction process.

Legend

- Proposed Pipe Jacking Location: Rinaldi St. and Reseda Blvd
- Proposed Unit 1 Alignment
- Proposed Unit 2 Alignment
- Existing Granada Trunk Line - to be abandoned in place

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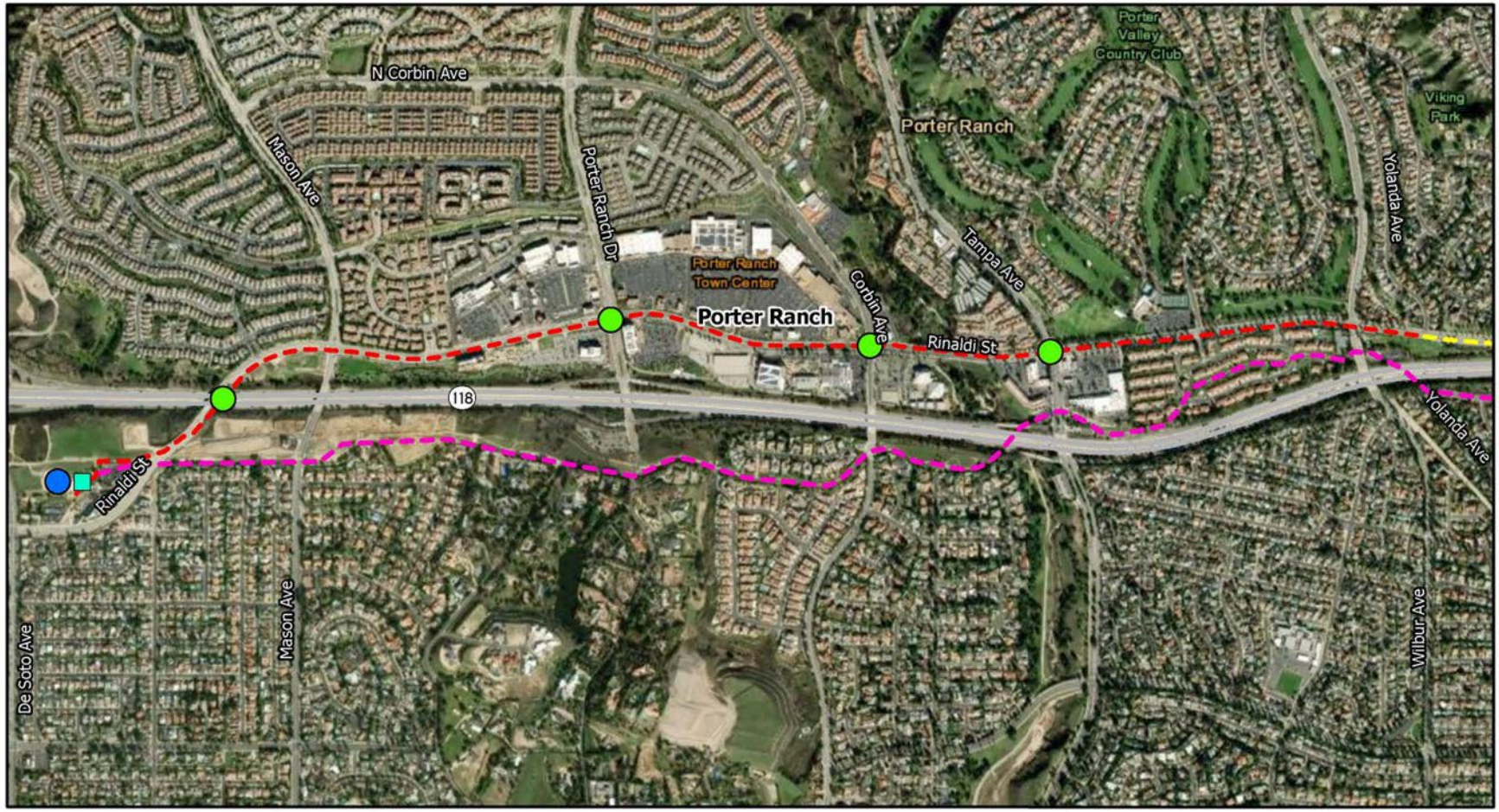
0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, County of Los Angeles

GRANADA TRUNK LINE REPLACEMENT PROJECT

Proposed Project Alignment - Unit 1

Figure 3



Legend

- De Soto Pump Station (existing)
- De Soto Reservoir (existing)
- Proposed Pipe Jacking Locations: Rinaldi St. and Porter Ranch Dr., Rinaldi St. and Corbin Ave., Rinaldi St. and Tampa Ave., Rinaldi St. and SR-118
- Proposed Unit 1 Alignment
- Proposed Unit 2 Alignment
- Existing Granada Trunk Line - to be abandoned in place

Michael Baker INTERNATIONAL

0 0.15 0.3 Miles

Source: Esri, ArcGIS Online, County of Los Angeles

GRANADA TRUNK LINE REPLACEMENT PROJECT

Proposed Project Alignment - Unit 2

Figure 4

Potential off-site staging areas may be used during construction; however, staging areas would be located adjacent or in close proximity to the proposed project alignment and would be utilized solely to store construction equipment and materials.

Construction would generally involve two crews of approximately eight workers each. Approximately 800,000 square feet of roadway would be excavated and repaved along the entirety of the proposed alignment. During construction, the total estimated amount of excavation would be approximately 75,000 cubic yards (CY), and the total export would be approximately 100,000 CY. A total of approximately 75,000 CY of slurry would be imported throughout the construction process for use as backfill. Daily vehicular trips throughout construction would occur as follows: a maximum of 10 round trips per day for transportation of construction equipment to and from the work areas when necessary; approximately 25 round trips per day for transportation of construction workers to and from the work areas (2 crews); and 20 round trips per day for haul trucks transporting materials including the import of cement-slurry (i.e. dump trucks). Partial lane closures would be necessary for installing the new pipeline and its appurtenances.

1.6.1 Construction Methods

Construction of the proposed project would occur along the existing public ROW of Rinaldi Street using the open-trench and pipe-jacking/tunneling methods. Open trenching would be utilized for pipeline installation along the majority of the alignment, approximately 23,811 linear feet. Pipe jacking/tunneling installation would be used at four major intersections along the alignment, including at Porter Ranch Drive, Corbin Avenue, Tampa Avenue, and Reseda Boulevard, comprising approximately 2,600 linear feet of pipe installation. Pipe jacking/tunneling would also be used to cross under SR 118. Both open trench pipe installations and pipe jacking installations would occur concurrently over approximately 120 months.

The general process for both open-trench construction and pipe jacking/tunneling consists of utility clearance, site preparation, excavation, shoring, pipe installation, backfilling, and work site street restoration. Construction would require on-site and off-site staging areas for temporary storage of supplies, materials, and equipment. Approximately 300,000 square feet of the roadway would be paved and restriped. Approximately 110 CY of soil would be excavated per day and hauled to off-site disposal areas.

Two crews of approximately eight workers, for a total of approximately 16 workers, would be required for the open-trench construction activities, and one crew of approximately eight workers would be required for pipe jacking activities. One open-trench work crew would be active at any one time in addition to one pipe-jacking work crew. Under the most conservative construction scenarios, a maximum of 24 construction workers would be required per day in the project area during construction.

Open Trench Construction

Open-trench excavation is a construction method typically used to install pipelines and their appurtenances. In general, the process consists of site preparation, excavation and shoring, pipe installation and backfilling, and work site restoration. Construction typically occurs within an approximately 800- to 1,000-foot work area, within traffic lanes. Two-way travel along the affected roadways would be maintained throughout construction. Construction would primarily occur along the center of the street and would progress along the alignment with the maximum length of open trench being 500 feet in length at any one time. The trenches would be temporarily barricaded with K-rail to minimize safety concerns. 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 trunk line alignment would be cut with a concrete/asphalt saw cutter and then removed using equipment such as jackhammers, pavement breakers, excavators, and/or loaders. The pavement would be removed from the project site and recycled, reused as backfill material or 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. The excavated soil would be immediately hauled off site, and approximately 104 CY of excavated soils would be removed per day.

The size of the trench required for the proposed alignment would be approximately 7 feet to 8 feet wide and would range in depth from 8 feet to 15 feet below the ground surface. For trenches greater than 5 feet in depth, the walls would be supported with designed shoring systems in accordance with the requirements of the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA). Steel or wood sheeting between H-beams (e.g., beam and plate), amongst other similar methods, may also be used for shoring. Utilities not relocated prior to trenching would be supported as excavation and shoring occurs.

If construction occurs in areas with high groundwater, either a watertight shoring system would be implemented, or the groundwater would be removed during the excavation of the trenches typically by pumping it from the ground through dewatering wells that have been drilled along the alignment. The extracted groundwater would first be treated for any contaminants, if present, before being discharged to the storm drain system or to the sewer system under Regional Water Quality Control Board permit requirements.

Pipe Installation and Backfilling. Once the trench has been excavated and shored, pipe laying would commence. Pipe segments would be lowered into the trench, after which, bedding material (sand or cement slurry) would be poured over it. The segments would be connected to one another at the joints. The amount of pipe installed in a single day is expected to range from 40 feet to 100 feet per day. Prior to backfilling, appurtenant structures would be installed as required. After laying the pipe, the trench would be backfilled with cement slurry backfill. No more than 500 feet of trench would be left un-backfilled at the end of each work day.

Work Site Restoration. Any portion of the roadway removed or damaged as a result of construction activities would be restored, repaved, and restriped in accordance with City standards.

Jack and Bore Method at Major Intersections

Pipe jacking, which is a form of tunneling, would be used to reduce traffic disruptions at busy intersections and to extend underneath features along the alignment that are not suitable for open-trench construction. Tunneling would occur at Porter Ranch Drive, Corbin Avenue, Tampa Avenue, Reseda Boulevard, and under SR 118 to reduce disruptions to local traffic.

Pipe jacking would be used for pipeline installation to avoid the continuous surface disruption required for open trench construction. However, some surface disruption would still occur, since jacking and receiving pits would be used and excavation would occur along the project alignment. Pipe jacking involves a horizontal auger boring machine that is advanced in a tunnel bore to remove material ahead of or inside the jacking pipe. Powerful hydraulic jacks are used to push a steel jacking pipe from a launch (jacking) pit to a receiving pit. As the tunneling machine is driven forward, a jacking pipe is added into the pipe string. The main phases for pipe jacking are site

preparation, excavation, shoring, casing pipe installation, pipe installation, pressure testing, disinfection, and work site restoration.

Site Preparation. Traffic control plans would be prepared in coordination with LADOT to delineate traffic lanes around work areas and to modify 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 or pavement breaker. As with open-trench excavation, the pavement is removed from the project site and recycled, reused as a backfill material or pavement base material, or transported to an appropriate facility for recycling or disposal.

Excavation and Shoring. A jacking pit and a receiving pit are generally used for each jacking location, one at each end of the pipe segment. The distance between the pits typically ranges from 250 feet to 1,100 feet but may vary depending on soil or other site conditions.

The jacking pits would generally be 44 feet long by 14 feet wide (interior dimensions) and up to 40 feet deep. Receiving pits would generally be 25 feet long by 14 feet wide (interior dimensions) and up to 40 feet in depth. The jacking and receiving pits to install the trunk line under the SR 118 would be up to 80 feet in depth. The pits would be excavated with backhoes and other excavation equipment. The excavated soil would be hauled to an off-site disposal facility. As excavation occurs, the pits would be shored using a beam-and-plate system or other appropriate shoring system.

Pipe Installation. Once the pits are constructed and shored, a horizontal hydraulic jack would be placed at the bottom of the jacking pit. A steel casing that measures 54 inches or 72 inches on its inner diameter would be lowered into the pit with a crane and placed on the jack. A simple cutting shield would be placed in front of the pipe segment to cut through the soil. As the jack pushes the steel casing and cutting shield into the soil, the soil is removed from within the leading casing with an auger or boring machine, either by hand or on a conveyor. Once a casing segment is pushed into the soil, a new segment is lowered, set in place, and welded to the casing that has been pushed. Installation of the steel casing is expected to progress at approximately 20 feet per day. Once the casing has been installed, a 48-inch diameter carrier pipe would be lowered and placed on the jacks, which push the pipe into the steel casing using casing spacers. Installation of the 48-inch diameter pipe is expected to progress at approximately 9-10 feet per day.

Work Site Restoration. After completion of the pipe installation at the jacking locations, the shoring system would be disassembled as the pits are backfilled, the soil would be compacted, and pavement would be restored. Once the pavement is complete, the traffic delineation (restriping) would be restored.

1.6.2 Pipeline Connections, Testing, and Commissioning

Hydrostatic testing would be conducted periodically throughout construction. On average, approximately 282,000 gallons of water may be discharged during a hydrostatic test event. Additional water may need to be discharged in order to evacuate the air pockets in the pipe. Hydrostatic test water would be discharged to the storm drain system in accordance with the Los Angeles Regional Water Quality Control Board dewatering permit requirements or to the sewer system per Sewer Capacity Availability Review Permit requirements. Once hydrostatic testing is completed, the new pipelines would be disinfected.

1.6.3 Best Management Practices

To minimize potential traffic and transportation disruptions, the construction of the proposed project would be conducted in accordance with the Standard Specifications for Public Works

Construction (Greenbook), traffic control plans designed, reviewed, and approved by LADOT and LACPW to allow acceptable levels of service, traffic safety, and emergency access to the site during construction. Equipment necessary for traffic control includes changeable message signs, delineators, arrow boards, and K-rail. The Traffic Control Plan for the proposed project would be coordinated with LADOT.

The new pipeline design would include seismic resiliency analysis for all applicable project components. All phases of the proposed project would be required to conform to safety regulations, including those from Cal/OSHA.

Additional best management practices to be employed during construction of the proposed project include the following:

- The proposed project would implement Rule 403 dust control measures required by the South Coast Air Quality Management District (SCAQMD), which could include, but would not be limited to, the following BMPs:
    - Apply water in sufficient quantities to prevent the generation of visible dust plumes.
    - All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
    - Ground cover in disturbed areas shall be replaced within 21 days of when work is completed in the area.
    - Non-toxic soil stabilizers shall be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for five days or more).
    - Traffic speeds on all unpaved roads and within staging areas shall be limited to 15 miles per hour or less.
- A Storm Water Pollution Prevention Plan (SWPPP), which will include erosion and sediment Best Management Practices (BMPs), shall be developed and implemented for construction activities. The SWPPP may include, but would not be limited to, the following 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.

  Construction erosion control BMPs may include 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.

- The proposed project may require a Los Angeles Regional Water Quality Control Board's (RWQCB) National Pollution Discharge Elimination System (NPDES) Construction Dewatering permit.
- Residences and businesses near the pipeline alignment would be notified prior to the start of construction (e.g., via flyers) of lane closures and parking restrictions in their vicinity. The notices would include a telephone number for comments or questions related to construction activities.
- The proposed project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance.
- LADWP would coordinate with all applicable agencies regarding construction schedules and worksite traffic control and detour plans, including but not limited to LADOT, 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.

1.7 Project Operation

The proposed replacement pipeline is anticipated to have an operational life of 100 years, and replacement valves are anticipated to have an operational life of 70 years.

The entire trunk line would be located underground and would not be visible during operation. The GTL would remain pressurized at all times to supply water to the surrounding service area. Connections to various trunk lines would be opened as necessary to support the water transmission system. These functions would not require any additional supplies from the City's drinking water system. Operational activities would be limited to scheduled maintenance and emergency repair. Maintenance activities would be minimal and would be similar to those that occur under existing conditions, including exercising valves and replacing or repairing worn appurtenances to ensure proper performance over the life of the facilities. No additional permanent workers would be required to operate or maintain the GTL.

1.8 Required Permits and Approvals

Various approvals and/or permits would be required to implement the proposed project and may include, but not be limited to, the following:

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

- Excavation Permit
- Peak Hour Exemptions

City of Los Angeles Bureau of Street Services

- Street Closure Permit

City of Los Angeles Department of Transportation

- Approval of Traffic and Signal Control Plans
- Approval of temporary road closures

City of Los Angeles Sanitation and Environment

- Sewer Capacity Availability Review Permit

Los Angeles County Public Works

- Encroachment Permit
- Excavation Permit
- Discharge Permit
- Holiday Moratorium Waiver

Los Angeles Regional Water Quality Control Board

- Notice of Intent to comply with the General National Pollutant Discharge Elimination System (NPDES) Permit for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters (Order No. R4-2023-0429, NPDES No. CAG994004)
- Notice of Intent to comply with the General NPDES Permit for Discharges of Low Threat Hydrostatic Test Water to Surface Waters (Order No. R4-2019-0052, NPDES No. CAG674001)

California State Water Resources Control Board

- Notice of Intent to comply with the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002)
- Notice of Intent to comply with the Statewide NPDES Permit for Drinking Water System Discharges to Waters of The United States (Order No. 2014-0194-DWQ, NPDES No. CAG140001)

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

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

California Department of Transportation

- Encroachment Permit

2 ENVIRONMENTAL DETERMINATION

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the CEQA Guidelines (2025) to determine if the proposed project may have a significant effect on the environment.

CEQA INITIAL STUDY FORM

Project Title:
Granada Trunk Line Replacement Project

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

Contact Person and Phone Number:
James Howe
Environmental Planning and Assessment
Los Angeles Department of Water and Power
(213) 367-0414

Project Sponsor's Name and Address:
Los Angeles Department of Water and Power
111 N. Hope Street, Room 1044
Los Angeles, CA 90012

City Council District:
12th District – Councilmember John Lee

Neighborhood Council:
Granada Hills North, Porter Ranch, Chatsworth

Project Location:
The proposed project alignment is located within the Granada Hills – Knollwood and Chatsworth – Porter Ranch community plan areas, specifically within the Granada Hills and Porter Ranch neighborhoods, within the City of Los Angeles. The eastern terminus of the project alignment would be located approximately 21 miles northwest of downtown Los Angeles. The proposed project alignment would extend along Rinaldi Street, within the public right-of-way (ROW), from Balboa Boulevard in Granada Hills to approximately 500 feet east of De Soto Avenue, at the De Soto Reservoir, in Porter Ranch.

General Plan Designation:
The parcels adjacent to the project alignment include the following General Plan Land Use Designations: Community Commercial, Neighborhood Office Commercial, Very Low I Residential, Very Low II Residential, Low I Residential, Low Medium II Residential, Minimum Residential, Public Facilities, and Open Space.

Zoning:
The parcels adjacent to the project alignment include the following zoning: A1 (Agriculture), A2 (Agriculture), RA (Suburban Residential, Limited Agriculture), RD2 (Restricted Density Multiple Dwelling), RE11 (Residential Estate), RS (Suburban Residential), RE40 (Residential Estate), R3 (Multiple Residential), C2 (Commercial), C4 (Commercial), PF (Public Facilities), and OS (Open Space).

Description of Project:
The Los Angeles Department of Water and Power proposes to replace the existing Granada Trunk Line (GTL), which is a potable water trunk line located in the Porter Ranch and Granada Hills neighborhoods of the City of Los Angeles. The proposed project would include the replacement of approximately 26,411 feet of the GTL primarily within Rinaldi Street in two sections, or units. Unit 1 would consist of an approximately 13,228-foot portion of the GTL extending from Balboa Boulevard to Yolanda Avenue. Unit 2 would consist of an approximately 13,183-foot portion of the GTL extending from Yolanda Avenue to LADWP's De Soto Reservoir Regulator Station. The entirety of the trunk line would be replaced with 48-inch-diameter piping. The proposed project will take place entirely within the City of Los Angeles.

Surrounding Land Uses and Setting:
Low density residential and open space (recreational) land uses are present on both sides of Rinaldi Street for the majority of the proposed project alignment, with commercial uses present at major intersections.

2.1 Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ 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

2.2 Environmental Determination

On the basis of this initial evaluation:

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

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

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

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

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

Jane Hauptman

Signature

April 29, 2026

Date

Jane Hauptman
Manager of Environmental Planning and Assessment
Los Angeles Department of Water and Power

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3 ENVIRONMENTAL IMPACT ASSESSMENT

3.1 Aesthetics

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

Discussion

a) Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Scenic vistas are generally defined as panoramic public views to various natural features, including large water bodies or striking or unusual natural terrain, or unique urban or historic features. Public access to these views may be from park lands, privately- and publicly-owned sites, and public rights-of-way.[4]

Portions of the Unit 2 alignment in Porter Ranch are within a designated hillside area.[5] During project construction, hillside views may be temporarily obstructed due to the presence of construction activities, equipment, and staging areas. However, the construction phase would be temporary, and views would return to existing conditions once construction is complete. As the proposed GTL replacement would be located underground within the road ROW, project operations would not have any long-term impact on aesthetic resources or scenic vistas, including hillside areas. The impact would be less than significant.

b) Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. Implementation of the proposed project would not damage scenic resources within a state scenic highway. There is no officially designated State Scenic Highway in proximity to the project site. However, the proposed Unit 2 alignment crosses State Route 118

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

[5] City of Los Angeles Department of City Planning, *Hillside Area Map, CPC-2008-4683-CA*, September 23, 2009.

(SR-118), an eligible State Scenic Highway[6], at Rinaldi Street, and pipe jacking would be required at this intersection for trunk line installation. Nonetheless, the surrounding area is developed and urbanized, and does not contain any visual resources.

It should be noted that Rinaldi Street along the proposed GTL alignment is a local Designated Scenic Highway, as identified in the Mobility Plan 2035 of the City of Los Angeles General Plan.[7] However, the proposed project would be located within the existing road ROW and its implementation would not alter or damage any scenic resources as none exist within the roadway. Additionally, the proposed project would not change the designation of the scenic roadway. Therefore, impacts would be less than significant.

c) Except as provided in Public Resources Code Section 21099, would the project, 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?

No Impact. The proposed project alignment would be located in an urbanized area within road ROW, in the Chatsworth, Porter Ranch, and Granada Hills neighborhoods of the City of Los Angeles. The project would be entirely underground and would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, no impact would occur.

d) Except as provided in Public Resources Code Section 21099, 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 with Mitigation Incorporated. Construction would primarily occur between the hours of 7:00 A.M. and 5:00 P.M., Monday through Friday. Limited nighttime work may be needed during construction in order to minimize traffic disruptions during peak traffic hours at major intersections, which may require some temporary nighttime lighting. Although not anticipated, spillover lighting may occur with the use of lighting during nighttime construction activities when construction is occurring adjacent to sensitive land uses (i.e., residential). In order to minimize the potential impact of spillover lighting or glare on adjacent residential uses, Mitigation Measure AES-1 would be implemented to require all lighting to be shielded and focused on the construction site. In the event that construction is required to extend beyond regular daytime hours, extended hours permits would be obtained from the City of Los Angeles Department of Public Works. Additionally, construction activities would be short-term and temporary. With implementation of Mitigation Measure AES-1, impacts from light and glare would be less than significant during construction.

Project operations would occur entirely underground beneath the road ROW and, as such, would not create a new source of light or glare that would adversely affect day or nighttime views. Therefore, impacts would be less than significant.

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6 California Department of Transportation, California State Scenic Highway System Map, available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed May 13, 2025.

7 City of Los Angeles Department of City Planning. *Mobility Plan 2035*, *An Element of the General Plan*, adopted September 7, 2016.

Mitigation Measure

AES-1: If the use of nighttime lighting is necessary during construction, all lighting shall be shielded and focused on the construction site to minimize spillover.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

a) 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. According to the California Important Farmland Finder maintained by the California Department of Conservation, the project site is designated as Urban and Built-Up and Other Land.[8] The project site is not located on or near Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed project would be entirely within the road ROW and does not propose any land use changes. Therefore, the project would not convert Farmland to a non-agricultural use, and no impact would occur.

[8] California Department of Conservation, California Important Farmland Finder, available at: https://maps.conservation.ca.gov/dlrp/ciff/, accessed May 13, 2025.

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

No Impact. The Williamson Act enables local governments to enter contracts with private landowners to restrict specific parcels of land to agricultural or related open space use in exchange for reduced property tax assessments for the landowners. The City of Los Angeles is not a Williamson Act participant.[9] Although some parcels adjacent to the proposed alignments are zoned A1, A2, and RA, which allow limited agricultural uses, the proposed project would be entirely underground and would not impact any agricultural uses.[10] Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. 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 project alignment would occur within the existing road ROW. The project site is not developed as, or zoned for, forest land or timberland as defined in Public Resources Code Section 12220(g) and Government Code Section 4526. 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. The project alignment would occur within the existing road ROW, is located in a developed area, and does not contain forest land. The proposed project would not convert forest land to non-forest use. 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. The proposed project would be located within existing paved and unpaved roadways in an urbanized area of the City of Los Angeles. There are no areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or near the project site, and no forest lands exist within the project vicinity. Therefore, the proposed project would not change the existing environment in a way that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use. No impact would occur.

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9 California Department of Conservation, California Williamson Act Enrollment Finder, available at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/, accessed May 13, 2025.

10 City of Los Angeles, Zoning Information and Map Access System (ZIMAS), available at: http://zimas.lacity.org/, accessed May 13, 2025.

3.3 Air Quality

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

Discussion

Potential impacts to air quality associated with the proposed project are based on the results presented in the Air Quality Study prepared for the proposed project, which is included as Appendix A to this IS/MND.

The South Coast Air Quality Management District (SCAQMD) is the agency responsible for regulating air quality for areas of Los Angeles, Orange, Riverside, and San Bernardino Counties. The City of Los Angeles, including the project site, is located within the South Coast Air Basin (SCAB), which is a defined geographic sub-region within the SCAQMD's jurisdiction. There are specific pollutants, known as criteria air pollutants, for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal ambient air pollution concentration criteria are known as the National Ambient Air Quality Standards (NAAQS), and the California ambient concentration criteria are referred to as the California Ambient Air Quality Standards (CAAQS). The SCAB is currently in nonattainment (i.e., exceeds air quality standards) for ground-level ozone (O_3), and particulate matter (PM) — subdivided into particulates ten microns or less in diameter (PM_{10}) and fine particulate matter 2.5 microns or less in diameter ($PM_{2.5}$). The SCAB is in continued NAAQS and CAAQS attainment for nitrogen dioxide (NO_2), carbon monoxide (CO), and sulfur dioxide (SO_2).

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs), which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The most recent publication is the 2022 AQMP. Pursuant to California Health and Safety Code Section 40450, the Southern California Association of Governments (SCAG) has the responsibility of preparing and approving the portions of the AQMP relating to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. The analysis incorporated into the 2022 AQMP is based on the forecasts contained within the SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). SCAG adopted the 2024 RTP/SCS in April 2024; however, these growth projections have not been incorporated by SCAQMD into the current AQMP. Thus, the 2020 RTP/SCS growth projections are referenced in this analysis.

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

Less Than Significant Impact. In accordance with the procedures established by SCAQMD, there are two key indicators of consistency with the AQMP:

1. *Would the proposed project create any impacts related to air quality violations?* This could include an increase in the frequency or severity of existing air quality violations, or causing or contributing to new violations, or delaying timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. *Would the proposed project exceed the assumptions utilized in preparing the AQMP?* This indicator analyzes whether or not the project would exceed the assumptions in the AQMP based on the year of project buildout, including consistency with AQMP land use policies and the population and employment growth projections upon which AQMP forecasted emission levels are based, or the inclusion of air quality mitigation measures.

Construction

Throughout the construction period, multiple crews would be working on different components of the GTL alignment simultaneously. On the day of maximum anticipated construction activities, two crews would be required for the open trench construction activities, and one crew would be required for pipe jacking activities. The Air Quality Study determined that construction of the proposed project would not generate emissions exceeding any applicable SCAQMD regional or localized threshold, even when assuming maximum possible emissions at each individual site during overlapping construction activities. Construction of the proposed project would not have the potential to obstruct or conflict with implementation of the AQMP in the context of SCAQMD rule requirements.

Considering the second criterion related to assumptions utilized in the AQMP emissions inventory and forecast, construction activities would not affect forecasted growth assumptions for the City or the Los Angeles County portion of the SCAB. Construction contractors would be hired locally, and it is reasonably assumed that construction crews would be sourced from the local workforce. Construction of the proposed project would not involve the relocation of workers and would not result in increases in population, housing, or employment within the City or Los Angeles County. The AQMP accounts for emissions from the construction industry, and construction of the proposed project would not render the assumptions used to estimate emissions inaccurate or invalid.

Construction of the proposed project would be conducted in accordance with the best management practices (BMPs) provided in SCAQMD Regulation IV, Rule 401 (Visible Emissions) and Rule 403 (Fugitive Dust). Furthermore, all construction equipment and vehicles would be maintained and operated within manufacturer specifications to limit unnecessary emissions during use, and any vehicles traveling on unpaved surfaces would be required to limit their speed to 15 miles per hour or less. Idling of any off-road equipment or on-road vehicles would be constrained to no more than five minutes in any one location in accordance with the Section 2485 in Title 13 of the California Code of Regulations (CCR). Therefore, the proposed project would result in a less than significant construction impact related to air quality violations.

Operation

The potential to interfere with the attainment of State and federal air quality standards is related to permanent sources of emissions from the proposed project. The entire GTL would be located underground and would not be visible during operation. Future operation of the proposed project would not introduce a new substantial stationary source of air pollutant emissions that could potentially cause air quality violations directly, and the nature of the project site would not materially change from existing conditions in regard to sources of air pollutant emissions. It is anticipated that, occasionally, personnel would access the proposed facilities for scheduled maintenance and emergency repair. However, maintenance activities would be minimal and would be similar to those that occur under existing conditions. With regards to the AQMP growth projections, operation of the proposed project would not result in an increase in housing and would not generate new employment opportunities. Proposed project operations would not result directly or indirectly in an increase in regional vehicle miles traveled (VMT). Overall, operational impacts 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.

Construction

As detailed above, the SCAB is designated as nonattainment of the CAAQS and/or NAAQS for O_3, PM_{10}, and $PM_{2.5}$. Therefore, there is an ongoing cumulative regional impact associated with these air pollutants. The SCAQMD relies on the mass daily thresholds as a screening tool for evaluating potential cumulative impacts. Projects with daily emissions that exceed applicable SCAQMD thresholds during construction or operation would be considered potentially significant on both the project and cumulative scales. Conversely, the SCAQMD advises that projects with maximum daily emissions remaining below the project-specific mass daily thresholds would also not be considered cumulatively significant even with the ongoing cumulative condition related to the nonattainment designations. As shown in Table 1: *Estimated Daily Emissions – Multiple Concurrent Construction Crews*, construction of the proposed project would not produce daily emissions of particulate matter or O_3 precursors in excess of the applicable SCAQMD thresholds on a regional or local level. Therefore, the proposed project would result in a less than significant construction impact related to cumulatively considerable increases of nonattainment pollutants or their atmospheric precursors.

Table 1: Estimated Daily Emissions – Multiple Concurrent Construction Crews

Phase and Site Type	Daily Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Regional Impact Analysis						
2 x Open Trench Sites	2.1	14.2	19.5	<0.1	4.3	1.0
1 x Pipe-Jacking Site	1.4	11.6	17.8	<0.1	1.6	0.6
Total Regional Emissions	**3.5**	**25.8**	**37.3**	**0.1**	**5.9**	**1.6**
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Localized Impact Analysis						
2 x Open Trench Sites	-	13.4	15.8	-	2.4	0.5
1 x Pipe-Jacking Site	-	11.2	15.6	-	1.0	0.4
Total Localized Emissions	**-**	**24.6**	**31.5**	**-**	**3.4**	**0.9**
Localized Significance Threshold	-	103	426	-	4	3
Exceed Threshold?	**-**	**No**	**No**	**-**	**No**	**No**

Source: Terry A. Hayes Associates Inc., *Trunk Line Replacement Project – Air Quality Study*, September 26, 2025.

Operation

Following the completion of construction activities, all major components of the proposed project would be located underground and would not generate emissions of air pollutants. Implementation of the proposed project would not introduce any land use developments or LADWP facilities that would generate new vehicle trips or install new stationary sources of emissions. Therefore, the proposed project would result in a less than significant operational impact related to cumulatively considerable increases of nonattainment pollutants or their atmospheric precursors.

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

Less Than Significant Impact. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. California Air Resources Board (CARB) has identified the following groups who are most likely to experience adverse health effects due to exposure to air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, land uses that constitute sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The project area is primarily residential with some commercial and institutional land uses. Sensitive receptors nearest to the project site (within 500 feet of the project alignment) include residences along Rinaldi Street, Sierra Canyon School, Shephard Daycare, Limekiln Canyon Park, Porter Valley Country Club, Aliso Canyon Park, Inspire Learning Center, Granada Hills Kindercare, Serenity Kids Academy, Rinaldi Adult Center, and Heritage Christian School. These receptors represent land uses most likely to be affected by air pollutant emissions generated by construction and future operation of the proposed project. Concentrations of pollutants are typically highest near emission sources and dissipate with distance, therefore, the closest sensitive receptors in each direction are considered.

Construction

The SCAQMD established a localized significance threshold (LST) methodology to determine the likelihood of substantial criteria pollutant concentrations reaching sensitive receptor locations. Mobile source emissions on the roadway network are spread across long distances and do not directly affect receptors in close proximity to the project site. The LST methodology involves screening values for daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ that are generated exclusively by sources located on project sites. The LST values were determined using emissions modeling based on ambient air quality measured throughout the SCAB. Table 2: *SCAQMD Air Quality Significance Thresholds – LST Screening Values*, presents the SCAQMD LST screening values for localized (on-site) emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$.

Table 2: SCAQMD Air Quality Significance Thresholds – LST Screening Values

Pollutant	NO_X	CO	PM_{10}	$PM_{2.5}$
Localized Construction Threshold (pounds/day)	103	426	4	3
Localized Operations Threshold (pounds/day)	103	426	1	1
Source: Terry A. Hayes Associates Inc., *Trunk Line Replacement Project – Air Quality Study*, September 26, 2025.				

If maximum daily emissions remain below the LST values during construction activities, it is highly unlikely that air pollutant concentrations in ambient air would reach substantial levels sufficient to create public health concerns for sensitive receptors. As shown in Table 1, maximum daily emissions of criteria pollutants and O_3 precursors would not exceed any applicable LST value. Therefore, construction of the proposed project would result in a less than significant impact related to the exposure of sensitive receptors to substantial concentrations of criteria pollutants.

With regards to toxic air contaminants (TACs) emissions, off-road equipment exhaust would contain diesel particulate matter, which is the most prevalent air toxin in the greater Los Angeles region. However, each individual piece of equipment would only be in operation for a portion of the workdays. Carcinogenic risks are typically assessed on timescales of several years to multiple decades, as the risk accumulates over extended periods of exposure. Given that construction activities would mainly be occurring during the daytime when the atmospheric inversion layer is at its highest and the greatest amount of pollutant dispersion occurs, there is little potential for TAC concentrations to reach levels that would be hazardous for nearby sensitive receptors. Construction of the proposed project would not result in exposure of sensitive receptors to substantial concentrations of air pollution. Therefore, construction of the proposed project would result in a less than significant impact related to TAC emissions.

Operation

Operation of the proposed project would not introduce a new substantial source of criteria pollutants, O_3 precursors, or TAC emissions to the project area. There would be no potential for sensitive receptors located along the project corridor to be exposed to substantial pollutant concentrations resulting from sources associated with operation of the proposed project. Therefore, future operation of the proposed project would result in a less than significant impact related to substantial pollutant concentrations at sensitive receptor locations.

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.

Construction

The only source of potentially impactful construction emissions other than criteria pollutants, O_3 precursors, and TACs would be emissions leading to odors. Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of architectural sealants or coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed project site, would be temporary in nature, and would not persist beyond the termination of construction activities. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Construction of the proposed project would comply with the provisions of SCAQMD Rule 401 and Rule 403 to prevent the occurrence of visible dust plumes. Therefore, construction impacts related to the emissions of odors and other potential nuisance conditions would be less than significant.

Operation

According to SCAQMD, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed project would not include any land uses typically associated with odor impacts. Operations would not materially change from existing conditions. Therefore, operation of the proposed project would result in no impact related to the emissions of odors and other potential nuisance conditions would occur.

3.4 Biological Resources

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

Discussion

Potential impacts to biological resources associated with the proposed project are based on the results presented in the Biological Resources Technical Report prepared for the proposed project, which is included as Appendix B to this IS/MND. Database searches were conducted to determine which special-status biological resources have the potential to occur on or within the general vicinity of the project site. A field survey was conducted on August 26, 2025, to document existing conditions and determine the potential for special-status plant and wildlife species to occur within the project site. The Biological Study Area (BSA) included a 300-foot buffer around the project alignment and was assessed for potential impacts resulting from the proposed project.

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?

Less Than Significant Impact with Mitigation Incorporated. A significant impact could occur if the proposed project removed or modified the habitat for, or otherwise directly or indirectly affected, any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

Sensitive Plant Species

Special-status plant species include those listed as endangered, threatened, rare, or those species proposed for listing by USFWS under Federal Endangered Species Act (FESA), those listed by CDFW under California Endangered Species Act (CESA), and the California Native Plant Society (CNPS). The CNPS inventory is sanctioned by CDFW and essentially serves as the list of candidate plant species for state listing. CNPS California Rare Plant Rank (CRPR) 1B and CRPR 2 species are considered eligible for state listing as endangered or threatened.

No special-status plant species were identified during the field survey and no USFWS-designated critical habitat for any special-status plant species coincides with the BSA. Additionally, the existing developed and disturbed conditions along the project alignment do not provide the specific habitat requirements for special-status plants, and such species are not expected to occur within the BSA. Small areas of native scrub and riparian habitats potentially suitable for such species occur within two City parks along the alignment, including Aliso Canyon Park, located on the north side of Rinaldi Street between Zelzah Avenue and Chimineas Avenue, and Limekiln Canyon Park, located on the north side of Rinaldi Street between Tampa Avenue and Corbin Avenue. However, no CNDDB records of special-status plants coincide with these areas or the overall BSA. Additionally, no records of special-status plants were identified during an online review of rare plant mapping for the project area.

Construction

Potentially suitable habitat for special-status plant species does not occur along the project alignment and such species are not expected to occur within the BSA. While native riparian and scrub habitats occur within the BSA at two City parks along the north side of project alignment, construction activities are restricted to the road ROW through these areas and would not encroach into the park properties. Therefore, no direct impacts would occur. Indirect impacts to special-status plant species could result from accumulation of construction-related dust or the introduction of pollutants or hazardous materials from construction activities. The proposed project would be required to prepare a SWPPP, which would include BMPs to control erosion and sedimentation, and comply with Rule 403 dust control measures required by SCAQMD. As a result, no direct or indirect impacts to special-status plant species would occur during project construction.

Operation

As discussed previously, special-status plant species do not occur at the project site or in the surrounding area due to existing site conditions and lack of suitable habitat present in the BSA. Therefore, there would be no direct or indirect impacts to special-status plant species during project operation.

Sensitive Wildlife Species

Special-status wildlife species include those listed by USFWS under FESA and by CDFW under CESA. USFWS and CDFW officially list species as threatened, rare, endangered, or as candidates for listing. Additional species receive federal protection under the Bald and Golden Eagle Protection Act (e.g., bald eagle, golden eagle) and the Migratory Bird Treaty Act (MBTA), and state protection under CEQA Section 15380(d).

All birds, except European starlings; English house sparrows; rock doves (pigeons); and non-migratory game birds, such as quail, pheasant, and grouse, are protected under the MBTA. However, non-migratory game birds are protected under CFGC Section 3503. Many other species are considered by CDFW to be California Species of Special Concern (SSC) and others are on a CDFW Watch List (WL). The CNDDB tracks species within California for which there is conservation concern, including many that are not formally listed, and assigns them a CNDDB Rank. Although CDFW SSC and WL species and species that are tracked by the CNDDB but not formally listed are afforded no official legal status, they may receive special consideration during the environmental review process. CDFW further classifies some species as “Fully Protected” (FP), indicating that the species may not be taken or possessed except for scientific purposes, under special permit from CDFW. Additionally, CFGC Sections 3503, 3505, and 3800 prohibit the take, destruction, or possession of any bird, nest, or egg of any bird except English house sparrows and European starlings unless authorization is obtained from CDFW.

Bats are afforded protections under various regulations and are classified as indigenous nongame mammal species, regardless of status under the CESA or the FESA. These regulations include Title 14, Section 251.1 of the California Code of Regulations, which prohibits harassment (defined in that section as an intentional act that disrupts an animal’s normal behavior patterns, including breeding, feeding, or sheltering) of nongame mammals (e.g., bats), and CFGC Section 4150, which prohibits “take”[11] or possession of all nongame mammals or parts thereof. Any activities resulting in bat mortality (e.g., the destruction of an occupied bat roost that results in the death of bats), disturbance that causes the loss of a maternity colony of bats (resulting in the death of young), or various modes of nonlethal pursuit or capture may be considered “take” as defined in Section 86 of the CFGC. In addition, impacts to bat maternity colonies, which are considered native wildlife nursery sites, could be considered potentially significant under CEQA.

No special-status wildlife species were identified during the field survey. Based on the results of the literature review and field survey, existing developed and disturbed conditions along the project alignment generally do not provide the specific habitat requirements for most special-status wildlife.

One special-status wildlife species, Cooper’s hawk (*Accipter cooperii*; CDFW WL species) was determined to have moderate potential to occur in the BSA. Ornamental trees and landscaped areas along the proposed alignment contain mature trees that provide potentially suitable nesting habitat for this special-status raptor species. It is known to successfully nest throughout urban environments within the Los Angeles Basin and has regularly been documented during annual surveys in the southern portion of the San Fernando Valley and further in Griffith Park and the Glendale-Burbank area.

[11] Take is defined in Section 86 of the Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, capture, or kill.”

All remaining special-status wildlife species identified during the literature review are not expected to occur within the project footprint based on existing site conditions and a review of specific habitat requirements, occurrence records, and known distributions. While small areas of native scrub and riparian habitats potentially suitable for special-status wildlife occur within the BSA at the Aliso Canyon Park and Limekiln Canyon Park on the north side of the proposed alignment, no CNDDB records of special-status wildlife coincide with these areas. Further, a review of the eBird online database for bird observations made at Aliso Canyon Park and Limekiln Canyon Park indicates that no federal and/or State listed bird species have been recorded at those locations.

During close examination of potentially suitable burrows for burrowing owl found in disturbed habitat near the western terminus, no burrowing owl or sign of the species were detected. These burrows are located within an area along the unpaved access road where vegetation has been maintained close to the ground. Based on a review of CNDDB records, this species is not currently known from the project vicinity and is not expected to occur within the BSA.

Construction

Habitat potentially suitable for special-status wildlife species does not occur within the project footprint. Cooper's hawk, non-special-status nesting birds protected by the MBTA and CFGC, and roosting bats may use mature trees in the BSA. Additionally, native riparian and scrub habitats within the BSA at the two City parks along the project alignment provide suitable habitat for roosting bats and for non-special-status nesting birds. However, all construction activities would occur within the road ROW and no tree or vegetation removal or trimming would be required. Therefore, no direct impacts to special-status wildlife species or protected nesting birds would occur during construction.

Indirect impacts to protected nesting birds occurring in the BSA could occur as a result of noise, increased human presence, and vibrations resulting from construction activities. To maintain compliance with the MBTA and CFGC, clearance surveys are typically required during the breeding season (generally February 1 to August 31 but as early as January 1 for raptors) prior to any project activities to avoid direct and indirect impacts to active bird nests and/or nesting birds. Although no nests were observed during the field survey, vegetation within the BSA provides suitable nesting opportunities for a variety of bird species, and project activities during the breeding season could potentially impact nesting birds. With implementation of Mitigation Measure BIO-1, potential impacts to nesting birds during construction would be less than significant.

Mitigation Measure

BIO-1: Construction shall, if possible, occur outside of the nesting bird season (generally February 1 to August 31 but as early as January 1 for raptors). If construction outside this time period is not feasible, the following measures shall be employed to avoid and minimize impacts to nesting birds protected under the MBTA and CFGC:

A pre-construction nesting bird survey shall be conducted by a qualified biologist within 3 days (72 hours) prior to the start of project activities within an active construction zone along the alignment to determine whether active nests are present within or directly adjacent to the project site. Following completion of the survey, a brief memo report shall be prepared to document the location of all nests found (if any), their status (i.e. eggs or hatchlings present), existing biological conditions of the project area, and the bird species detected during the survey. If an active nest is found,

recommendations to avoid and minimize impacts to the nest, such as those presented below, shall be included as appropriate.

A no-work (or reduced work) buffer shall be established around any active passerine bird nest and around any active raptor nest. The qualified biologist shall monitor the nest on a weekly basis, and project activities within 300 feet of an active nest of any passerine bird or within 500 feet of an active nest of any raptor, shall be evaluated for potential impacts to the active nest.[12] Monitoring shall occur until the nest is no longer active. The buffers may be adjusted (including increases or reductions to the buffer) by the qualified biologist on a case-by-case basis taking into consideration the location, type, duration and timing, and severity of work, distance of nest from project activities, surrounding vegetation and line-of-sight between the nest and work areas, and the species' site-specific level of habituation to the disturbance. If the qualified biologist determines nesting activities may fail as a result of project activities, the biologist shall immediately inform the resident engineer and construction supervisor and all project activities shall cease within the recommended no-disturbance buffer until the biologist determines the adults and young are no longer reliant on the nest site.

Avoidance buffers around active nests shall be delineated on site with bright flagging or other means, for easy identification by project personnel. The resident engineer and construction supervisor will be notified of the nest and the buffer limits to ensure it is maintained.

In the unlikely event that a State and/or federally listed bird species or Candidate for listing is detected, the buffer shall not be reduced and CDFW and/or USFWS shall be notified immediately to coordinate any further measures to avoid impacts to a listed species or the need for an Incidental Take Permit.

Operation

Following completion of construction activities, the road ROW along the project alignment would be restored to the existing condition. Therefore, no impacts to special-status wildlife species would occur during operation.

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?

Less Than Significant Impact. Sensitive natural communities are those that are designated as rare in the region by the CNDDB; support special-status plant or wildlife species; or receive regulatory protection (i.e., Section 404 of the Clean Water Act (CWA) and/or Sections 1600 et seq. of CFGC).

The project footprint consists of developed and disturbed land cover types and no sensitive natural communities coincide with the project footprint. However, red willow-dominated riparian forest habitats (*Salix gooddingii-Salix laevigata* Forest and Woodland Alliance) located within the BSA at the two City parks, Aliso Canyon Park and Limekiln Canyon Park, along the proposed

[12] Such measures have been modified on many projects to take into account the existing condition. For example, a nest in a tree along a major boulevard would not require a 300-foot buffer from construction because the existing condition is already noisy and dusty. Monitoring of the nest aids in determining if a buffer or other measures are required. In addition, this should only apply if work is initiated during nesting season.

alignment are considered sensitive by CDFW. These riparian habitats are contiguous with willow-dominated riparian habitats recorded in the CNDDB in areas upstream of the BSA along both Aliso Canyon Wash and Limekiln Canyon Wash. Riparian habitats in the BSA represent the downstream extent of such habitat along these canyon washes, as they are transected by engineered slopes and fill material placed across the canyons to support the Rinaldi Street ROW. Riparian habitat at Aliso Canyon Wash is located approximately 20 feet below the ROW elevation at a distance of approximately 110 feet northwest of the project site. Riparian habitat at Limekiln Canyon Wash is located approximately 30 feet below the ROW elevation at a distance of approximately 165 feet northwest of the project site.

Construction

All project impacts would occur within developed and disturbed land cover types. No impacts on any natural vegetation communities would occur. While native riparian and scrub habitats occur within small areas of the BSA at the two City parks along the alignment, they fall outside the footprint of open trench and pipe jacking activities and would not be impacted. Similarly, native scrub habitat occurs as a formal planting effort, rather than naturally occurring habitat, near the western terminus, generally on engineered slopes adjacent to the ROW of Rinaldi Street and SR-118. At this location, pipe jacking will occur to install the trunk line beneath SR-118. However, launching or receiving pits would not be located within the engineered slopes. As such, no direct impacts to these isolated scrub habitats would occur. Indirect impacts to the scrub habitats at this location could result from accumulation of construction-related dust or the introduction of pollutants or hazardous materials from construction activities. As previously discussed, the proposed project would be required to prepare a SWPPP, which will include BMPs to control erosion and sedimentation, and comply with Rule 403 dust control measures required by SCAQMD. Therefore, indirect impacts to sensitive natural communities would be less than significant.

Operation

Following completion of construction activities, the road ROW along the project alignment would be restored to the existing condition. Therefore, no impacts to riparian habitat or sensitive natural communities would occur during operation.

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?

Less Than Significant Impact. The project alignment is located in the Upper Los Angeles River Watershed, approximately 5 miles north of the Los Angeles River. The project alignment is also located within Aliso Canyon Wash and Limekiln Canyon Wash subwatersheds. Both washes are conveyed in concrete box culverts under Rinaldi Street. Limekiln Canyon Wash is tributary to Aliso Canyon Wash, which drains further south into the Los Angeles River. It is anticipated that both washes fall under State and/or federal agency jurisdiction.

The box culverts conveying Aliso Canyon Wash and Limekiln Canyon Wash are located well below the elevation of the Rinaldi Street ROW, which was constructed on fill material placed across Aliso Canyon and Limekiln Canyon. Open trench construction along Rinaldi Street would not result in direct impacts to these features. Indirect impacts to jurisdictional waters would be avoided with implementation of erosion and sediment BMPs included in the SWPPP required to

be prepared for the project. As a result, impacts to jurisdictional waters, including wetlands, would be less than significant.

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 with Mitigation Incorporated. In an urban context, a wildlife migration corridor can be defined as a linear landscape feature of sufficient width and buffer to allow animal movement between two comparatively undisturbed habitat fragments, or between a habitat fragment and some vital resource that encourages population growth and diversity. Habitat fragments are isolated patches of habitat separated by otherwise foreign or inhospitable areas, such as urban tracts or highways. Two types of wildlife migration corridors seen in urban settings are regional corridors, defined as those linking two or more large areas of natural open space, and local corridors, defined as those allowing resident wildlife to access critical resources (food, cover, and water) in a smaller area that might otherwise be isolated by urban development.

The BSA consists primarily of developed and disturbed land cover types that generally do not facilitate or support significant wildlife movement. Riparian habitats occurring in the BSA in Aliso Canyon Park and Limekiln Canyon Park extend further north out of the BSA and connect to natural open space areas in the Santa Susana Mountains, providing food, cover, rest, breeding, and movement opportunities for localized wildlife species. However, wildlife movement via riparian habitat into areas south of the BSA is restricted by Rinaldi Street and the roadway serves as the southern/downstream boundary of riparian habitats within Aliso Canyon and Limekiln Canyon. Due to the overwhelmingly urbanized nature of the BSA, the project site does not occur within or serve as a recognized/established regional wildlife corridor. Further, the BSA is mapped as having Limited Connectivity Opportunities in CDFW's Terrestrial Habitat Connectivity Viewer, reflecting the BSA's limited potential to support significant wildlife movement.

Construction

The BSA is not recognized as a formal wildlife movement corridor and its urbanized environment does not support significant wildlife movement. Although localized wildlife populations may utilize habitat occurring within Aliso Canyon Park and Limekiln Canyon Park along the alignment, all construction activities would occur within the road ROW. As such, project construction activities are not anticipated to directly impact the channel's potential to facilitate wildlife movement.

As previously discussed, indirect impacts to nesting birds protected under the MBTA could occur as a result of noise, increased human presence, and vibration from construction activities. Disturbances related to construction could result in increased nestling mortality due to nest abandonment or decreased feeding frequency. Such indirect effects would be temporary in nature, restricted to the project construction duration. With implementation Mitigation Measure BIO-1, impacts to localized bird movement and nesting would be less than significant during construction.

Operation

Following completion of construction activities, the road ROW along the project alignment would be restored to the existing condition. Therefore, no impacts to wildlife movement would occur during operation.

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

Less Than Significant Impact. Native tree species protected under the City's Native Tree Protection Ordinance (Ordinance No. 177404) include oak trees indigenous to California but excluding scrub oak (*Q. dumosa*); southern California black walnut; western sycamore; and California bay (*Umbellularia californica*) (Section 17.02 of City Municipal Code). In December 2020, the City added two native shrub species, blue elderberry (*Sambucus mexicana*) and toyon (*Heteromeles arbutifolia*). Pursuant to the ordinance, native trees that were planted or grown as part of a tree planting program are not considered "Protected Trees." Trees and shrubs must be four inches or greater in diameter at 4.5 feet above ground to be considered protected. The City's Board of Public Works must issue a permit before any alterations to protected trees are made that could cause them to be damaged, relocated or removed. Pruning also requires a permit and must comply with the pruning standards set forth by the Western Chapter of the International Society of Arboriculture in a manner that does not cause permanent damage or adversely affect the health of the trees. Per the ordinance, the tree removal permit may require replanting of native trees within the project area or at another location within the City to mitigate for the removal of these trees. The ordinance requires replacement of protected trees, with the size and number of replacement trees approximating the value of the tree or shrub to be replaced.

Coast live oak, sycamore, and toyon were observed within the BSA during the field survey; however, no ordinance-protected species were observed within the project footprint and project activities would not involve the removal or trimming of any protected trees. As a result, a tree removal permit for protected tree species would not be required. In the event it is later determined that such species would be impacted by project activities, LADWP would comply with the City's native tree protection ordinance and obtain the required approvals and permits prior to any removal or trimming of any protected tree species. With adherence to existing regulatory requirements, impacts would be less than significant.

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 BSA is not located within any the boundary of any approved natural community conservation plan or habitat conservation plan documents. In addition, the BSA is not located within any Significant Ecological Areas designated within Los Angeles County. Therefore, the proposed project would not conflict with the provisions of any conservation plans, and no impact would occur.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Discussion

Potential impacts related to cultural resources resulting from implementation of the proposed project were determined from the results presented in the Cultural Resources Technical Memorandum prepared for the proposed project, which is included as Appendix C to this IS/MND.

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

Less Than Significant Impact. CEQA Section 15064.5 states that historical resources are "any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource." In addition, "a resource is 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources (CRHR) and:

> (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
>
> (B) Is associated with the lives of persons important in our past;
>
> (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
>
> (D) Has yielded, or may be likely to yield, information important in prehistory or history."

A cultural resource determined to meet one or more of the above criteria is considered a historical resource under CEQA. In addition, historical resources eligible for listing in the California Register of Historical Resources must retain enough of their historic character or appearance to be able to convey the reasons for their significance. Such integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

Archival research conducted for the proposed project included a review of South Central Coastal Information Center records search, archival research, literature, historical map, aerial photograph review, and archaeological site sensitivity analysis. The records search included the Area of Potential Effects (APE), which is identified as the limits of disturbance required for the proposed project, which includes the public ROW of Rinaldi Street between its intersections with Balboa

Boulevard and the Apeta Momonga Mission Trail. It also includes the LADWP ROW of Apeta Momonga Mission Trail and the De Soto Reservoir property, although portions of the property (including the De Soto Reservoir) would not be involved in the development of the proposed project. In addition, the records search included a half-mile radius around the APE. As part of the records search, the following federal and California inventories were reviewed: National Register of Historic Places (NRHP), California Inventory of Historic Resources, California Points of Historical Interest. California Historical Landmarks, Archaeological Determinations of Eligibility and Los Angeles County Archaeological Resources Directory, Built Environmental Resources Directory for Los Angeles County, and City of Los Angeles Historic-Cultural Monuments (LAHCM).

Archival records search revealed that 57 studies have taken place within the 0.5-mile records search radius. Of the 57 previous studies, 13 have previously surveyed the APE, resulting in previous survey coverage of 100 percent of the APE. The records search revealed 15 resources located within the APE or within a 0.5-mile radius. Two resources partially overlap the APE. The two resources are from the historic period, and all 15 resources are summarized in Table 3 below.

Table 3: Previously Recorded Cultural Resources within 0.5 Mile of the APE

Primary Number (P-19-)	Trinomial (CA-LAN)	Name / Description	Evaluation	Within / Outside APE
None	None	De Soto Reservoir	6Z: Found ineligible for NR, CR or local designation through survey evaluation.	Within
None	None	LAHCM 1177: Apeta Momonga Mission Trail	5S1: Individually listed or designated locally	Within
None	None	17019 Rinaldi Street	6U, Determined ineligible for NR pursuant to Section 106 without review by Office of Historic Preservation (OHP), 02/02/2001, DOE-19-01-0103-0000 | 6Y, 01/31/2001, HUD010201B	Outside
000209	000209	Prehistoric lithic scatters, bedrock milling features, and rock shelters	Unevaluated	Outside
000610	000610	Prehistoric chipped stone lithic scatter and possible rock-lined pit	Unevaluated	Outside
000660	000660	Prehistoric chipped and ground stone lithic scatter	Unevaluated	Outside
000661	000661	Prehistoric earth oven	Unevaluated	Outside
000662	000662	Prehistoric chipped stone lithic scatter	Unevaluated	Outside
000663	000663	Prehistoric chipped stone lithic scatter	Unevaluated	Outside
000664	000664	Prehistoric chipped stone lithic scatter	Unevaluated	Outside
001049	001049	Prehistoric chipped and ground stone lithic scatter	Unevaluated	Outside

Table 3: Previously Recorded Cultural Resources within 0.5 Mile of the APE

Primary Number (P-19-)	Trinomial (CA-LAN)	Name / Description	Evaluation	Within / Outside APE
001050	001050	Prehistoric chipped and ground stone lithic scatter	Unevaluated	Outside
150432	None	Historic house	Unevaluated	Outside
150433	None	Historic house	Unevaluated	Outside
167227	None	LAHCM No. 41; 144 deodar trees along White Oak Avenue	3S, Appears eligible for National Register individually through survey evaluation, 0053-0278-0000	Outside

As shown in Table 3 above, only one resource, LAHCM 1177 (Apeta Momonga Mission Trail), is listed as a locally designated historical resource pursuant to CEQA Section 15064.5(a), and none are listed in the CRHR. The De Soto Reservoir was determined ineligible for the NRHP and CRHR and is not a historical resource as defined by CEQA Section 15064.5(a). The remaining 13 resources are not located within the APE. The proposed project would not constitute a substantial adverse change to the Apeta Momonga Mission Trail as it would not be materially altered in an adverse manner, and the physical characteristics that convey its historical significance and justify its eligibility for inclusion as a LAHCM will remain intact and unchanged (CEQA Section 15064.5[b][2][A-C]). Therefore, the impact to historical resources would be less than significant.

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

Less Than Significant Impact with Mitigation Incorporated. An archaeological resource is generally defined in Section 15064.5 of the CEQA Guidelines as a site, area, or place determined to be historically significant as defined in Section 15064.5(a) or as a unique archaeological resource, which is defined in PRC Section 21083.2 as an artifact, object, or site that contains information needed to answer important scientific research questions of public interest, or that has a special and particular quality such as being the oldest or best example of its type, or that is directly associated with a scientifically recognized important prehistoric or historical event or person.

Two previously-recorded resources are located within the APE. LAHCM 1177 (Apeta Momonga Mission Trail), is listed as a locally designated historical resource pursuant to CEQA Section 15064.5(a). The De Soto Reservoir was determined ineligible for the NRHP and CRHR and is not a historical resource as defined by CEQA Section 15064.5(a). Impacts to the Apeta Momonga Mission Trail are limited to temporary disturbances during construction activities, and the trail would be restored to its previous state after the completion of construction. Regardless, should unanticipated archaeological resources be uncovered during construction activities, Mitigation Measures CUL-1 and CUL-2 would be implemented to ensure impacts are less than significant.

Mitigation Measures

CUL-1 **Cultural Resource 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.

CUL-2 **Inadvertent Discovery of Archaeological Resources.** In the event that archaeological resources (sites, features, or artifacts) are inadvertently discovered during construction activities, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find and determine whether or not additional study is warranted. Construction activities may continue in other areas, or use existing paths of travel, but should be redirected a safe distance from the find. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); California Public Resources Code Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted. 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 dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. No cemeteries, known burial grounds, or pre-contact burials were identified within the project site or within a 0.5-mile radius of the APE. Based on the results of the archival research, there is low potential for such sites to be encountered during ground-disturbing activities. Moreover, historical construction activities have disturbed portions of the APE. The likelihood of encountering undisturbed soils that may contain human remains is considered highly unlikely. While not expected to occur, in the event that human remains are discovered, the implementation of Mitigation Measure CUL-3 would ensure that impacts would be less than significant.

Mitigation Measure

CUL-3 **Inadvertent Discovery of Human Remains.** In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are inadvertently discovered, the County Coroner shall be notified within 24 hours 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) within 24 hours of said determination. 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.

3.6 Energy

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

Potential impacts to energy associated with the proposed project are based on the results presented in the Energy Study prepared for the proposed project, which is included as Appendix D to this IS/MND.

Discussion

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. The following analysis addresses short-term construction and long-term operational effects of the proposed project on the consumption of electricity, natural gas, and petroleum-derived transportation fuels.

Construction

As described in Chapter 1, *Project Description*, construction of Unit 1 of the proposed project is anticipated to commence in July 2028 and conclude in July 2036. Construction of Unit 2 of the proposed project would be anticipated to commence in September 2030 and conclude in March 2038. Contractors selected to construct the proposed project would be required to comply with State, regional, LADWP, and local regulations and policies applicable to off-road equipment and on-road vehicles.

Electricity

Construction of the proposed project would require electricity for operation of electrically powered hands tools. However, electricity for construction activities would be provided by diesel generators, i.e., on-site petroleum products. Therefore, construction of the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of electricity, and impacts would be less than significant.

Natural Gas

Construction activities typically do not require the consumption of natural gas to power equipment or heavy machinery. Natural gas that would be consumed during construction would be negligible and would not result in a significant drain on natural gas resources. As such, no impact would occur.

Petroleum-Derived Transportation Fuels

Petroleum fuels would be consumed during construction activities by heavy-duty equipment, which is usually diesel powered, as well as on-road vehicles used by the construction crews, vendor deliveries, and haul trucks. Table 4, *Construction Petroleum Demand*, shows that a one-time expenditure of approximately 1,438,473 gallons of diesel fuel and 62,780 gallons of gasoline would be needed to construct the proposed project. Averaged over the 10-year construction timeline, equipment and vehicles employed to construct the proposed project would consume approximately 143,848 gallons of diesel fuel and 6,278 gallons of gasoline per year. The proposed project would use best practices to eliminate the potential for the wasteful consumption of petroleum. Exported materials (e.g., soil hauling) would be disposed of at the closest facility that is able to accept such materials, and the proposed project would be required to comply with California Air Resources Board's (CARB's) Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to five minutes. Petroleum use would be minimized to the extent feasible and represents a relatively small amount of fuel consumption. Therefore, construction of the proposed project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of petroleum.

Table 4: Construction Petroleum Demand

Fuel Type/End Use	Gallons of Fuel
Diesel	
Open Trench Construction	
Off-Road Equipment	788,653
Vendor Delivery Trips	58,363
Disposal Hauling Trips	156,363
Open Trench Subtotal	***1,003,379***
Pipe-Jacking Construction	
Off-Road Equipment	418,878
Vendor Delivery Trips	7,238
Disposal Hauling Trips	8,978
Pipe-Jacking Subtotal	***435,094***
Total Diesel Consumption	**1,438,473**
Annual Average Consumption (gallons/year)	***143,848***
Gasoline	
Construction Crew Trips – Open Trench Construction	50,629
Construction Crew Trips – Pipe-Jacking Construction	12,151
Total Gasoline Consumption	**62,780**
Annual Average Consumption (gallons/year)	***6,278***

Source: Terry A. Hayes Associates Inc., *Trunk Line Replacement Project – Energy Study*, September 26, 2025.

Operation

Other than the use of site security lighting, if needed, during operations, which would consume a negligible amount for electricity, implementation of the proposed project would not introduce any new temporary or permanent uses or facilities that would require electricity or natural gas; therefore, these resources did not require any quantitative assessment.

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 proposed project. Periodic maintenance would require a small amount of transportation fuel for site inspections. Furthermore, by replacing the existing trunk line the proposed project would reduce the necessary frequency of maintenance and servicing trips to the trunk line compared to existing maintenance requirements. Therefore, operation of the proposed project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of petroleum products.

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

Less Than Significant Impact. The *2022 Power Strategic Long-Term Resource Plan* (SLTRP or LA100 Plan) serves as a comprehensive roadmap through 2045 that guides the LADWP Power System in its efforts to supply reliable electricity in an environmentally responsible and cost-effective manner.[13] The LA100 Plan includes numerous updates related to new renewable projects, associated transmission upgrade cost and fuel cost assumptions, staffing requirements, and several other critical updates. The LA100 Plan utilized system modeling tools to analyze and determine the long-term economic, environmental, and operational impact of alternative resource portfolios by simulating the integration of new resource alternatives within the LADWP's existing mix of assets and providing the analytic results to inform the selection of a recommended case that considers various factors such as minimal adverse rate impacts on customers, prioritizing environmental stewardship and equity, and maintaining reliability and resiliency.

There is no potential for the project to conflict with renewable energy or energy efficiency plans. The proposed project would not use a significant amount of transportation fuel, electricity, or natural gas. Construction activities would use best practices to eliminate the potential for the wasteful consumption of energy (e.g., compliance with CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to five minutes). Furthermore, implementation of the proposed project would enhance the durability and dependability of LADWP's water distribution system, and would not impede the expansion of renewable energy production as outlined in the LA100 Plan. Therefore, the proposed project would result in a less than significant impact related to energy plans and energy efficiency.

[13] Los Angeles Department of Water and Power, *2022 Power Strategic Long-Term Resource Plan*, adopted December 2021.

3.7 Geology and Soils

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

Discussion

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. According to the Geotechnical Assessment[14] and Fault Displacement Characterization[15] reports that were prepared for the proposed project, the GTL alignment crosses numerous known earthquake faults, including the active Mission Hills fault (part of the San Fernando fault zone), and possibly a strand of the western Northridge Hills fault. The Mission Hills fault, which crosses the eastern portion (Unit 1 in Granada Hills) of the project alignment, is mapped within an Alquist-Priolo Fault Zone; it is also likely that additional unknown faults are located within the project area and should be considered fault hazards.[16]

Despite the project site's location within a known fault hazard zone, the proposed project does not include development of any habitable structures that could pose a risk to of loss, injury, or death involving fault rupture. Project construction would occur within the existing road ROW. Additionally, the proposed trunk line replacement would be constructed of Earthquake Resistant Ductile Iron Pipe. Furthermore, the proposed GTL and all appurtenances would be constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable State and local seismic-related standards, including, but not limited to, appropriate pipe joint design and adequate excavation shoring during construction. Once construction is complete, the road ROW would be returned to existing conditions.

Overall, the proposed project is intended to help increase the seismic resilience of the City's water distribution system by replacing the existing trunk line with a pipe design that is more resistant to earthquake-induced ground failure. The new pipeline design would include seismic resiliency analysis for all applicable project components. All phases of the proposed project would be required to conform to safety regulations, including those from Cal/OSHA. It should also be noted that the portion of the proposed alignment that traverses the Mission Fault would follow the same alignment as the existing trunk line. As such, long-term operation of the proposed project would not increase risks associated with rupture of a known fault. Therefore, impacts would be less than significant.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The proposed GTL alignment is located within the seismically active Southern California region, and like all locations within the area, is subject to strong seismic ground shaking. However, as discussed in Response 3.7(a)(i) above, the proposed project does not include any habitable structures and would replace the existing trunk line with a pipe design that is more resistant to earthquake-induced ground failure. Additionally, the GTL replacement and all appurtenances would be constructed in accordance with the latest version of the City of

[14] Los Angeles Department of Water and Power, *Preliminary Geological and Geotechnical Assessment of the Proposed Granada Trunk Line Replacement Project*, November 21, 2017.

[15] Lettis Consultants International, Inc., *Fault Displacement Characterization of LADWP De Soto, Granada, Hayvenhurst, and Roscoe Trunk Line Projects*, July 25, 2018.

[16] Los Angeles Department of Water and Power, *Preliminary Geological and Geotechnical Assessment of the Proposed Granada Trunk Line Replacement Project*, November 21, 2017.

Los Angeles Building Code and other applicable federal, State, and local codes associated with seismic criteria. As such, the proposed project would result in a less than significant impact related to strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction occurs when loosely packed, water saturated sediments at or near the ground surface lose their strength in response to strong or extended periods of seismic shaking. Liquefied sediments lose strength, in turn causing the failure of adjacent structures. The proposed GTL alignment would cross known liquefaction areas, and historical groundwater depths have been recorded as shallow as approximately 10 feet below ground surface.[17] However, as discussed above, the proposed GTL replacement and all appurtenances would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable federal, State, and local codes to minimize impacts related to seismic ground failure, including liquefaction. Additionally, the proposed project would replace the existing trunk lines with a pipe design that is more resistant to earthquake-induced ground failure, including liquefaction. Following adherence with existing regulations, impacts would be less than significant.

iv. Landslides?

Less Than Significant Impact. The proposed GTL replacement would be located beneath the existing paved road ROW. Segments along Unit 1 of the proposed GTL alignment cross designated landslide areas.[18] However, as discussed above, the proposed GTL replacement and all appurtenances would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable federal, State, and local codes to minimize impacts related to seismic ground failure, including landslides. Additionally, the proposed project would replace the existing trunk lines with a pipe design that is more resistant to earthquake-induced ground failure, including landslides. Following adherence with existing regulations, impacts would be less than significant.

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

Less Than Significant Impact. Construction of the GTL replacement would involve trenching and pipe jacking within the existing road ROW. The excavated soil would be immediately hauled off site to disposal areas; pavement would be removed from the project site and recycled, reused as backfill material or pavement base material, or transported to an appropriate facility for recycling or disposal. As excavation occurs, trenches would be properly shored using a beam-and-plate system to retain the trench walls. Additionally, the proposed project would be required to prepare and implement a SWPPP, which would identify BMPs to prevent substantial erosion or loss of topsoil from occurring, comply with SCAQMD's Rule 403, and procure a RWQCB NPDES Construction Dewatering permit. Once construction is complete, all roadways along the project alignment would be returned to existing conditions. As such, operation of the underground GTL alignment would not result in any soil erosion, and impacts related to soil erosion and loss of topsoil would be less than significant.

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[17] Los Angeles Department of Water and Power, *Preliminary Geological and Geotechnical Assessment of the Proposed Granada Trunk Line Replacement Project*, November 21, 2017.

[18] Los Angeles County, Landslide Zones, available at: https://www.arcgis.com/apps/mapviewer/index.html?layers=306103cb524845368d5ae2923fbdccb3, accessed May 15, 2025.

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. Lateral spreading is a type of liquefaction-induced ground failure on mildly sloping ground. As portions of the proposed GTL alignment are mapped within liquefaction and landslide zones, the project may be susceptible to lateral spreading. However, as discussed above in Responses 3.7(a)(3) and 3.7(a)(4), the proposed GTL replacement and all appurtenances would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable federal, State, and local codes to minimize impacts related to seismic ground failure, including liquefaction and landslides. Additionally, the proposed project would replace the existing trunk line with a pipe design that is more resistant to earthquake-induced ground failure, including lateral spreading. Following adherence with existing regulations, impacts related to lateral spreading would be less than significant.

Subsidence is the lowering of surface elevation due to changes occurring underground, such as the extraction of large amounts of groundwater. When groundwater is extracted from aquifers at a rate that exceeds the rate of replenishment, overdraft occurs, which can lead to subsidence. Historically, groundwater depths along the project alignment have been measured as shallow at approximately 10 feet below ground surface.[19] As such, a RWQCB NPDES Construction Dewatering permit may be required during project construction in order to lower the groundwater levels along the proposed GTL alignment and create a stable working environment. However, the proposed project would be required to develop a site-specific SWPPP, which would identify additional construction BMPs to be implemented in tandem with site dewatering. Additionally, dewatering would be confined to the limits of the GTL alignment and would be temporary. All dewatering, if necessary, would cease once construction is complete. It is not anticipated that lowering of localized groundwater levels would significantly impact the source aquifer such that subsidence would occur.

Collapsible soils consist of unconsolidated, low-density materials that may collapse and compact under the addition of excessive water or loading. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. The proposed site is underlain by young Holocene alluvial materials (gravel, sand, and clay of valley areas); artificial fill material associated with man-made disturbances such as grading and development are mapped throughout the project area, and it is not anticipated that bedrock would be encountered during project construction given that the proposed alignment would follow the same or similar route as the existing trunk line.[20] During construction, trenches would be backfilled with cement slurry, and all project components would be designed and constructed in accordance with all applicable federal, State, and local codes related to seismic criteria. Once construction is complete, the road ROW would be returned to existing conditions. Therefore, impacts related to unstable geologic units 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 clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away.

[19] Los Angeles Department of Water and Power, *Preliminary Geological and Geotechnical Assessment of the Proposed Granada Trunk Line Replacement Project*, November 21, 2017.

[20] Ibid.

If soils consist of expansive clays, foundation movement and/or damage can occur. As detailed above, artificial fill material associated with man-made disturbances such as grading and development are mapped throughout the project area, and it is not anticipated that bedrock would be encountered during project construction given that the proposed alignment would follow the same or similar route as the existing trunk line. In areas of open-trench installation, the trench would be backfilled with cement slurry, which is not subject to expansion and contraction. As such, it is not anticipated that the project would be located on expansive soil, and impacts would be less than significant.

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

No Impact. As a trunk line replacement project, no septic tanks or alternative wastewater disposal systems are proposed as part of the project. Therefore, no impact related to 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?

Potential impacts related to paleontological resources resulting from implementation of the proposed project were determined from the results presented in the Cultural Resources Technical Memorandum prepared for the proposed project, which is included as Appendix C to this IS/MND.

Less Than Significant Impact with Mitigation Incorporated. No paleontological resources are documented within the project footprint or in the surrounding area. Geotechnical reports prepared in the vicinity of the proposed project indicated that artificial fill is present at ground surface with the transition to native sediments as shallow as 4 feet in depth. Within the De Soto Reservoir property at the western end of the proposed alignment, undisturbed alluvium was identified at surface level.

A paleontological records search was conducted at the Natural History Museum of Los Angeles County and geologic literature and maps were reviewed to identify paleontological localities and the sensitivity of the project site and surrounding area. The records search and literature review indicated that significant vertebrate fossil localities have been recovered from geologic formations of similar age and depositional environments to those units identified near and at depth in the vicinity of the project site, which include Pleistocene alluvium, Pleistocene- to Pliocene-aged Saugus Formation, and Cretaceous Chatsworth Formation. Given the findings of the records search and geological context, the project site and surrounding area is determined to be sensitive for paleontological resources. Per the guidelines set forth by the Society of Vertebrate Paleontology (SVP), the proposed project's impact on paleontological resources is considered very low within artificial fill and disturbed topsoil at ground surface and high within undisturbed geologic formations at unknown depth beneath these disturbed surface deposits. As discussed in Section 1.6.1, Construction Methods, open trench construction would reach depths from 8 feet to 15 feet in depth and jacking pits would reach depths of 40 feet to 80 feet below ground surface. As such, inadvertent discoveries are a possibility within these deeper, sensitive units during construction activities. Mitigation Measures GEO-1 through GEO-3 would be required to ensure that potential impacts related to paleontological resources would be less than significant.

Mitigation Measures

GEO-1: Prior to grading or excavation in sedimentary rock material other than topsoil, LADWP shall retain a Society of Vertebrate Paleontology-qualified paleontologist to provide or supervise a paleontological sensitivity training to all personnel planned to be involved with earth-moving activities. The training session shall focus on how to identify paleontological resources, such as fossils that may be encountered, and the procedures to follow if identified.

GEO-2: Prior to grading or excavation in sedimentary rock material other than topsoil or artificial fill, the construction contractor shall retain an SVP-qualified paleontologist to conduct part-time monitoring (spot checking), or supervise the part-time monitoring of these activities by a paleontological monitor, beginning at depths 4 feet beneath current ground surface to identify the transition to undisturbed sediments. Upon identification of undisturbed sediments, full-time monitoring shall commence. If any paleontological resources are encountered on the project site during grading at any depth, the SVP-qualified paleontologist or the paleontological monitor will be empowered to immediately halt all ground-disturbing activities within 50 feet of the find. At this time, the construction contractor shall notify LADWP and consult with the qualified paleontologist to assess the significance of the find following SVP standards. If any find is determined to be significant, appropriate avoidance measures recommended by the qualified paleontologist and approved by LADWP must be followed. If avoidance is determined to be infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. The recommendations of the SVP-qualified paleontologist shall be implemented with respect to the evaluation and recovery of fossils, after which the on-site construction supervisor shall be notified and shall direct work to continue in the location of the fossil discovery.

If no fossils have been recovered after 50 percent of the excavation within a unit (Granada Trunk Line Unit 1 or Unit 2) of the project alignment has been completed, full-time monitoring may be modified to weekly spot-check monitoring at the discretion of the qualified paleontologist. The qualified paleontologist may also recommend reducing paleontological monitoring based on observations of specific site conditions during initial monitoring (e.g., if the geologic setting precludes the occurrence of fossils). The recommendation to reduce or discontinue paleontological monitoring at the project site shall be based on the professional opinion of the qualified paleontologist regarding the potential for fossils to be present after a reasonable extent of the geology and stratigraphy has been evaluated. If sufficient fossils (by volume or significance) are discovered after monitoring efforts have already been modified, full-time monitoring efforts can be reinstated at the discretion of the qualified paleontologist.

GEO-3: If recovered fossils are determined to be significant, then the SVP-qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include, but not be limited to, the following measures:

- The paleontologist shall ensure that all significant fossils collected are cleaned, identified, catalogued, and permanently curated with an appropriate institution with a research interest in the materials (which may include the Natural History Museum of Los Angeles County);

- The paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected; and

- The paleontologist shall ensure that curation of fossils is completed in consultation with LADWP. A letter of acceptance from the curation institution shall be submitted to the LADWP.

3.8 Greenhouse Gas Emissions

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

Potential impacts related to greenhouse gas emissions associated with the proposed project are based on the results presented in the Greenhouse Gas Emissions Study prepared for the proposed project, which is included as Appendix E to this IS/MND.

Discussion

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

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

Neither the City of Los Angeles/LADWP nor the SCAQMD has officially adopted a quantitative threshold screening value for determining the significance of GHG emissions that will be generated by projects under CEQA. However, the SCAQMD published a *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* in October 2008, which contained several recommendations developed by SCAQMD staff for quantitatively assessing GHG emissions subject to CEQA. [21] Ultimately, the SCAQMD staff proposed a tiered approach to analyzing the potential significance of GHG emissions from CEQA projects that was developed through collaboration with a Stakeholder Working Group. The mitigation measures evaluated by SCAQMD staff were applicable to long-term, operational emissions from large stationary source facilities and land use developments. As the proposed project would generate GHG emissions predominantly during temporary construction activities and changes to long-term regional GHG emissions would be of relatively minimal magnitude, the GHG emissions analysis utilized the most conservative threshold considered for industrial projects of 3,000 $MTCO_2e$ per year.

[21] SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

Construction

Construction of Unit 1 of the proposed project is anticipated to commence in July 2028 and conclude in July 2036. Construction of Unit 2 of the proposed project would be anticipated to commence in September 2030 and conclude in March 2038. Construction methods would include open trench and pipe jacking installations. Both open trench pipe installations and pipe jacking installations would occur concurrently over approximately 120 months.

The proposed project would generate GHG emissions exclusively from construction activities. GHG emissions would be generated by off-road equipment, on-site trucks, and vehicles traveling to and from the construction site, including light duty crew vehicles and heavy-duty haul trucks. Table 5, Proposed Project Greenhouse Gas Emissions, presents the estimated GHG emissions that would be generated by construction of the proposed project over the 120-month schedule and displays average annual emissions. Construction activities for implementation of the proposed project would produce a total of approximately 4,647 $MTCO_2e$ over the 10-year period, which equates to approximately 155 $MTCO_2e$ based on a 30-year amortization schedule. The annual average emissions during proposed project construction would be approximately 465 $MTCO_2e$ from 2028 to 2038. The magnitude of annual average emissions would remain well below the most conservative proposed SCAQMD interim screening threshold of 3,000 $MTCO_2e$ annual emissions. Therefore, implementation of the proposed project would result in a less than significant impact related to mass GHG emissions.

Table 5: Proposed Project Greenhouse Gas Emissions

Component/Source	Greenhouse Gas Emissions ($MTCO_2e$)
Open-Trench Construction	
Off-Road Equipment	1,082.6
On-Site Water Trucks	4.4
Debris & Soil Hauling Trucks	1,677.8
Materials & Slurry Delivery Trucks	622.7
Construction Crew Vehicles	450.2
Subtotal	**3,837.7**
Pipe Jacking Construction	
Off-Road Equipment	526.9
On-Site Trucks	0.7
Debris & Soil Hauling Trucks	77.2
Materials & Slurry Delivery Trucks	96.3
Construction Crew Vehicles	108.0
Subtotal	809.2
Total Cumulative Construction Emissions	**4,646.9**
Annual Average Rate ($MTCO_2e$/year)	***464.7***
Most Conservative Interim SCAQMD Threshold	3,000

Source: Terry A. Hayes Associates Inc., *Trunk Line Replacement Project – Greenhouse Gas Emissions Study*, September 26, 2025.

Operation

The entire GTL alignment would be located underground in the existing road ROW and would not be visible during operation. Operational activities would be limited to scheduled maintenance and emergency repair. Maintenance activities would be minimal and would be similar to those that occur under existing conditions. No additional permanent LADWP workers would be required to operate or maintain the GTL. Implementation of the proposed project would not introduce a new substantial source of permanent GHG emissions to the project site or surrounding area. Therefore, no operational impacts would occur.

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

Less Than Significant Impact. The California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32, focuses on reducing GHG emissions in California and requires the CARB to adopt rules and regulations that would achieve GHG emissions equivalent to Statewide levels in 1990 by 2020. The 2020 target reductions were estimated to be 174 million metric tons of CO_2e. In November 2017, CARB adopted the final 2017 Scoping Plan: The Strategy for Achieving California's 2030 GHG target (2017 Scoping Plan). The 2017 Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals. Most recently, CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan). This plan was developed to outline a technologically feasible, cost-effective, and equity-focused path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan sets a target of reducing statewide GHG emissions by 85 percent by 2045 to achieve its ambitious goals. Additionally, CARB forecasts that effective implementation of the 2022 Scoping Plan will reduce statewide demand for petroleum by 94 percent and cut air pollution by 71 percent by the 2045 horizon year. The 2022 Scoping Plan includes a commitment to build no new fossil gas-fired power plants and increases support for mass transit.

Measures included in the CARB Scoping Plan update would indirectly address GHG emissions levels associated with construction activities associated with the proposed project, including the phasing in of cleaner technology for diesel engine fleets (including construction equipment) and the development of a low-carbon fuel standard. Policies formulated under the mandate of AB 32 that apply to construction-related activity, either directly or indirectly, are assumed to be implemented statewide and would affect construction activities should those policies be implemented before construction begins. Therefore, construction of the proposed project would not conflict with the CARB Scoping Plan update.

The LA100 Plan serves as a comprehensive roadmap through 2045 that guides the LADWP Power System in its efforts to supply reliable electricity in an environmentally responsible and cost-effective manner. The measures in the LA100 Plan do not directly relate to the purpose and objectives of the proposed project; however, the proposed project would contribute to ensuring that the 2020 Urban Water Management Plan is implemented effectively. The purpose of the proposed project is to enhance LADWP's distribution system dependability into the future, and the proposed project would not conflict with or impede LADWP's initiatives to derive additional electricity from renewable resources in accordance with statewide regulations. The intent, purpose, and functions of the proposed project are consistent with the goals of the AB 32 Scoping Plan and the objectives of the LA100 Plan to protect against the detrimental effects of climate change and ensure a sustainable water supply infrastructure. The proposed project would not conflict with the CARB Scoping Plan update or any other plans, policies, or regulations for the

purpose of reducing GHG emissions. As discussed earlier, the proposed project would also not generate GHG emissions that would have a significant impact on the environment. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions and would result in a less than significant impact.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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?	☐	☐	☒	☐

Discussion

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. Construction of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction activities would include the use of hazardous materials typical of construction (i.e., fuel and lubricants for construction equipment). These materials are not considered acutely hazardous. All handling, storage, and disposal of these materials are regulated by the California Department of Toxic Substances Control (DTSC), EPA, and the Los Angeles Fire Department (LAFD). Construction of the proposed project would also involve the excavation and transport of paving materials (e.g., asphalt, concrete, roadbed fill materials) that could possibly be contaminated by vehicle-related pollution (e.g., oil, gasoline, diesel, other automotive chemicals). The transport, use, and disposal of construction-related hazardous materials would comply with applicable health and safety laws and regulations.

Operation of the proposed project would not require the routine transport, use, or disposal of hazardous materials as the proposed GTL would convey potable water. With adherence to applicable regulations, impacts related to the routine transport, use, or disposal of hazardous materials 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. Construction activities for the proposed project would involve limited transport, storage, and use of hazardous materials, such as fuel for construction equipment. These types of materials, however, are not acutely hazardous, and all storage, handling, and disposal of these materials would comply with existing regulations. The operation of the GTL would not involve the use of hazardous materials. Compliance with local, State, and federal regulations would ensure a less than significant impact related to the creation of a significant hazard to the public through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.

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. Portions of the proposed GTL alignment are located within one-quarter mile of existing schools, including Northridge Community School, Heritage Christian School, Iqra Elementary School, Vidya Community High School, and Dubnoff School. However, as discussed in Responses 3.9(a) and 3.9(b) above, construction of the proposed project would involve the limited use of hazardous materials, such as fuel and lubricants, which are not considered acutely hazardous, and would not emit hazardous emissions. These materials would be handled in accordance with applicable federal, State, and local regulations regarding storage, use, and disposal. Compliance with existing regulations would ensure a less than significant impact related to the handling of these materials within one-quarter mile of an existing school during construction activities. No impact would occur during project operations.

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

Less Than Significant Impact. The proposed project would be located within existing road ROW. Three Leaking Underground Storage Tank (LUST) cleanup sites are located adjacent to the proposed GTL alignment, including 76 Station 5653, located south of Rinaldi Street and Tempa Avenue, Chevron #9-9759 and Thrifty #227, located north and south of Rinaldi Street and Balboa Boulevard, respectively.[22] However, all LUST cleanup sites are designated as completed and closed. Therefore, the proposed project would not be located on a hazardous materials site listed pursuant to Government Code Section 65962.5, and project implementation would not result in a hazard to the public or the environment. As such, impacts would be less than significant.

[22] State of California, State Water Resources Control Board, GeoTracker, available at: https://geotracker.waterboards.ca.gov/, accessed May 14, 2025.

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?

No Impact. The nearest airport to the project alignment is the Van Nuys Airport, located approximately 4.1 miles south of the project site. As such, the proposed project is not located within an airport land use plan or within two miles of a public airport. Thus, no airport-related safety hazard or excessive noise for people residing or working in the project area would occur.

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

Less Than Significant Impact. The City of Los Angeles Emergency Management Department coordinates emergency evacuations with the Los Angeles Police Department (LAPD) and LAFD, as outlined in the City's Emergency Operations Plan.[23] As designated by the County of Los Angeles, within the proposed project area, SR-118 is a designated freeway disaster route, and the intersections of Tampa Avenue and Balboa Boulevard at Rinaldi Street are identified as secondary disaster routes.

The proposed project involves installation of a trunk line within public road ROW. As previously discussed, the installation of the proposed GTL would require the establishment of temporary work areas that would occupy traffic lanes, which, depending on the width of the roadway, would result in partial or complete street closures in the segment under construction. The temporary lane closures could have an effect on the designated disaster routes. However, a traffic control plan, as required by LADOT, would be implemented and would include measures such as signage, flag persons, and lane detours as necessary to minimize disruptions to traffic. These disruptions would be temporary, and the roadway would be restored to pre-construction conditions after construction of the project is complete. As such, construction and operation would not alter the adjacent street system such that the project would impair implementation of an adopted emergency response plan or emergency evacuation plan. Following installation of the proposed GTL, all roadways would be returned to their existing conditions. Therefore, no long-term impacts would result from the operation of the proposed project, and impacts 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. Portions of the project alignment are located within a designated Very High Fire Hazard Severity Zone (VHFHSZ) in a State Responsibility Area (SRA).[24] However, the proposed project would primarily be located within existing paved road ROW within an urban, built-up environment, which would decrease risks of wildland fire. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and a less than significant impact would occur.

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[23] City of Los Angeles, Emergency Management Department, *City of Los Angeles Base Emergency Operations Plan*, 2023.

[24] California Department of Forestry and Fire Protection (CalFire), Fire Hazard Severity Zones, available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones, accessed May 14, 2025.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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 off-site?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion

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. The proposed project would require earthwork, including trenching and grading, for installation of the trunk line, which may temporarily increase the potential for soil erosion during construction. Construction activities would result in the disturbance of more than one acre of soil and, as such, would be required to obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit, issued by the State Water Resources Control Board (SWRCB). In accordance with the Construction General Permit, a project-specific SWPPP would be developed and implemented to control pollutants in stormwater discharges during construction activities. The SWPPP would identify structural and nonstructural BMPs, such as erosion and sediment control, general housekeeping practices, and inspection for leaks and spills from construction vehicles and equipment that would be implemented during construction of the proposed project. Project operation would be limited to routine maintenance

of the underground trunk line, similar to existing conditions. Therefore, with adherence to existing requirements, including the project-specific SWPPP during construction, 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?

Less Than Significant Impact. Construction activities would require water for dust control. Water for these activities would be provided from existing water supplies and is anticipated to require a relatively small volume in relation to the existing supplies. Historically, groundwater depths along the project alignment have been measured as shallow as approximately 10 feet below ground surface.[25] As such, a RWQCB NPDES Construction Dewatering permit may be required during project construction in order to lower the groundwater levels along the proposed GTL alignment and create a stable working environment. However, dewatering would be confined to the limits of the GTL alignment and would be temporary. All dewatering, if necessary, would cease once construction is complete. It is not anticipated that lowering of localized groundwater levels would significantly impact the source aquifer such that project implementation would impede recharge. There would be no operational impacts to groundwater supply because the GTL would replace an existing trunk line and would not increase the consumption of drinking water. As such, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge, and less than significant impacts 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?

Less Than Significant. The proposed GTL alignment would be located primarily within the existing paved road ROW, and as such, is not expected to alter the existing grade or drainage pattern of the area. Construction of the GTL replacement would involve trenching and pipe jacking within the existing road ROW. The excavated soil would be immediately hauled off site to disposal areas; pavement would be removed from the project site and recycled, reused as backfill material or pavement base material, or transported to an appropriate facility for recycling or disposal. As excavation occurs, trenches would be properly shored using a beam-and-plate system to retain the trench walls. Additionally, the project would implement BMPs to prevent substantial erosion or loss of topsoil from occurring. Such measures would include, but would not be limited to implementation of SCAQMD's Rule 403, preparation and implementation of a SWPPP, and procurement of an RWQCB NPDES Construction Dewatering permit. Once completed, the proposed GTL would be underground, and no impacts to drainage patterns or an existing stream are anticipated to occur. Therefore, the impact would be less than significant.

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

Less Than Significant Impact The proposed GTL alignment would be located primarily within the existing paved road ROW, and as such, is not expected to alter the existing grade or drainage

[25] Los Angeles Department of Water and Power, *Preliminary Geological and Geotechnical Assessment of the Proposed Granada Trunk Line Replacement Project*, November 21, 2017.

pattern of the area by changing the imperviousness of the alignment. The open-trench and pipe jacking construction method is not expected to result in a substantial increase in the rate of surface runoff, or result in on- or off-site flooding. Once completed, the proposed GTL would be underground, and no impacts to drainage patterns or an existing stream are anticipated to occur. Therefore, the impact would be less than significant.

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?

Less Than Significant Impact. Construction of the proposed project would use water to control fugitive dust, which would result in minimal quantities of discharge water. The discharge water would drain into existing storm drains. Additionally, hydrostatic testing would be conducted periodically throughout construction. On average, approximately 282,000 gallons of water may be discharged during a hydrostatic test event. Additional water may need to be discharged in order to evacuate the air pockets in the pipe. Hydrostatic test water would be discharged to the storm drain system in accordance with the Los Angeles Regional Water Quality Control Board dewatering permit requirements or to the sewer system per Sewer Capacity Availability Review Permit requirements. Once hydrostatic testing is completed, the new pipelines would be disinfected. Specific BMPs would be identified in the SWPPP developed for the proposed project pursuant to NPDES permit requirements to control runoff from the project site during construction. Once construction is complete, the proposed project would not result in any increases in runoff since the pipeline would be located underground. Therefore, the impact would be less than significant.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The proposed GTL alignment is not located within a flood zone. The western portion of the project site (Unit 2 in Porter Ranch) is partially located in a zone designated as Zone D, while the remainder of the proposed alignment is in Zone X. Zone X is an area outside of a flood zone, and Zone D is an area where flood hazards are undetermined, but possible.[26] However, due to the nature of the project, and as the trunk line would be located underground, the project would not impede or redirect flood flows. Impacts would be less than significant.

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

Less Than Significant Impact. Regarding flood hazards, refer to Response 3.10(c)(iv) above.

Tsunamis are large ocean waves caused by the sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption. Tsunamis affect low-lying areas along the coastline. The project site is located approximately 16 miles north of the Pacific Ocean. Due to distance and intervening topography, the proposed project would not be affected by tsunamis. No impact would occur.

Seiches are oscillations generated in enclosed bodies of water, usually as a result of earthquake related ground shaking. Seiches are typically observed on bodies of water such as lakes, reservoirs, swimming pools, and bays. A seiche wave has the potential to overflow the sides of a

[26] Federal Emergency Management Agency (FEMA), Flood Map Service Center, Search by Location, available at: https://msc.fema.gov/portal/search, accessed May 15, 2025.

containing basin to inundate adjacent or downstream areas. Seiches primarily cause damage to properties that are adjacent to a body of water. The proposed GTL alignment is located approximately 1.5 miles southwest of the Van Norman Reservoir; additionally, the De Soto Reservoir is adjacent to the western boundary of the trunk line. However, the project would occur underground in the existing paved road ROW, and therefore would risk the release of pollutants due to inundation. As such, impacts would be less than significant.

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

Less Than Significant Impact. As previously discussed, LADWP would develop a SWPPP pursuant to the NPDES permit requirements that would identify BMPs to control runoff from the project site during construction. Project construction may require dewatering if groundwater is encountered, but short-term, localized dewatering would not be enough to impact sustainable groundwater management plans. Operation of the proposed project is not anticipated to increase runoff or decrease quality compared to existing conditions. Therefore, the project would not obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impact would be less than significant.

3.11 Land Use and Planning

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

Discussion

a) Would the project physically divide an established community?

Less Than Significant Impact. The proposed project would not physically divide an established community. The proposed GTL replacement would be located beneath existing road ROW. During construction, activities would typically occur within an approximately 800- to 1,000-foot work area, within traffic lanes. As such, partial lane closures would be necessary for installing the new trunk line and its appurtenances. Traffic control plans would be prepared in coordination with LADOT to delineate traffic lanes around work areas and to modify any turn lane pockets affected by the proposed project at major intersections. As the project site is surrounded by residential and commercial uses, 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. No streets would be permanently closed as a result of the proposed project, and no separation of uses or disruption of access between land use types would occur. Following installation of the proposed GTL, the roadways would be returned to their existing condition. As such, the proposed project would not physically divide an established community, and impacts would be less than significant.

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 GTL alignment would be located within existing road ROW. Thus, the proposed project would not conflict with existing land use or zoning designations as it would not affect use of adjacent land per the applicable land use regulations. Therefore, no impact to applicable land use plans, policies, or regulations would occur.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

a) 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?

Less Than Significant Impact. California's Surface Mining and Reclamation Act of 1975 (SMARA) requires the State Geologist to classify land into mineral resource zones based on the known or inferred mineral resource potential of that land. The California Department of Conservation's Mineral Resources Program provides data about California's varied non-fuel mineral resources, and information about active and historic mining activities throughout the state.[27] Classification is completed by the State Geologist into Mineral Resource Zones (MRZs). According to the California Geological Survey, the central portion of the proposed GTL alignment passes through an area identified by the City as MRZ-1, and the west and east portions are identified as MRZ-3. MRZ-1 are areas where geologic information indicates little likelihood for the presence of significant Portland cement concrete aggregate resources, and lands classified MRZ-3 are areas containing known or inferred Portland cement concrete aggregate resource of undetermined mineral resource significance.[28] However, according to Figure 9.6 of the County's General Plan Conservation and Natural Resources Element, the entirety of the project alignment and the land adjacent to it are not within mineral resource zones.[29] Additionally, there are no wells located along the project alignment.[30] Implementation of the proposed project would not result in the loss of availability of known mineral resources, and impacts would be less than significant.

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. The project site is not delineated as a locally important mineral resource recovery site in the City of Los Angeles General Plan or other land use plan.[31,32] No active mineral extraction

[27] California Department of Conservation, The California Mineral Resources Program, available at: https://www.conservation.ca.gov/cgs/minerals/program, accessed May 14, 2025.

[28] California Geological Survey, *Updated Mineral Resource Zones for Portland Cement Concrete Aggregate in the San Fernando Valley and Saugus-Newhall Production-Consumption Regions*, 2021.

[29] County of Los Angeles, *Los Angeles County General Plan, Conservation and Natural Resources Element, Figure 9.6, Mineral Resources*, adopted October 6, 2015.

[30] California Department of Conservation, Well Finder, available at: https://maps.conservation.ca.gov/doggr/wellfinder/, accessed May 14, 2025.

[31] City of Los Angeles, Department of City Planning, *City of Los Angeles General Plan – Conservation Element*, 2001.

[32] Los Angeles City Planning, Granada Hills – Knollwood Community Plan, available at: https://planning.lacity.gov/odocument/da92d74a-58e0-4dfb-9757-39d1d4ab9941/Granada_Hills-Knollwood_Community_Plan_.pdf, 2015.

occurs within or near the project site, and the proposed project would not include any mineral extraction activities. Therefore, implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site. No impact would occur.

3.13 Noise

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

Discussion

Potential impacts related to noise associated with the proposed project are based on the results presented in the Noise and Vibration Study prepared for the proposed project, which is included as Appendix F to this IS/MND.

The standard unit of measurement for noise is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. This noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}), Community Noise Equivalent Level (CNEL), and Maximum Noise Level (L_{max}). The equivalent noise level is expressed in units of dBA.

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The VdB acts to compress the range of numbers required to describe vibration.[33]

Sensitive receptors are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land, and typically include residences, schools, parks, and recording studios. Parks with active uses (e.g., baseball fields, tennis courts) are not considered sensitive to noise. Los Angeles Municipal Code (LAMC) Sections 41.40 and 112.05 indicate that 500 feet is an appropriate screening distance for assessing construction-related noise impacts in an urban environment.

Under existing conditions, noise levels in the vicinity of the project site range from 50.4 to 71.8 dBA, L_{eq}. Existing sources of vibration include passenger vehicles and trucks traveling along

[33] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

roadways in the surrounding area. Sensitive receptors include, but are not limited to, Sierra Canyon School, Hampton Inn & Suites, Shepherd Church and Daycare, In Christ Community Church, Chabad at Porter Ranch, Temple Ahavat Shalom, Inspire Learning Center, Granada Hills Kindercare, Islamic Center of Northridge, Granada Hills Masjid, Serenity Kids Academy, Heritage Christian School/Church, Living Water Church, and Rinaldi Adult Center.

The California Department of Transportation (Caltrans) has published guidance for assessing roadway noise.[34] The guidance includes Noise Abatement Criteria (NAC), which are used to identify potential impacts. The exterior NAC for land uses such as residences, schools, and parks is 67 dBA L_{eq}. The exterior NAC for motels and other commercial land uses is 72 dBA L_{eq}. In California, a noise level is considered to approach the NAC for a given activity category if it is within 1 dBA of the NAC. In addition, Caltrans guidance states that a substantial noise increase is considered to occur when project-related hourly noise levels exceed existing hourly noise levels by 12 dBA or more.

As of August 2024, within the City of Los Angeles, on- and off-site construction noise during daytime hours (7:00 a.m. and 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays) cannot exceed 80 dBA, L_{eq} (8-hour) at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. Additionally, during construction, vibration levels cannot exceed 0.1 inches per second PPV at fragile buildings, exceed 0.25 inches per second PPV at historic buildings, exceed 0.3 inches per second PPV at older residential structures 50 years old or more, or exceed 0.5 inches per second PPV at new residential structures and modern industrial/commercial buildings less than 50 years old.

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?

Less Than Significant Impact with Mitigation Incorporated.

Construction

Open trench and pipe jacking methods would be used to construct the proposed GTL alignment. Noise impacts from construction of the proposed project would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers (including natural topographic features). Construction activities typically require the use of numerous pieces of noise-generating equipment. Noise levels from individual pieces of equipment typically are between 74.0 and 89.6 dBA L_{max} at 50 feet, and it is anticipated that each phase of construction may have two or three pieces of equipment operating to accomplish the task of the day.

As detailed in Table 6, Unmitigated Construction Noise Levels at Sensitive Receptors, the Noise and Vibration Impact Study prepared for the project estimated maximum construction noise levels at sensitive receptors that would exceed the 80 dBA, $L_{eq\ (8\text{-hour})}$ threshold. Open-trench construction would not result in an exceedance of the 80 dBA, $L_{eq\ (8\text{-hour})}$ threshold at sensitive receptors. However, pipe jacking at Tampa Avenue and Reseda Boulevard would result in noise levels that would exceed the 80 dBA, $L_{eq\ (8\text{-hour})}$ threshold. Therefore, without mitigation, the proposed project would result in a significant impact related to on-site construction noise.

[34] California Department of Transportation, *Traffic Noise Analysis Protocol*, April 2020.

Table 6 Unmitigated Construction Noise Levels At Sensitive Receptors

Sensitive Receptor	Distance from Project Site (feet) [a]	Existing Noise Level (dBA, L_{eq})	Main Construction Type	Combined Construction Noise Level (dBA, $L_{eq\ (8\text{-}hour)}$)	Exceed Threshold? (80 dBA, $L_{eq\ (8\text{-}hour)}$)
Residences between Corbin Avenue and Tampa Avenue	55	70.2	Pipe Jacking	84.1	Yes
Residences between Amigo Avenue and Reseda Boulevard	75	67.5	Pipe Jacking	81.4	Yes
Residences between Reseda Boulevard and Derby Avenue	70	68.1	Pipe Jacking	82.0	Yes

[a] Measured from the nearest construction work zone.
Source: Terry A. Hayes Associates Inc., *Trunk Line Replacement Project – Noise and Vibration Impact Study*, September 25, 2025.

As such, Mitigation Measure NOI-1 would be implemented during construction to require noise barriers around the perimeter of the pipe jacking pits at Tampa Avenue and Reseda Boulevard to block the line-of-sight between receptors and construction equipment. As shown in Table 7, utilization of the noise barriers required under Mitigation Measure NOI-1 would reduce construction noise levels by 10 dBA. Therefore, with adherence to Mitigation Measure NOI-1, impacts related to construction equipment noise would be less than significant.

Table 7: Mitigated Construction Noise Levels At Sensitive Receptors

Sensitive Receptor	Distance from Project Site (feet) [a]	Existing Noise Level (dBA, L_{eq})	Mitigated Construction Noise Level (dBA, $L_{eq\ (8\text{-}hour)}$)	Exceed Threshold? (80 dBA, $L_{eq\ (8\text{-}hour)}$)
Residences between Corbin Avenue and Tampa Avenue	55	70.2	74.1	No
Residences between Amigo Avenue and Reseda Boulevard	75	67.5	71.4	No
Residences between Reseda Boulevard and Derby Avenue	70	68.1	72.0	No

[a] Measured from the nearest construction work zone.
Source: Terry A. Hayes Associates Inc., *Trunk Line Replacement Project – Noise and Vibration Impact Study*, September 25, 2025.

Construction activities would also generate noise through off-site truck trips on the local roadway network. During the peak of construction, an average of approximately 10 daily off-site truck trips would be required. Over an eight-hour workday, the maximum hourly haul truck volume would be approximately one truck trip per hour. Trucks would access the project site using Rinaldi Street, which is a busy arterial roadway. A doubling of traffic volume is typically needed to audibly increase noise levels along a roadway segment. Under existing conditions, approximately 500 to 2,000 trips occur within those time periods. An additional 10 trucks per day (one truck per hour) would not double the volume on any roadway segment, and off-site vehicle activity would not audibly change average daily noise levels. Therefore, the proposed project would result in a less than significant impact related to haul truck and delivery truck noise.

Operation

Operational activities would be limited to scheduled maintenance and emergency repair and would not include a significant source of noise. Maintenance activities would be minimal and would be similar to those that occur under existing conditions, including exercising valves and replacing or repairing worn appurtenances to ensure proper performance over the life of the facilities. No additional permanent workers would be required to operate or maintain the project. Operations would not result in an increase in permanent ambient noise levels of 3 dBA CNEL or to within the Normally Unacceptable or Clearly Unacceptable categories or of any 5 dBA CNEL or more, and would not cause noise levels to increase by 5 dBA or more due to mechanical equipment at any other property. Therefore, the proposed project would result in a less than significant impact related to operational noise.

Mitigation Measure

NOI-1 Barriers, such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the jacking pits at Tampa Avenue and Reseda Boulevard to block the line-of-sight between receptors and construction equipment. The noise barriers shall enclose perimeters in their entirety, with a gap maintained for access to the site where necessary. Noise barriers shall be capable of reducing construction noise levels by at least 10 A-weighted decibels dBA. Feasibility criteria includes, but is not limited to, ensuring that the enclosures do not create safety hazards associated with vehicle sight lines or maintaining access to the project site.

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

Less Than Significant Impact.

Construction

Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. In most cases, the primary concern regarding construction vibration relates to damage. Activities that can result in damage include excavation near sensitive structures. Residences within the project vicinity are older structures and are therefore subject to the 0.3 inches per second PPV vibration damage threshold. Of all construction equipment, a vibratory roller would generate the highest vibration level of 0.210 inches per second PPV at 25 feet. However, construction would occur 50 feet or more from the nearest structures and the 0.3 inches per second vibration damage threshold would not be exceeded. Therefore, the proposed project would result in a less than significant impact related to construction vibration damage at nearby structures.

Four historic structures have been identified within the project vicinity that would have the potential to be sensitive to construction vibration. These structures are subject to 0.25 inches per second PPV vibration damage threshold for historic buildings. However, as shown in Table 8, the vibration threshold would not be exceeded at any of the historic buildings. Therefore, the proposed project would result in a less than significant impact related to construction vibration damage at historic buildings.

Table 8: Vibration Analysis

Sensitive Receptor	Distance from Construction Activity (feet)	PPV at Sensitive Receptor (Inches/Second)	Exceed Vibration 0.25 Inches/Second PPV Damage Threshold?
Residence (17551 Rinaldi Street)	65	0.05	No
Hillcrest Christian Church/Heritage Christian Church (17531 Rinaldi Street	105	0.02	No
William Shallenberger Residence (11515 Shoshone Avenue)	180	0.01	No
Residence (11525 Shoshone Avenue)	310	0.005	No

[a] Measured from the nearest construction work zone.
Source: Terry A. Hayes Associates Inc., *Trunk Line Replacement Project – Noise and Vibration Impact Study*, September 25, 2025.

Operation

Operation of the proposed project would be similar to the existing facilities and would not include a significant new source of operational vibration. Limited vibrations would be generated by vehicles intermittently visiting the project site. Rubber-tired vehicles, including trucks, rarely generate perceptible vibration.[35] It is not anticipated that project-related trucks would generate perceptible vibration adjacent to the roadway network. Vibration levels would not exceed the residential 80 VdB or daytime use 83 VdB vibration annoyance thresholds. Therefore, the proposed project would result in a less than significant impact related to operational vibration.

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?

No Impact. The project site is not located within an airport land use plan, nor is it located within two miles of a private airstrip or public airport. The nearest airport is the Van Nuys Airport, located approximately four miles to the south. There is no potential for the proposed project to expose people working or residing in the area to excessive aircraft noise. Therefore, no impact would occur.

[35] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

3.14 Population and Housing

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

Discussion

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. The proposed GTL replacement does not include construction or operation of any residential or commercial land uses. Under the most conservative construction scenarios, a maximum of 24 construction workers would be required per day in the project area during construction. 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, it is likely that the labor force from within the region would be sufficient to complete project construction without a substantial influx of new workers and their families, and any such relocation within the region would be minimal. Accordingly, construction employment generated by the proposed project would not impact population in the heavily-populated Los Angeles region. Once in operation, existing LADWP employees would perform scheduled maintenance and emergency repair. Therefore, the proposed project would not directly induce substantial population growth, and the impact would be less than significant.

The proposed project would replace existing aging water conveyance infrastructure in the project area and would serve existing customers. Since the proposed project would provide no additional water supply to the City, it would not indirectly induce population growth. Therefore, no impact to population growth during project operation would occur.

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

No Impact. There is no housing on the project site. The proposed project would not require removal of any housing or displacement of residents. Construction activity would primarily occur within existing road ROW. Therefore, the proposed project would not affect the number or availability of existing housing in the area and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

3.15 Public Services

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

Discussion

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

i. Fire protection?

No Impact. Fire protection services for the project site are provided by the Los Angeles Fire Department (LAFD). The nearest LAFD station in Porter Ranch is Station 8, located at 11423 North Tampa Avenue; the nearest LAFD station in Granada Hills is Station 18, located at 12034 North El Oro Way.[36] An increased demand for fire protection is generally associated with a new land use development or an increase in population. The proposed project would replace an existing trunk line; additionally, as discussed in Section 3.14, Population and Housing, the proposed project would not directly or indirectly induce population growth, and thus, would not result in an increased demand for fire protection services. Therefore, it is not anticipated that any new or physically altered fire protection facilities would be required to maintain acceptable service ratios, response times, or other performance objectives due to project implementation. No impact would occur.

[36] Los Angeles Fire Department, Find Your Station, available at: https://lafd.org/fire-stations/station-results, accessed September 29, 2025.

ii. Police protection?

No Impact. The Los Angeles Police Department (LAPD) is the local law enforcement agency responsible for providing police protection services in the City, including for the project site. The nearest LAPD station is the Devonshire Community Police Station, located at 10250 Etiwanda Avenue, approximately 1.42 miles south of the project alignment.[37] As discussed above in Response 3.15(a)(i), the proposed project would not directly or indirectly induce population growth, and thus, would not result in an increased demand for police protection services. Therefore, no new or physically altered police protection facilities would be required to maintain acceptable service ratios, response times or other performance objectives. No impact would occur.

iii. Schools?

No Impact. The demand for new or expanded school facilities is generally associated with an increase in housing, which would increase the population of school-aged children. As discussed above, the proposed project would not directly or indirectly induce population growth. Therefore, the proposed project would not require the construction of additional schools or the expansion of existing schools. No impact would occur.

iv. Parks?

No Impact. As discussed above, the proposed project would not directly or indirectly induce population growth. Thus, the demand for parks would not increase with the implementation of the proposed project. No impact would occur.

v. Other public facilities?

No Impact. The demand for other public facilities, such as libraries, is also generally associated with population growth. As discussed above, the proposed project would not directly or indirectly induce population growth. Therefore, the proposed project would not result in the need for new or expanded public facilities. No impact would occur.

[37] Los Angeles Police Department, Your LAPD by Division, Devonshire Community Police Station, available at: https://www.lapdonline.org/lapd-contact/valley-bureau/devonshire-community-police-station/?zip=de%20soto%20reservoir%20los%20angeles%20, accessed May 14, 2025.

3.16 Recreation

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

Discussion

a) 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 potable water trunk line. Construction workers are anticipated to be largely drawn from the existing workforce in the region, and no additional workers would be required for the 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 recreational facilities or require construction or expansion of recreational facilities that might have an adverse physical effect on the environment. No impact would occur.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Discussion

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. Existing transit facilities within the project area include two bus routes operated by the Los Angeles County Metropolitan Transportation Authority. The route for Line 235/236 is along Rinaldi Drive with a stop at Balboa Boulevard at the eastern terminus of the project alignment.[38] A Class II bicycle lane is located on Rinaldi Street along the project alignment.[39] Pedestrian facilities in the project area include sidewalks and crosswalks on local roadways along the proposed GTL alignment.

As discussed above, construction activities would take place entirely within the existing road ROW along Rinaldi Street. Project construction activity within the public road ROW would require lane closures, which would disrupt traffic in the area of the construction zones, including automobile, bus, and bicycle traffic.

A traffic control plan, as required by LADOT, would include such measures as signage, flag persons, detour plans, and temporary relocation of bus stops if necessary to reduce disruptions. These disruptions would be temporary and relatively short-term, and would not represent a conflict with a program plan, ordinance or policy addressing the circulation system. Therefore, the impact during construction would be less than significant.

Following the completion of construction activities, all road ROWs would be returned to pre-construction conditions and operation of the proposed project would require only periodic maintenance activities, which would not represent a conflict with a program plan, ordinance or policy addressing the circulation system.

[38] Los Angeles County Metropolitan Transportation Authority, Schedules, Routes and Stops; available at: METRO Bus routes, Bus times and schedule in Los Angeles (moovitapp.com), accessed September 16, 2025.

[39] City of Los Angeles Department of City Planning, Mobility Plan 2035, adopted August 2015, available at: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed September 16, 2025.

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

No Impact. CEQA Guidelines section 15064.3 establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. The City of Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (LADOT Guidelines) establishes instructions and standards for preparation of transportation assessment in the City of Los Angeles.[40] The VMT assessment is intended to focus on the long-term, permanent transportation impacts related to the generation of automobile trips and the opportunities for alternative modes of transportation (public transit, walking, bicycling) associated with a development project. Due to the temporary and relatively low-level nature of traffic generated by the project's construction, VMT assessments are not relevant for the project, especially since the project would not result in new post-construction operational trips. As such, neither construction nor operation of the proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). No impact would occur.

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 proposed project would not include any new or altered roadways. However, during project construction, traffic lanes would temporarily be closed on portions of Rinaldi Street. Potential conflicts associated with these lane closures would be addressed in the traffic control plan required by LADOT, which would include such measures as signage, flag persons, and detour plans. With the implementation of the required traffic control plan, hazards associated with lane closures during project construction would be less than significant. During project operation, all road ROWs would be returned to pre-construction configuration, and no conflicts would occur. The impact would be less than significant.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The proposed project would require temporary lane closures during construction activities associated with the installation of the new stormwater pipelines. As such, construction could potentially hinder emergency access along the pipeline alignments. However, as listed in the construction BMPs in Section 1.6, LADWP would coordinate with emergency responders, including the LAFD and LAPD, regarding construction schedule and traffic control plans so as to coordinate emergency response routing during construction work. Coordination with emergency response agencies would ensure a less than significant impact to emergency access during construction activities.

During project operation, roadways would be returned to pre-construction configuration, and emergency access would not be restricted. No impact would occur during project operation.

[40] City of Los Angeles Department of Transportation, Transportation Assessment Guidelines, July 2020, available at: https://ladot.lacity.org/documents/transportation-assessment, accessed September 16, 2025.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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:				
i) 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	☐	☐	☒	☐
ii) 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.	☐	☒	☐	☐

Discussion

The following analysis is based on information provided in the Cultural Resources Technical Memorandum prepared for the proposed project, which is included as Appendix C to this IS/MND. The identification of tribal cultural resources pursuant to Assembly Bill (AB) 52, which requires that a lead agency must consult with California Native American tribes who request formal consultation regarding potential impacts to tribal cultural resources, has been conducted by LADWP.

a) 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:

i. 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 discussed in Section 3.5, Cultural Resources, based on archival research and field surveys of the project site, the proposed project would not result in impacts to one cultural resource (LAHCM 1177; Apeta Momonga Mission Trail) within the APE that is listed or eligible for listing in the CRHR or a local register, and one cultural resource (De Soto Reservoir) which has been determined ineligible for the NRHP, CRHR, and local designation. No tribal cultural resources were identified as a result of the records search.

In a Sacred Lands File search results letter dated September 4, 2024, 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[a][ii] below for a description of this process). Therefore, the proposed 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.

ii. 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 within 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. No tribal cultural resources were identified as a result of the records search. Additionally, the Native American Heritage Commission stated that the Sacred Lands File search was completed with negative results. Further, no specific tribal cultural resources were identified in the project area by the 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 were provided by a list from the Native American Heritage Commission as being traditionally or culturally affiliated with the geographic area.

On November 13, 2024, LADWP invited the Native American tribes identified by the NAHC to consult on this project. LADWP subsequently initiated tribal consultation with interested California Native American tribes consistent with Assembly Bill (AB) 52. On March 26, 2025, LADWP engaged in consultation with the Fernandeño Tataviam Band of Mission Indians. On May 20, 2025, LADWP engaged in consultation with the Gabrieleno Band of Mission Indians – Kizh Nation. Consulting tribes indicated some potential for encountering tribal cultural resources during construction of Unit 2 and provided recommended mitigation measures for consideration in this IS/MND. No known tribal cultural resources were identified within the project site based on these consultations. Summaries of consultation findings were submitted to each respective tribe on May 4, 2026, via email and certified mail. 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 during construction of the proposed 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, Mitigation Measure TCR-1, requiring Native American monitoring for construction of Unit 2 along the project alignment, and TCR-2, outlining procedures for evaluating inadvertent discoveries along the entire Granada Trunk Line project alignment, would be implemented to protect tribal cultural resources in the event that any are discovered during project construction. With implementation of Mitigation Measures TCR-1 and TCR-2, impacts to tribal cultural resources would be less than significant with mitigation incorporated.

TCR-1 **Native American Monitoring.** LADWP shall invite a Native American monitor from interested consulting tribe(s) to monitor project-related ground-disturbing activities as specified by the Environmental Project Manager for Granada Trunk Line Unit 2. 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.

Monitoring procedures shall be established in the CRMP. The tribal monitor shall complete daily monitoring logs that will be provided to LADWP and held in confidentiality; however, the logs shall be made available for inspection by all consulting tribes. Monitoring needs shall be routinely evaluated throughout ground disturbance activities to determine whether additional monitoring is warranted; for instance, the monitoring program may be concluded if monitoring efforts have not yielded finds or mutual consensus is reached between LADWP and consulting tribes to conclude the program.

TCR-2 **Inadvertent Discovery of Tribal Cultural Resources.** In the event that an archaeological resource inadvertently discovered during project construction along the entire Granada Trunk Line alignment is determined to be potentially of Native American origin based on the initial assessment of the find by the tribal monitor, if already on site in Granada Trunk Line Unit 2, and/or a qualified archaeologist pursuant to California Public Resources Code (PRC) Section 21083.2(i), the Native American tribes that consulted on the proposed project pursuant to AB 52 shall be notified and be provided information about the find to allow for early input from the tribal representatives with regards to the potential significance and treatment of the resource.

If, as a result of the resource evaluation and tribal consultation process, the resource is considered to be a tribal cultural resource determined, in accordance with California PRC Section 21074, to be eligible for inclusion in the California Register of Historic Resources or a local register of historical resources or determined to be significant by LADWP (the CEQA lead agency), the qualified archaeologist shall monitor all remaining ground-disturbing activities in the area of the resource. If the resource is discovered within Granada Trunk Line Unit 1 and/or there is not already a tribal monitor on site in Unit 2, as outlined in Mitigation Measure TCR-1, a tribal monitor from a consulting Native American tribe shall be invited to monitor the ground-disturbing activities. All monitoring performed shall be compensated. The tribal monitor shall be ancestrally affiliated with the project area and qualified by their tribe to monitor tribal cultural resources.

The input of all consulting tribes shall be taken into account in the preparation of any required treatment plan for the resources prepared by the qualified

archaeologist. Work in the area of the discovery may not resume until evaluation and treatment of the resource is completed and/or the resource is recovered and removed from the site. Construction activities may continue on other parts of the construction site while evaluation and treatment of the resource takes place.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

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

Less Than Significant Impact. It is not anticipated that the proposed GTL replacement would require natural gas or telecommunication facilities for project construction or operation; no impacts would occur in this regard.

The proposed project would involve the replacement of the existing aging trunk line in the road ROW with a new trunk line that would connect to existing water lines, and is therefore not considered a new or expanded water facility. During construction, water would be required for activities such as dust control and hydrostatic testing. However, these activities are short-term, temporary, and would not consume large quantities of water requiring construction of new water facilities. Impacts would be less than significant.

Sanitary waste related to the temporary workforce during project construction would be handled through the use of portable chemical toilets, the waste from which would be removed by a private contractor and disposed of at an approved off-site location that would comply with the wastewater treatment requirements of the RWQCB. Due to the temporary nature of the construction activities and the relatively low number of construction workers, the amount of construction-related

wastewater that would be generated is not expected to have a significant impact related to the capacity of existing wastewater treatment facilities. In addition, no additional workers beyond existing conditions are anticipated for project operation. Impacts would be less than significant.

As discussed in Section 3.10, Hydrology and Water Quality, all drainage flows would be routed through existing storm infrastructure serving the project site and surrounding areas. Following construction, storm water flows would be similar to existing conditions. Therefore, the proposed project would not require or result in the construction or expansion of storm water drainage facilities, and no impact 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. Construction of the proposed project would require a limited quantity of water for dust control, excavation, hydrostatic testing, and other construction-related activities. Existing water resources provided by LADWP would be sufficient to meet those needs. The proposed project would replace the existing aging trunk line with an updated earthquake-resistant trunk line that would allow for greater operational flexibility to service the West Valley area of the City. The new GTL would connect to existing water lines in the service area to continue delivery of water supplies from the Los Angeles Aqueduct Filtration Plant and water supplies purchased from MWD, similar to existing conditions. Once completed, the proposed GTL would transmit water to the same service areas and customers and would not require new water supplies or increase the demand for water use. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. As discussed above, the sanitary waste related to the temporary increase in on-site workforce during project construction would be handled through the use of portable chemical toilets, the waste from which would be removed by a private contractor and disposed at an approved off-site location that would comply with the wastewater treatment requirements of the RWQCB. Due to the temporary nature of the construction activities and the relatively low number of construction workers, the amount of construction-related wastewater that would be generated is not expected to have a significant impact related to the capacity of existing wastewater treatment facilities. In addition, no additional workers are anticipated for project operation that could increase wastewater generation over existing conditions. Therefore, impacts would be less than significant.

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 require excavation for the installation of the proposed GTL. Construction activities would generate construction waste, including demolished asphalt and soils. The proposed project would incorporate source reduction techniques and recycling measures, as well as maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance. These measures would minimize the amount of construction debris generated by the proposed project

that would need to be disposed of in an area landfill. The proposed project would utilize Sunshine Canyon Landfill, located at 14747 San Fernando Road, Sylmar, California. The Sunshine Canyon Landfill has a maximum permitted throughput of 12,100 tons per day. As of May 2024, the remaining capacity was approximately 66,200,000 cubic yards and the expected cease operation date is October 2037.[41] The amount of debris generated during construction is anticipated to be minimal and is not anticipated to significantly impact landfill capacities. Once construction is complete, the operation of the pipeline would not generate solid waste. Additionally, the proposed project would comply with federal, state, and local statutes and regulations regarding solid waste. All materials would be handled and disposed of in accordance with existing local, state, and federal regulations. Impacts related to solid waste generation 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?

No Impact. The proposed project would comply with federal, state, and local statutes and regulations regarding solid waste. As discussed in Response 3.19(d) above, construction debris would be recycled or disposed of according to local and regional standards. All materials would be handled and disposed of in accordance with existing local, state, and federal regulations. No impact would occur.

[41] CalRecycle, Facility/Site Summary Details: Sunshine Canyon City/County Landfill (19-AA-2000), available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/259?siteID=4702, accessed May 14, 2025.

3.20 Wildfire

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

Discussion

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Portions of the project alignment are located within a designated Very High Fire Hazard Severity Zone (VHFHSZ) in a State Responsibility Area (SRA).[42] Additionally, along the northern portion of the De Soto Reservoir property adjacent to the project site, low-growing scrub vegetation exists. Further, as discussed in Section 3.1, Aesthetics, portions of the Unit 2 alignment in Porter Ranch are within a designated hillside area.[43]

The City of Los Angeles Emergency Management Department coordinates evacuations in the case of emergency with LAPD and LAFD, as outlined in the City's Emergency Operations Plan.[44] The County of Los Angeles designates disaster routes within the County, including within the City. Within the proposed project area, SR-118 is a designated freeway disaster route, and the intersections of Tampa Avenue and Balboa Boulevard at Rinaldi Street are both secondary disaster routes.[45] To minimize potential traffic and transportation disruptions, the construction of the proposed project would be conducted in accordance with the Standard Specifications for Public Works Construction (Greenbook), traffic control plans designed, reviewed, and approved by LADOT and LACPW to allow acceptable levels of service, traffic safety, and emergency access to the site during construction. Equipment necessary for traffic control includes changeable

[42] California Department of Forestry and Fire Protection (CalFire). Fire Hazard Severity Zones, available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones, accessed May 14, 2025.
[43] City of Los Angeles Department of City Planning, *Hillside Area Map, CPC-2008-4683-CA*, September 23, 2009.
[44] City of Los Angeles, Emergency Management Department, *City of Los Angeles Base Emergency Operations Plan*, 2023.
[45] Los Angeles County Department of Public Works, *Disaster Route Maps: North Los Angeles County*, 2012.

message signs, delineators, arrow boards, and K-rail. The Traffic Control Plan for the proposed project would be coordinated with LADOT. LADWP would coordinate with all applicable agencies regarding construction schedules and worksite traffic control and detour plans, including but not limited to LAFD and LAPD. Emergency access to the site and surrounding area, particularly for emergency response vehicles, would be maintained at all times. Impacts to SR-118, Tampa Avenue, and Balboa Boulevard would be less than significant during project construction.

Operation of the proposed project would not alter the adjacent street system such that the City's adopted emergency response plan or emergency evacuation plan would be impacted. The project alignment would be entirely underground and beneath existing paved road ROW, similar to the existing trunk line that the project is replacing. Overall, the proposed project would be similar to existing conditions, with no additional built structures. Therefore, no long-term impact would occur.

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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?

Less Than Significant Impact. The project alignment is located within an SRA VHFHSZ, adjacent some patches of low-growing scrub vegetation, and nearby designated hillside. However, the road ROW where the trunk line would be constructed is relatively flat and fully paved. Additionally, the project alignment and surrounding uses are generally characterized as built up, urban which limit the risk of wildfire spread. Land uses adjacent to the portions of the project alignment located in the designated VHFHSZ would remain unchanged under the proposed project, and the project does not propose any habitable structures that would exacerbate wildfire risk. The impact would be less than significant.

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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 trunk line would be located underground and requires general maintenance and repairs as needed during long-term operations. The proposed project would not include any fuel breaks, emergency water sources, or new power lines that could exacerbate fire risk or result in temporary or ongoing impacts on the environment. As such, impacts would be less than significant.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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. As discussed in Section 3.1, Aesthetics, and Section 3.7, Geology and Soils, the project alignment is located in both a hillside area and a landslide zone;[46] however, it was determined that with adherence to existing construction standards and

[46] Los Angeles County, Landslide Zones, available at: https://www.arcgis.com/apps/mapviewer/index.html?layers=306103cb524845368d5ae2923fbdccb3, accessed May 15, 2025.

regulations within these zones, impacts would be less than significant. Once in operation, the proposed trunk line would be beneath road ROW, similar to existing conditions. No above-ground structures would be built. Therefore, the proposed project would not expose people or structures to significant risks, and impacts would be less than significant.

3.21 Mandatory Findings of Significance

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

Discussion

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

Less Than Significant Impact With Mitigation Incorporated. As described in Section 3.4, Biological Resources, no special-status plant or wildlife species are anticipated to occur within the proposed alignment. Nesting birds in vegetation along the alignment would have the potential to be disturbed by construction activities. However, Mitigation Measure BIO-1 would be implemented to minimize potential impacts to nesting birds protected under the MBTA and the CFGC. With implementation of Mitigation Measure BIO-1, impacts to protected nesting birds would be less than significant. Therefore, the proposed project would not have the potential to 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Impacts would be less than significant.

As described in Section 3.5, Cultural Resources, the project site does not support any important examples of major periods in California history. Additionally, the proposed project would not result in a substantial adverse change to the Apeta Momonga Mission Trail as it would not be materially altered in an adverse manner, and the physical characteristics that convey its historical significance and justify its eligibility for inclusion as a LAHCM will remain intact and unchanged (CEQA Section 15064.5[b][2][A-C]). However, there is the potential for previously unknown archaeological resources to be encountered during ground-disturbing activities associated with

construction of the project. Mitigation Measure CUL-1 would be implemented to provide cultural resources awareness training to construction personnel. Additionally, Mitigation Measure CUL-2 would require construction work occurring within 100 feet of an inadvertently discovered archaeological resource to stop until qualified archaeologist meeting the Secretary of the Interior standards can evaluate the significant of the find. As discussed in Section 3.18, Tribal Cultural Resources, based on the results of AB 52 consultation that LADWP has conducted with interested local tribal representatives, tribal cultural resources, although not known to exist within the project site, could lie beneath the surface and may be inadvertently discovered during ground-disturbing construction activities. Because the potential to encounter tribal cultural resources exists, Mitigation Measure TCR-1, requiring Native American Monitoring during ground-disturbing activities during Unit 2 construction, would be implemented. Additionally, Mitigation Measure TCR-2 would be implemented in the event that an archaeological resource is inadvertently discovered that could potentially be of Native American origin. With implementation of Mitigation Measures CUL-1, CUL-2, TCR-1, and TCR-2, impacts to archaeological and tribal cultural resources would be less than significant.

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 Impact with Mitigation Incorporated. A significant environmental impact could result from the combined effects of two or more projects that are closely related geographically (i.e., within the same vicinity or greater region, depending on the nature and scope of the project and environmental factor under consideration) and in time (i.e., recently completed projects, projects currently under construction, and/or projects anticipated to be implemented in the near-term future). In general, the effects of a proposed project when combined with the effects of past projects (other than recently completed projects) are accounted for in the baseline conditions under CEQA for the analysis of the proposed project's environmental impacts.

The analysis of the combined impacts of more than one project allows decision makers to consider the potential consequences of a project in a broader environmental context rather than in isolation. This is necessary because a significant combined impact could result even when the individual impacts of related projects are less than significant. The combined effects of several related projects with impacts that are less than significant may also be determined to be less than significant on a cumulative basis. In addition, even if the combined effects of several related projects are determined to be significant, an individual project's incremental contribution to those significant combined effects may be determined to be less than cumulatively considerable and therefore less than significant.

The proposed alignment would be located primarily within existing paved ROW. Following completion of construction activities, the road ROW along the project alignment would be restored to the existing condition. As such implementation of the proposed project would not generally represent a substantial change in the existing environment such that it would make a cumulatively considerable contribution to a significant impact when considered in combination with impacts from closely related projects. Specific environmental factors addressed throughout this IS/MND are discussed in greater detail below with respect to cumulative impacts.

As shown in the environmental analysis throughout Chapter 3, the proposed project was determined to have no impact related to agriculture and forestry resources, population and housing, public services, and recreation. Because the project would have no impact in relation to

these factors, it would not have the potential to contribute to a significant effect created by the combined impacts of closely related projects.

Impacts for all other environmental factors considered in this IS/MND were determined to be less than significant without the need for mitigation measures, except for impacts related to potential disturbance of nesting birds, unknown subsurface cultural resources, paleontological resources, noise created by construction activity, and unknown subsurface tribal cultural resources, which were determined to be less than significant with the incorporation of mitigation measures.

As discussed in Section 3.21(a) above, potential impacts to nesting birds would be less than significant with implementation of Mitigation Measure BIO-1. Additionally, potential impacts to archaeological resources would be less than significant with implementation of Mitigation Measures CUL-1, CUL-2, TCR-1, and TCR-2. Further, Mitigation Measure CUL-3 would require the inadvertent discovery of human remains during ground-disturbing activities to comply with Section 7050.5 of the California Health and Safety Code and California Public Resources Code Section 5097.98. With implementation of Mitigation Measures BIO-1, CUL-1 through CUL-3, TCR-1, and TCR-2, the proposed project would not contribute to cumulatively considerable impacts to biological resources, cultural resources, or tribal cultural resources.

As discussed in Section 3.3(b) above, the proposed project is located within the South Coast Air Basin, which is currently designated nonattainment for ozone (O_3), PM_{10}, and $PM_{2.5}$. Implementation of the proposed project would not exceed any applicable SCAQMD regional mass daily thresholds or LST values during construction or operation. Therefore, the proposed project would not generate cumulatively considerable emissions of ozone precursors or particulate matter and impacts would be less than significant

As discussed in Section 3.8 above, GHG emissions contribute to the global condition known as the greenhouse effect. As this issue is by its very nature cumulative, the South Coast Air Quality Management District has established an interim threshold of significance and the California Air Resources Board has adopted climate reduction strategies. The proposed project would generate short-term emissions of GHGs during construction. However, these emissions would be far less than the interim threshold of significance and the proposed project would not conflict with any plans, policies, or regulations for the reduction of GHG emissions. The cumulative impact would be less than significant.

As discussed in Section 3.7(f) above, the project site and surrounding area are considered to be sensitive for paleontological resources. As such, Mitigation Measures GEO-1 through GEO-3, requiring paleontological sensitivity training, construction monitoring, and preparation of a data recovery plan if significant fossils are recovered, would be implemented to reduce construction-related impacts. Construction of the proposed project, in combination with other projects requiring ground-disturbing activities in the region with the same sedimentary deposits, could result in a cumulative loss of paleontological resources which are finite. Construction of the proposed project would result in less than significant impacts with the implementation of Mitigation Measures GEO-1 through GEO-3. Through training, paleontological monitoring, and the recovery of fossil remains, impacts to paleontological resources would not be cumulatively considerable. Cumulative impacts would be less than significant.

As discussed in Section 3.13(a) above, operation of the proposed project would not result in increased noise levels over existing conditions. However, construction activities could result in temporary increases in noise levels at nearby sensitive receptors along the proposed alignment; however, construction noise impacts would be temporary in nature and implementation of

Mitigation Measure NOI-1 would reduce impacts to less than significant levels. As such, there would be no permanent increase in ambient noise levels, and the proposed project would not result in cumulatively considerable noise impact.

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

Less Than Significant Impact with Mitigation Incorporated. Numerous factors discussed in the environmental impact analyses presented throughout Chapter 3 pertain to the quality of the human environment. These potentially include Aesthetics, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation, and Wildfire. Based on the analysis contained above, the environmental impacts resulting from implementation of the proposed project in relation to most of these factors would be less than significant. With the incorporation of Mitigation Measure NOI-1, as described above, significant impacts related to construction noise at nearby sensitive receptors would be reduced to less than significant. Therefore, the project would not create environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. The impact is less than significant with implementation of the identified mitigation measure.

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