APPENDIX A

NOP/Initial Study

CITY OF LOS ANGELES
CALIFORNIA

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January 25, 2019

NOTICE OF PREPARATION

To: Responsible Agencies, Trustee Agencies, Stakeholders and Interested Persons

From: City of Los Angeles Department of Public Works, Bureau of Sanitation
LA Sanitation/Wastewater Engineering Services Division
2714 Media Center Drive
Los Angeles, CA 90065

Subject: Notice of Preparation of a Draft Environmental Impact Report for the East West Valley Interceptor Sewer Project

The City of Los Angeles (City) Department of Public Works, Bureau of Sanitation is the Lead Agency under the California Environmental Quality Act (CEQA) and will prepare an Environmental Impact Report (EIR) for the proposed Project. The City is proposing to construct a new force main sewer to divert wastewater from existing sewers in the North Hollywood area, and convey that wastewater to the west for treatment at the Donald C. Tillman Water Reclamation Plant (DCTWRP).

The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Your agency may need to use the EIR when considering any permit or other approval that your agency must issue for the proposed Project. In addition, the City requests comments from other interested parties, stakeholders, and the general public on the scope of the environmental issues related to the proposed Project.

The Project alignment is located in the San Fernando Valley east of the Sepulveda Basin Recreational Area near the San Diego Freeway/Interstate 405 (I-405) and extends east through the North Hollywood area. The proposed Project alignment is along Victory Boulevard between Vineland Avenue on the east and Haskell Avenue on the west within the Southeast Valley communities of North Hollywood – Valley Village and Van Nuys – North Sherman Oaks. Figure 1 shows the Project location within the regional setting and Figure 2 shows the Project location within the Project area.

Implementation of the proposed Project would include constructing a force main sewer and six diversion structures (to divert wastewater from existing sewers), one junction structure (to connect the force main to an existing sewer that connects with the DCTWRP), and six pumping stations (to pump the diverted wastewater through the force main to DCTWRP). The proposed Project would also include ancillary components, such as access structures, electrical vaults, and control boxes. Construction of the proposed Project components would utilize several construction methods, including open cut, open pit methods, and trenchless methods such as microtunneling or jack and bore. The primary purpose of the proposed Project is to increase the production and use of recycled water in the City to help address concerns over the long-term reliability of imported water. The proposed Project would divert and convey wastewater from the eastern portions of the San Fernando Valley to

the DCTWRP, where it would be used to generate recycled water that would be distributed through the existing recycled water distribution system that extends from DCTWRP.

The Initial Study Checklist has determined that the potential impacts associated with the proposed Project are due to its construction. The proposed Project components are operated as a closed system; however, air release valves may be required along the force main, which could generate or result in objectional localized odors that may affect a substantial number of people. Therefore, the EIR will address the potential for the force main to result in localized odors during operation. Other operational components associated with the proposed Project would be minimal and no further evaluation in the EIR of Project operations is required. Potential impacts associated with the proposed Project include:

- Air Quality
- Cultural Resources (including Tribal Cultural Resources)
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation/Traffic

The EIR will also include Energy Conservation, which is an analysis to address energy consumption and conservation related to the proposed Project consistent with the guidance in Appendix F of the CEQA Guidelines. In accordance with CEQA Guidelines Section 15126.6, the EIR will include an evaluation of the No Project Alternative, as well as a discussion of one other build alternative. Alternatives will be analyzed at a lower degree of detail that the proposed Project.

The Initial Study Checklist is available for review at the following locations:

- Van Nuys Branch Library, 6250 Sylmar Avenue, Van Nuys, CA 91401
- Valley Plaza Library, 12311 Vanowen Street, North Hollywood, CA 91605
- Council District 2 Office, 5240 N. Lankershim Boulevard, Ste 200, North Hollywood, CA 91601
- Council District 6 Office, 14410 Sylvan Street, Suite 215, Van Nuys, CA 91401
- City of Los Angeles Department of Public Works, Bureau of Sanitation. (LA Sanitation/Wastewater Engineering Services Division), 2714 Media Center Drive, Los Angeles, CA 90065

A copy of the Initial Study Checklist may also be obtained by contacting Eduardo Perez of LA Sanitation/Wastewater Engineering Services Division at (323) 342-6206 and can also be accessed online at: www.lacitysan.org/sewerprojects.

Comments: This Notice of Preparation and the Initial Study Checklist will be available for a 30-day review period. Comments will be accepted from **January 25, 2019 to February 25, 2019**. Please send your comments by mail to:

Mr. Eduardo Perez, Project Manager
City of Los Angeles, Department of Public Works,
Bureau of Sanitation
LA Sanitation/Wastewater Engineering Services Division
2714 Media Center Drive
Los Angeles, CA 90065

Comments may also be submitted by e-mail to Eduardo.Perez@lacity.org (please include **"East West Valley Interceptor Sewer"** in the subject line) or by fax to (323) 342-6210.

Scoping Meeting: A scoping meeting will be held to obtain input on the scope of the contents of the EIR, as well as to present information on the proposed Project. This meeting will be held at the following date, time and location:

Wednesday, February 13, 2019
6:00 p.m. to 7:30 p.m.

Valley Plaza Library Meeting Room
12311 Vanowen Street
North Hollywood, CA 91605

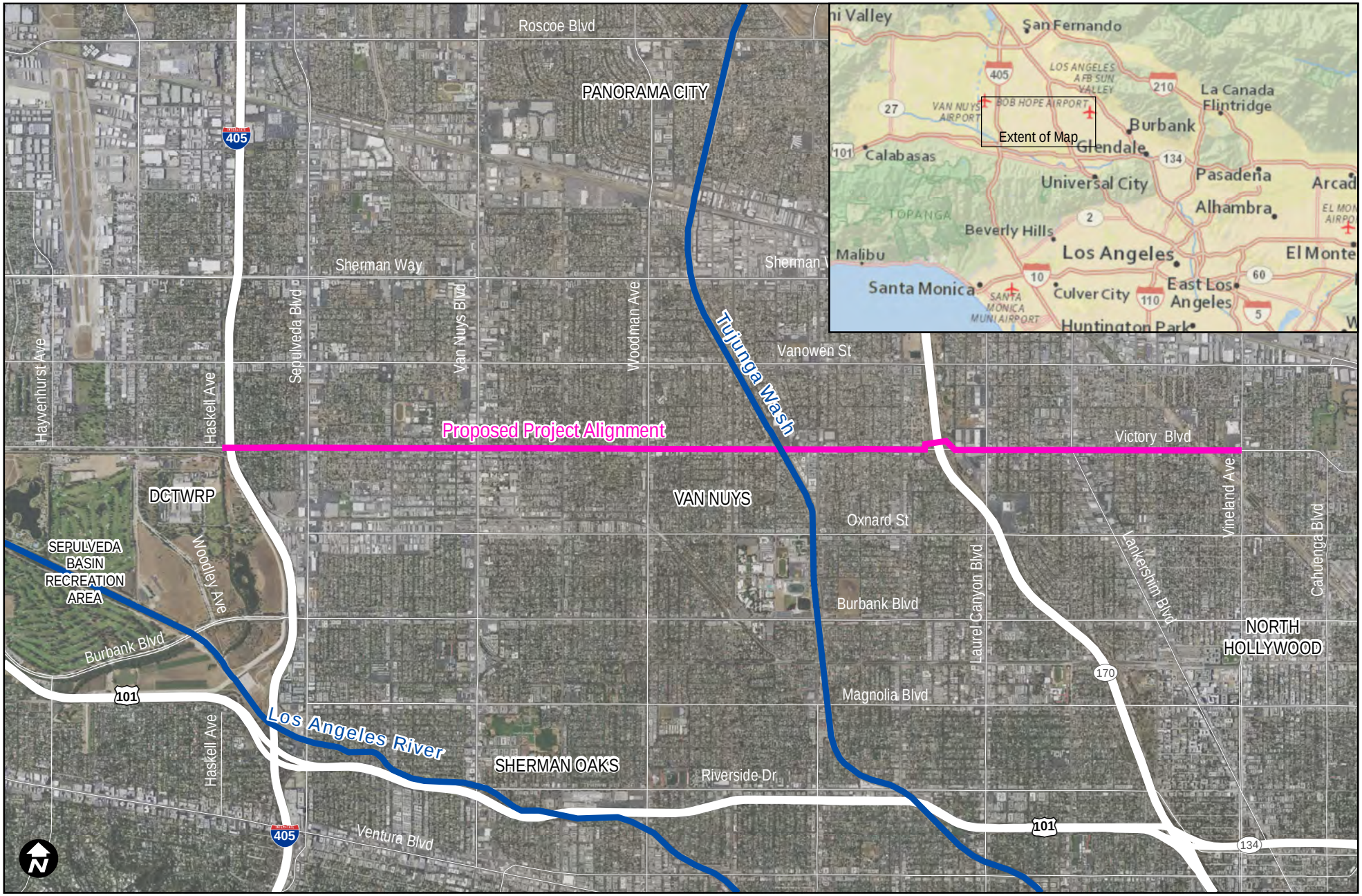
Scoping Meeting Location

Source: CDM Smith, 2018.

Figure 1

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

REGIONAL LOCATION MAP



Source: National Geographic, 2018.

Figure 2

PROJECT LOCATION MAP

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

CIUDAD DE LOS ANGELES
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25 de enero de 2019

AVISO DE PREPARACIÓN

Para: Agencias responsables, agencias fiduciarias, partes interesadas y personas interesadas

De: Departamento de Obras Públicas de la Ciudad de los Ángeles, Oficina de Saneamiento
División de Servicios de Saneamiento/Ingeniería de Aguas Residuales
2714 Media Center Drive
Los Angeles, CA 90065

Asunto: Aviso de preparación de un informe de impacto ambiental para el proyecto de alcantarilla interceptor de East West Valley

La Oficina de Saneamiento del Departamento de Obras Públicas de la Ciudad de los Ángeles (en adelante, referido como, la Ciudad) es la agencia principal bajo la ley de calidad ambiental de California (referido por sus siglas en inglés como CEQA) y preparará un informe de impacto ambiental (referido por sus siglas en inglés como EIR) para el proyecto propuesto. La Ciudad está proponiendo construir una nueva alcantarilla para desviar las aguas residuales de las alcantarillas existentes en el área de North Hollywood, y transmitir esas aguas residuales hacia el oeste para tratamiento en la planta de recuperación de agua de Donald C. Tillman (referido por sus siglas en inglés como DCTWRP).

La Ciudad solicita las opiniones de su agencia sobre la competencia y materia de la información medioambiental pertinente a las responsabilidades estatutarias de su agencia en relación con el proyecto propuesto, de acuerdo con el código de regulaciones de California, título 14, sección 15082 (b). Su agencia puede necesitar usar el EIR cuando considere cualquier permiso o otra aprobación que su agencia deba emitir para el proyecto propuesto. Además, la Ciudad solicita comentarios de otras partes interesadas y el público sobre los asuntos medioambientales relacionadas con el proyecto propuesto.

La alineación del proyecto se encuentra en el valle de San Fernando al este del área recreativa de la cuenca Sepulveda, cerca de la autopista interestatal 405 de San Diego (I-405) y se extiende al este por el área de North Hollywood. La alineación propuesta del proyecto está sobre Victory Boulevard entre Vineland Avenida en el este y Haskell Avenue en el oeste dentro de las comunidades de North Hollywood-Valley Village y Van Nuys-North Sherman Oaks. La figura numero 1 muestra la ubicación del proyecto dentro de la configuración regional y la figura numero 2 muestra la ubicación del proyecto dentro del área proyecto.

La implementación del proyecto propuesto incluiría la construcción de una alcantarilla principal y seis estructuras de desviación (para desviar las aguas residuales de las alcantarillas existentes), una estructura de intersección (para conectar la alcantarilla principal con la alcantarilla existente que se conecta con el DCTWRP), y seis estaciones de bombeo (para bombear las aguas residuales desviadas a través de la alcantarilla principal a DCTWRP). El proyecto propuesto también incluiría componentes auxiliares, tales como estructuras de acceso, bóvedas eléctricas y cajas de control. La construcción de los componentes propuestos del proyecto utilizaría varios métodos de construcción, incluyendo métodos de corte abierto, de tajo abierto, y métodos sin

zanja como micro- tunelización o gato y agujereado. El objetivo principal del proyecto propuesto es aumentar la producción y el uso de agua reciclada en la Ciudad para tomar en cuenta las preocupaciones sobre la confiabilidad a largo plazo del agua importada. El proyecto propuesto desviaría y transmitiría las aguas residuales de las partes orientales del Valle de San Fernando a el DCTWRP, donde se utilizaría para generar agua reciclada que se distribuiría a través del sistema existente de distribución de agua reciclado que se extiende desde DCTWRP.

El estudio inicial ha determinado que los impactos potenciales asociados con el proyecto propuesto se deben por la construcción. Los componentes del proyecto propuesto se operan como un sistema cerrado; sin embargo, las válvulas de liberación de aire pueden ser requeridas en la alcantarilla principal, que podría generar o resultar en olores localizados objétales que pueden afectar muchas personas. Por lo tanto, el EIR hablara sobre la potencial de la alcantarilla principal de resultar en olores localizados durante la operación. Otros componentes operacionales asociados con el proyecto propuesto sería mínima y no se requiere ninguna evaluación adicional en el EIR de las operaciones del proyecto. Los impactos potenciales asociados con el proyecto propuesto incluyen:

- Calidad del aire
- Recursos culturales (incluyendo recursos culturales tribales)
- Emisiones de gases de efecto invernadero
- Peligros y materiales peligrosos
- Ruido
- Transportación/tráfico

El EIR también incluirá Conservación de Energía, que es un análisis que hablara sobre el consumo de energía y la conservación relacionados con el proyecto propuesto de acuerdo con la guía en el Apéndice F de las Directrices de CEQA. De acuerdo con la sección 15126.6 de las directrices de CEQA, el EIR incluirá una evaluación de una alternativa que no propuesta un proyecto y también incluirá una discusión de otra alternativa de construcción. Las alternativas se analizarán con un menor grado de detalle que el proyecto propuesto.

El estudio inicial está disponible para su revisión en los siguientes locales:

- Van Nuys Branch Library, 6250 Sylmar Avenue, Van Nuys, CA 91401
- Valley Plaza Library, 12311 Vanowen Street, North Hollywood, CA 91605
- Council District 2 Office, 5240 N. Lankershim Boulevard, Ste 200, North Hollywood, CA 91601
- Council District 6 Office, 14410 Sylvan Street, Suite 215, Van Nuys, CA 91401
- City of Los Angeles Department of Public Works, Bureau of Sanitation. (LA Sanitation/Wastewater Engineering Services Division), 2714 Media Center Drive, Los Angeles, CA 90065

Se puede obtener una copia del estudio inicial poniéndose en contacto con Eduardo Pérez al (323) 342-6206 y también iniciándose a esta página de internet: www.lacitysan.org/sewerprojects.

Comentarios: Este aviso de preparación y el estudio inicial estarán disponibles para revisar por 30 días. Se aceptarán comentarios de **25 de enero de 2019 al 25 de febrero de 2019**. Por favor envíe sus comentarios por correo a:

Mr. Eduardo Perez, Project Manager
City of Los Angeles, Department of Public Works,
Bureau of Sanitation
LA Sanitation/Wastewater Engineering Services Division
2714 Media Center Drive
Los Angeles, CA 90065

Los comentarios también se pueden enviar por correo electrónico a Eduardo.Perez@lacity.org (por favor incluye **"East West Valley Interceptor Sewer"** en la línea de asunto) o por fax a (323) 342-6210.

Reunión Publica: Se llevará a cabo una reunión para obtener información sobre el alcance del material contenido en el EIR, y también para presentar el proyecto propuesto. Esta reunión se llevará a cabo en la siguiente fecha, hora y lugar:

Miércoles, 13 de Febrero, 2019
6:00 p.m. a 7:30 p.m.

Valley Plaza Library Meeting Room
12311 Vanowen Street
North Hollywood, CA 91605

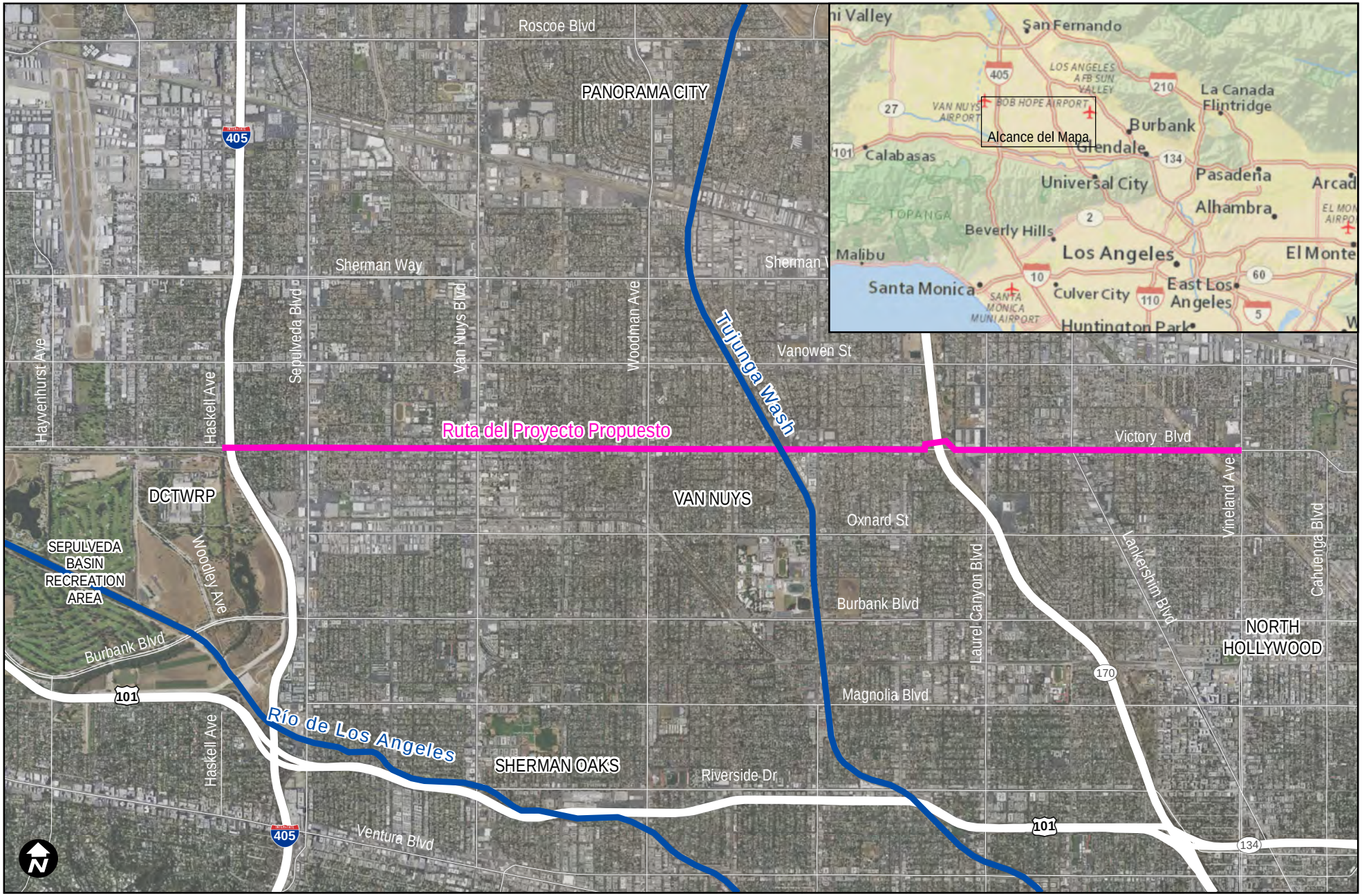
Ubicación de la Reunión Publica

Fuente: CDM Smith, 2018.

Figura 1

Oficina de Saneamiento del Departamento de Obras Públicas de la Ciudad de Los Angeles
ALCANTARILLA INTERCEPTOR DE EAST WEST VALLEY (EWVIS)

MAPA DE UBICACIÓN REGIONAL



Fuente: National Geographic, 2018.

Figura 2

Oficina de Saneamiento del Departamento de Obras Públicas de la Ciudad de Los Angeles
ALCANTARILLA INTERCEPTOR DE EAST WEST VALLEY (EWVIS)

MAPA DE UBICACIÓN DEL PROYECTO

Initial Study

East West Valley Interceptor Sewer

Los Angeles, California

Prepared for

City of Los Angeles

January 2019

Prepared by

CDM Smith

46 Discovery, Suite 250
Irvine, California 92618

Contents

Tables

Figures

Attachment

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Acronyms and Abbreviations

AADT	annual average daily traffic
AAQS	ambient air quality standards
AB	Assembly Bill
ACI	American Concrete Institute
ADT	average daily traffic
AVORS	Additional Valley Outfall Relief Sewer
BMPs	Best Management Practices
CALFIRE	California Department of Forestry and Fire Protection
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CDC	California Department of Conservation
CBC	California Building Code
CEQA	California Environmental Quality Act
CH_4	methane
CMP	Congestion Management Program
CNEL	community equivalent noise level
CNDDB	California Natural Diversity Database
CO	carbon monoxide
CO_2	carbon dioxide
CONC	California Office of Noise Control
CRHR	California Register of Historic Places
CUPAs	Certified Unified Program Agencies
CWA	Clean Water Act
dB	decibel
dBA	decibels A-weighted
DCTWRP	Donald C. Tillman Water Reclamation Plant
DIP	ductile iron pipe
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report

ESA	Endangered Species Act
EVIS	East Valley Interceptor Sewer
EWVIS	East West Valley Interceptor Sewer
GHG	greenhouse gas
H2S	hydrogen sulfide
HTP	Hyperion Treatment Plant
I-405	San Diego Freeway/Interstate 405
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAHCMs	Los Angeles Historic Cultural Monuments
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LASAN	City of Los Angeles Bureau of Sanitation
LCSFVRS	La Cienega San Fernando Valley Relief Sewer
Leq	equivalent noise level
LID	low impact development
LNOS	Lower North Outfall Sewer
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	Most Likely Descendant
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
$MTCO_2e$	metric tons of carbon dioxide equivalents
MUTCD	Manual on Uniform Traffic Control Devices
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NORS	North Outfall Relief Sewer
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
O_3	ozone
OSHA	Occupational Safety and Health Administration

PM	particulate matter
$PM_{2.5}$	PM less than 2.5 microns in aerodynamic diameter (fine PM)
PM_{10}	PM less than 10 microns in aerodynamic diameter
PRC	Public Resources Code
RCP	Regional Comprehensive Plan
RHNA	Regional Housing Needs Assessment
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAB	Southern California Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	sustainable communities' strategy
SEA	Significant Ecological Area
SO_2	sulfur dioxide
SR	State Route
SUSMP	Standard Urban Storm Water Mitigation Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
V/C	volume-to-capacity
VOC	volatile organic compound
VORS	Valley Outfall Relief Sewer
WDR	Waste Discharge Requirements

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SECTION 1

Background Information

1.1 Project Title

East West Valley Interceptor Sewer (EWVIS), City of Los Angeles, CA

1.2 Lead Agency Name

City of Los Angeles

1.3 Lead Agency Contact Person, Address, and Phone Number

Mr. Eduardo Perez, Project Manager
City of Los Angeles, Department of Public Works, Bureau of Sanitation
LA Sanitation/Wastewater Engineering Services Division
2714 Media Center Drive
Los Angeles, CA 90065
(323) 342-6206

1.4 Project Location

Victory Boulevard between Vineland Avenue and Haskell Avenue

1.5 Project Sponsor's Name and Address

Same as Lead Agency and Lead Agency Contact above.

1.6 General Plan Designation/Zoning

Public streets do not have general plan designations or zoning classifications. The land use designations adjacent to the alignment are Public Facilities, Medium Residential, Low Medium II Residential, Very Low Residential, General Commercial, Neighborhood Office Commercial, and Open Space.

1.7 Description of the Project

1.7.1 Project Background and Objectives

The City of Los Angeles owns, operates and maintains one of the largest wastewater collection systems in the nation. The collection system conveys approximately 400 million gallons per day (MGD) of sewage through a network of 6,700 miles of sewer pipes to one of the City's four water reclamation plants (LASAN, 2018). In order to serve the City's need to increase the production of recycled water, the City's Bureau of Sanitation (LASAN) is looking to convey

additional wastewater from the North Hollywood, Van Nuys/Sylmar, and Pacoima sewer basin areas to the Donald C. Tillman Water Reclamation Plant (DCTWRP).

The primary purpose of the East West Valley Interceptor Sewer (proposed Project) is to increase the production and use of recycled water in the City to help address concerns over the long-term reliability of imported water. The proposed Project would address the following Project objective:

- Divert and convey wastewater from the eastern portions of the San Fernando Valley to the DCTWRP, where it would be used to generate recycled water.

Diverted wastewater that is recycled at DCTWRP would be distributed through the existing recycled water distribution system that extends from DCTWRP.

1.7.2 Project Location

The proposed Project would be located in the San Fernando Valley east of the Sepulveda Basin Recreational Area near the San Diego Freeway/Interstate 405 (I-405) and extend east through the North Hollywood area. The proposed Project alignment is along Victory Boulevard between Vineland Avenue on the east and Haskell Avenue on the west within the Southeast Valley communities of North Hollywood – Valley Village and Van Nuys – North Sherman Oaks. Figure 1 shows the Project location within the regional setting and Figure 2 shows the Project location within the Project area.

1.7.3 Proposed Project

The existing sewers that would be diverted to the proposed Project are located at lower elevations than the DCTWRP; therefore, the proposed Project would require pump stations to convey the diverted flow, rather than utilizing gravity sewers.

The proposed Project includes a new force main sewer that extends within Victory Boulevard from Vineland Avenue to Haskell Avenue, as well as six diversion structures (to divert wastewater from existing sewers), one junction structure (to connect the force main to an existing sewer that connects with the DCTWRP), and six pumping stations to pump the diverted wastewater through the force main to DCTWRP. The proposed Project would also include ancillary components, such as access structures, electrical vaults, and control boxes.

1.7.3.1 Project Components

The proposed Project would include the following components, which are described in further detail below:

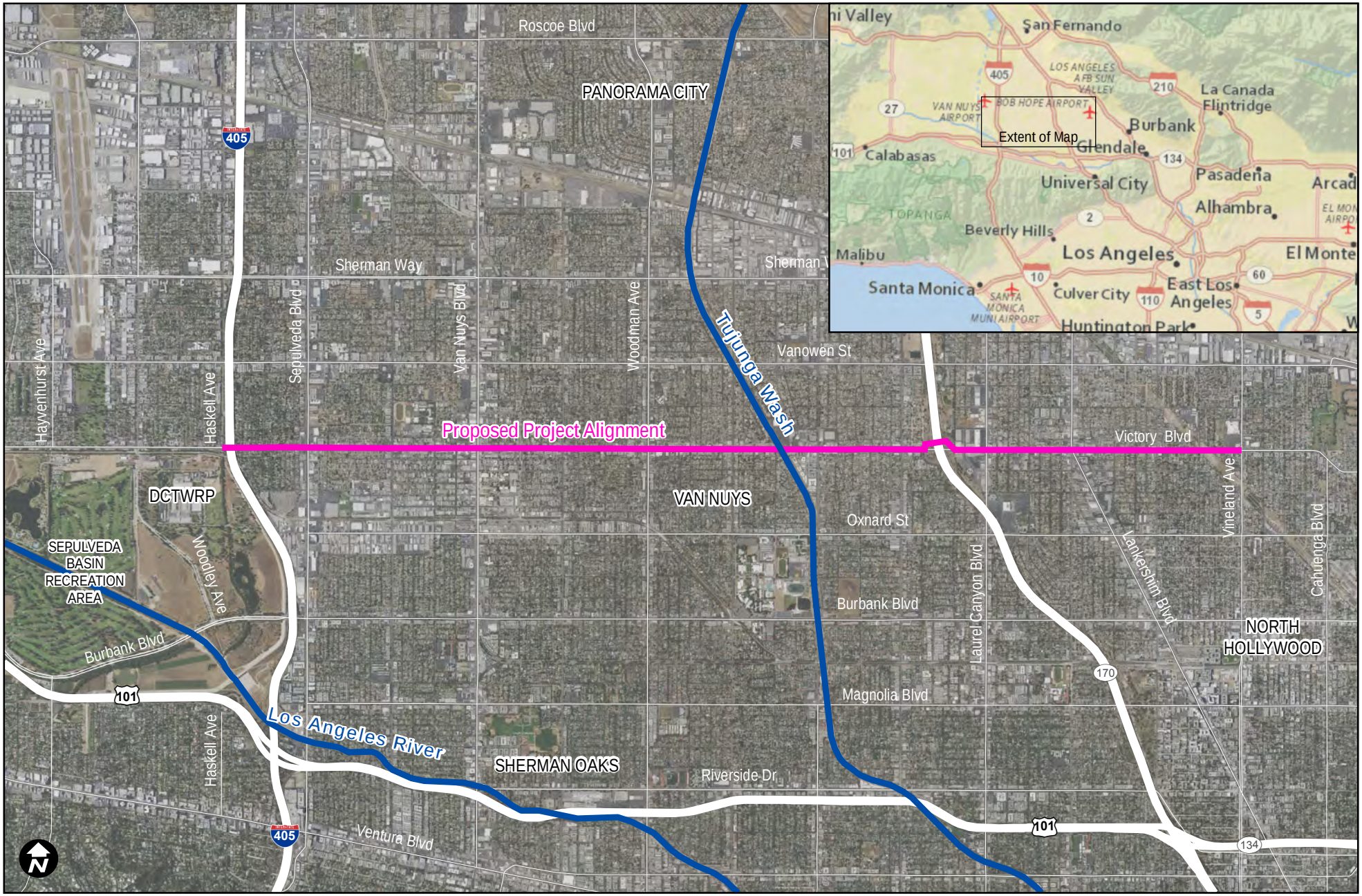
- Force Main,
- Diversion/Junction Structures and Connecting Sewers,
- Pump Stations,
- Access Structures,
- Others (electrical connections and operation control system, air release valves, etc.).

Source: CDM Smith, 2018.

Figure 1

REGIONAL LOCATION MAP

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)



Source: National Geographic, 2018.

Figure 2

PROJECT LOCATION MAP

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

Force Main

Under the proposed Project, the approximately 6-mile long force main sewer would convey wastewater diverted from the North Hollywood area to the DCTWRP (Figure 3 shows the preliminary alignment within Victory Boulevard). The force main would be made of ductile iron pipe (DIP) with inside diameters that range from 24 inches to 42 inches. The force main would the comprised of six stretches (described from east to west) that are defined by the pump station connections and the junction structure, as follows:

Stretch 1 – Vineland to Tujunga. This stretch of force main would be approximately 2,660 feet long and would have an inside diameter of 24 inches. The force main pipe invert is currently planned to be approximately 7 feet below the existing grade but could be deeper to provide clearances with existing utilities.

Stretch 2 – Tujunga to Lankershim. This stretch of force main would be approximately 2,635 feet long and would have an inside diameter of 24 inches. The force main pipe invert is currently planned to be approximately 7 feet below the existing grade but could be deeper to provide clearances with existing utilities.

Stretch 3 – Lankershim to Laurel Canyon. This stretch of force main would be approximately 2,631 feet long and would have an inside diameter of 30 inches. The force main pipe invert is currently planned to range from approximately 7 feet to 11 feet below the existing grade but could be slightly deeper to provide clearances with existing utilities.

Stretch 4 – Laurel Canyon to Whitsett. This stretch of force main would be approximately 2,636 feet long and would have an inside diameter of 36 inches. The force main pipe invert is currently planned to range from approximately 7 feet to 12 feet below the existing grade but could be slightly deeper to provide clearances with existing utilities. Within this stretch, the force main would cross beneath the Hollywood Freeway/State Route 170 (SR-170) within a steel pipe case (at least 60 inches in diameter).

Stretch 5 – Whitsett to Fulton. This stretch of force main would be approximately 5,223 feet long and would have an inside diameter of 36 inches. The force main pipe invert is currently planned to range from approximately 8 feet to 10 feet below the existing grade but could be deeper to provide clearances with existing utilities. Within this stretch, the force main would cross beneath the Tujunga Wash within a steel pipe case (at least 60 inches in diameter).

Source: Arcadis, 2017.

Figure 3

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

PROPOSED PROJECT FEATURES

Stretch 6 – Fulton to Haskell. This stretch of force main would be approximately 15,876 feet long and would have an inside diameter of 42 inches. The force main pipe invert is currently planned to range from approximately 6 feet to 39 feet below the existing grade but the inverts of the shallower sections could be deeper than 6 feet to provide clearances with existing utilities. At approximately Van Nuys Boulevard, additional concrete encasement would be required due to the shallow depth of the force main. In addition, this stretch would cross beneath a large subsurface drain in the vicinity of Kester Avenue, which would require installation by microtunneling. The force main would cross beneath I-405, which may also require installation by microtunneling. At Haskell Avenue, the force main would join via a new junction structure with the existing East Valley Interceptor Sewer (EVIS), which connects with DCTWRP.

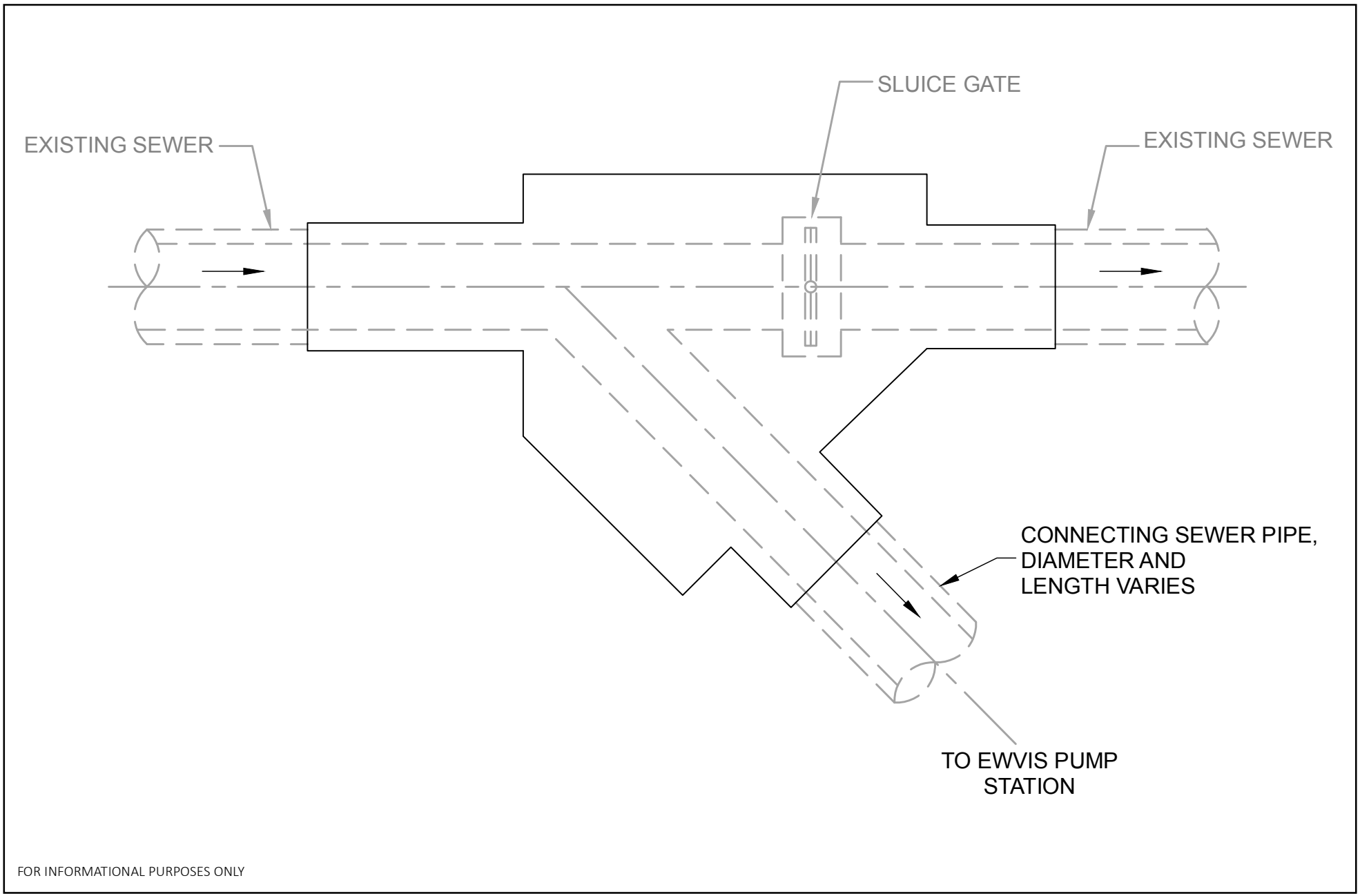
Diversion/Junction Structures and Connecting Sewers

As detailed in Table 1, wastewater from six existing sewers that cross Victory Boulevard would be diverted and routed to the force main via pump stations (described below). A plan of a typical diversion structure is shown in Figure 4. The diversion structures would allow flow to be diverted either to the proposed EWVIS or to continue flowing within the existing system. Figure 3 also shows the proposed alignment with the locations of the proposed diversion and junction structures, as well as the connecting sewers.

Table 1: EWVIS Diversion/Junction Structures and Connecting Sewers

Diversion/Junction Location	Diversion/Junction Description
Vineland Avenue (eastern terminus)	Diversion Structure to divert wastewater from the existing 24-inch sewer in Vineland Avenue (approximately 11 feet deep). 24-inch diameter connecting sewer to the Vineland Pump Station.
Tujunga Avenue	Diversion Structure to divert wastewater from the existing 15-inch sewer in Tujunga Avenue (approximately.14 feet deep) and potentially an 8-inch sewer in Victory Boulevard. 15-inch connecting sewer to the Tujunga Pump Station.
Lankershim Boulevard	Diversion Structure to divert wastewater from the18-inch sewer in Lankershim Boulevard (approximately 14 feet deep). 18-inch connecting sewer to the Lankershim Pump Station.
Laurel Canyon Boulevard	Diversion Structure to divert wastewater from the 21-inch sewer in Laurel Canyon Boulevard (approximately 13 feet deep). 21-inch connecting sewer to the Laurel Canyon Pump Station.
Whitsett Avenue	Diversion Structure to divert wastewater from the 21-inch sewer in Whitsett Avenue (approximately 14 feet deep). 21-inch connecting sewer to the Whitsett Pump Station.
Fulton Avenue	Diversion Structure to divert wastewater from the 21-inch sewer in Fulton Avenue (approximately 13 feet deep). 21-inch connecting sewer to the Fulton Pump Station.
EVIS Junction	Junction structure to connect the new force main to the existing 81-inch diameter EVIS located in Victory Boulevard at Haskell Avenue. EVIS is approximately 39 feet deep at the junction point. Figure 5 shows a typical junction structure.

Details of the proposed Project features, including the location of each diversion structure and connections to pump stations (described below), are shown in Figures 6a through 6f.

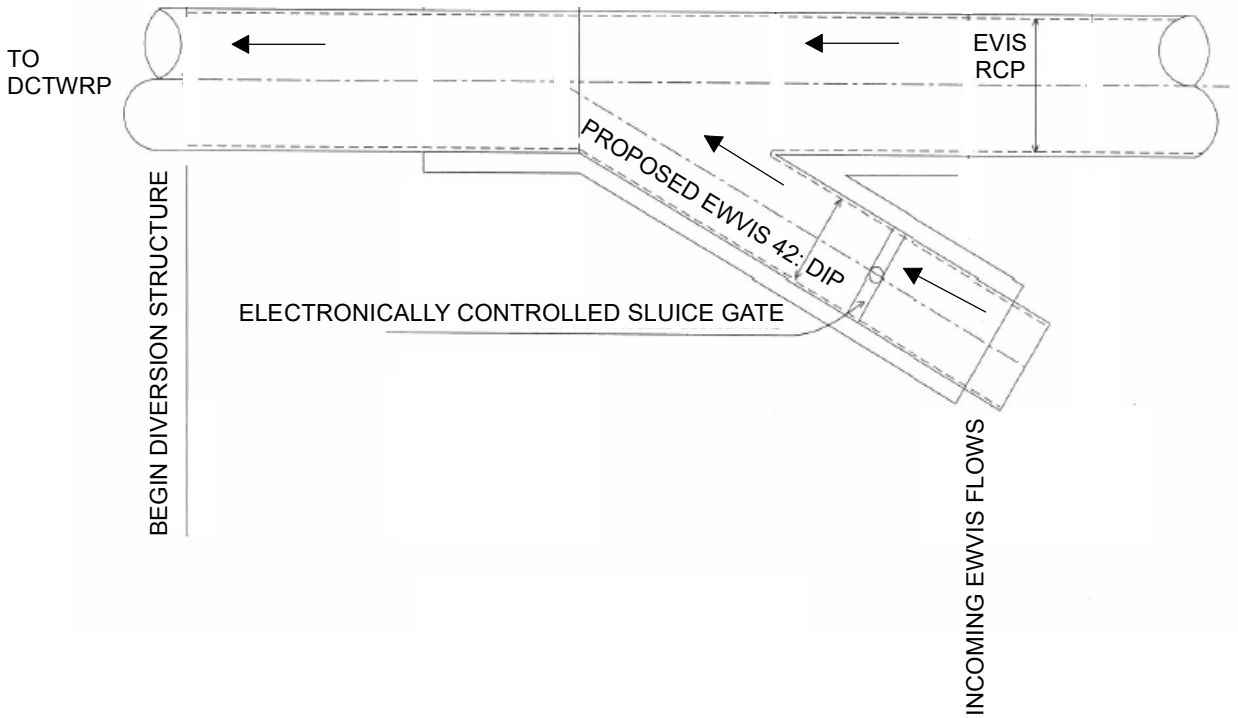


Source: Arcadis, 2017.

Figure 4

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

TYPICAL DIVERSION STRUCTURE PLAN



LEGEND

RCP = reinforced concrete pipe
DIP = ductile iron pipe
DCTWRP = Donald C. Tillman Water Reclamation Plant

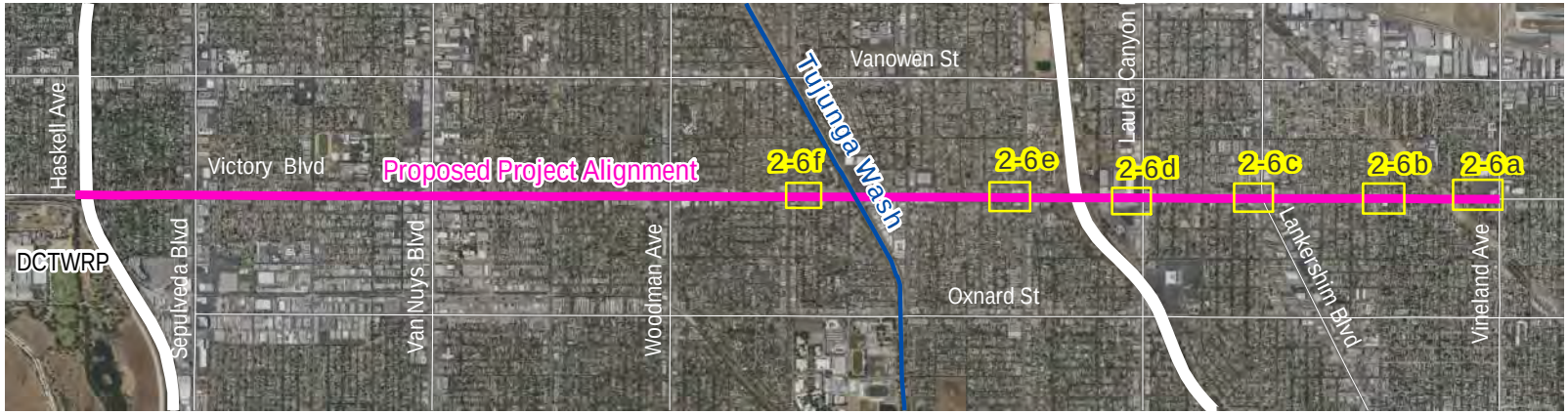
FOR INFORMATIONAL PURPOSES ONLY

Source: Arcadis, 2017.

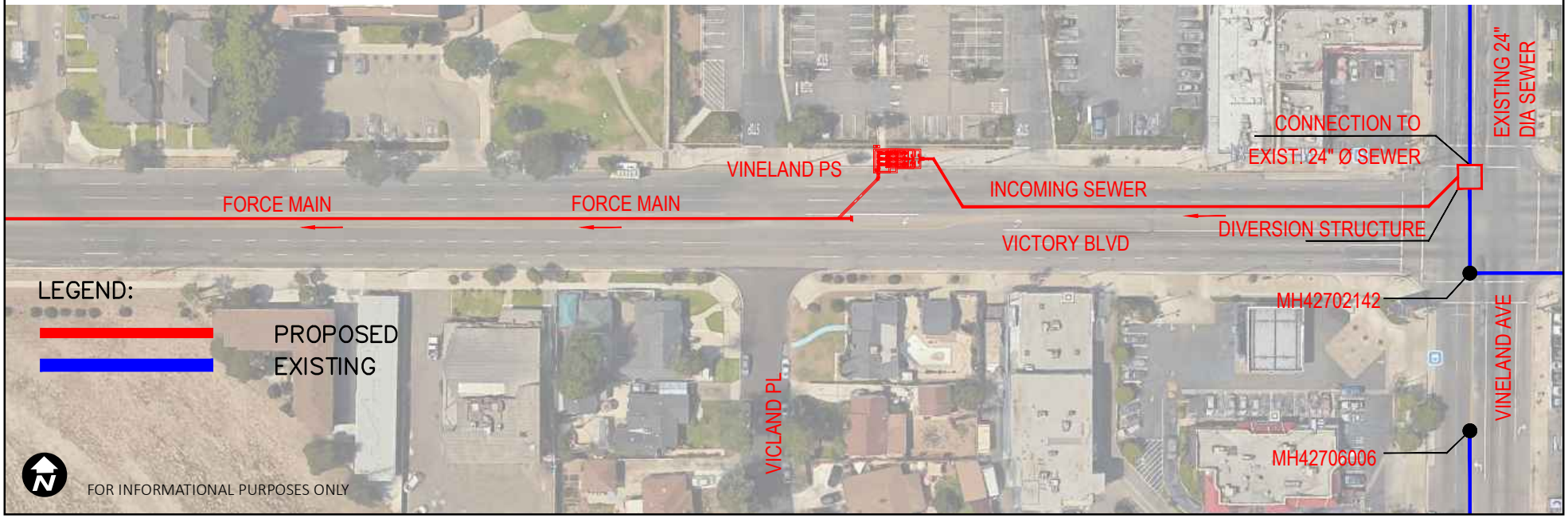
Figure 5

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

TIE-IN OF 60-INCH EWVIS AT DCTWRP



Index Map

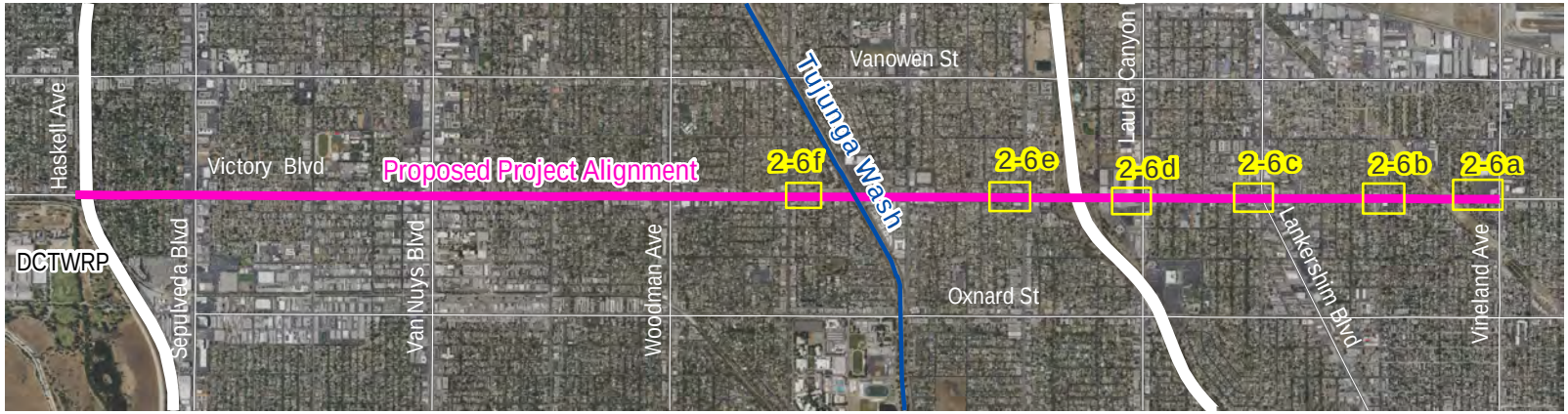


Source: Arcadis, 2017.

Figure 6a

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

PROPOSED PROJECT DETAILS



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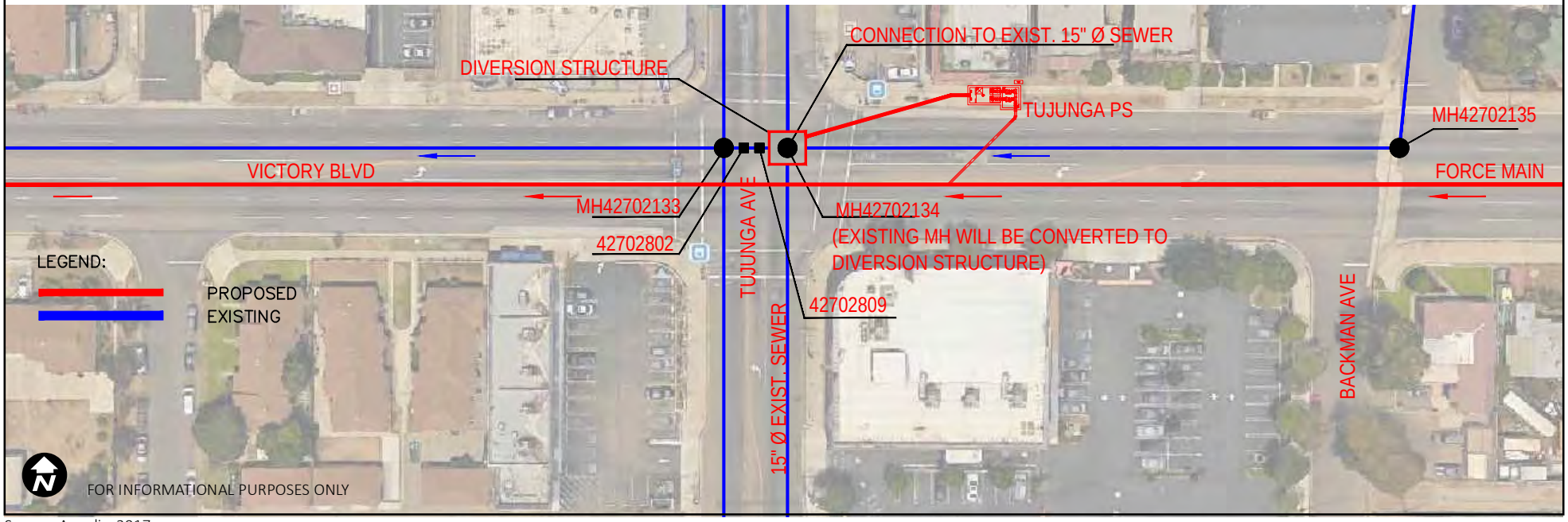
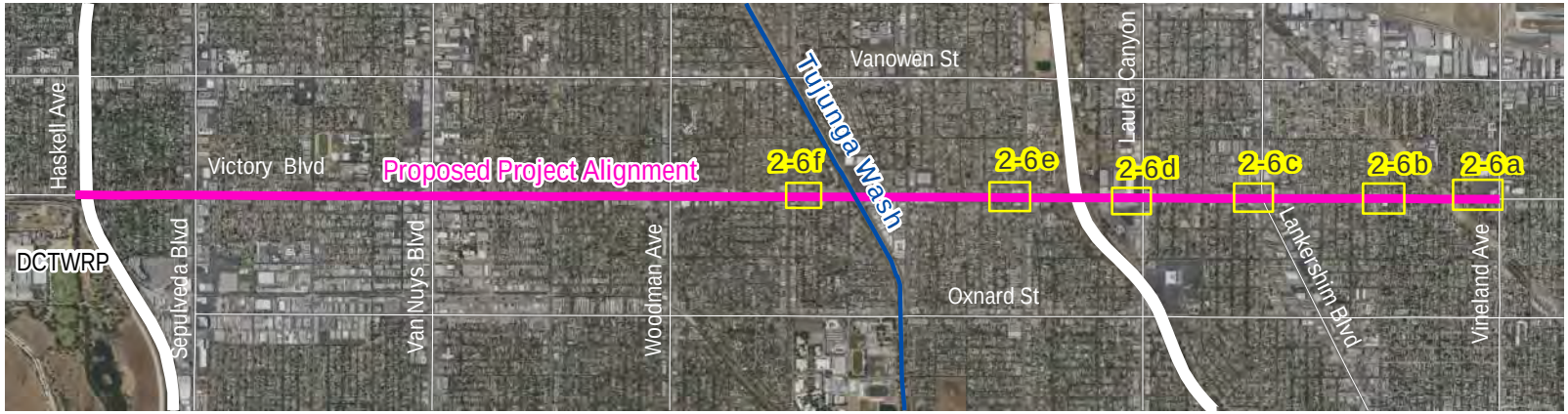


Source: Arcadis, 2017.

Figure 6b

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

PROPOSED PROJECT DETAILS



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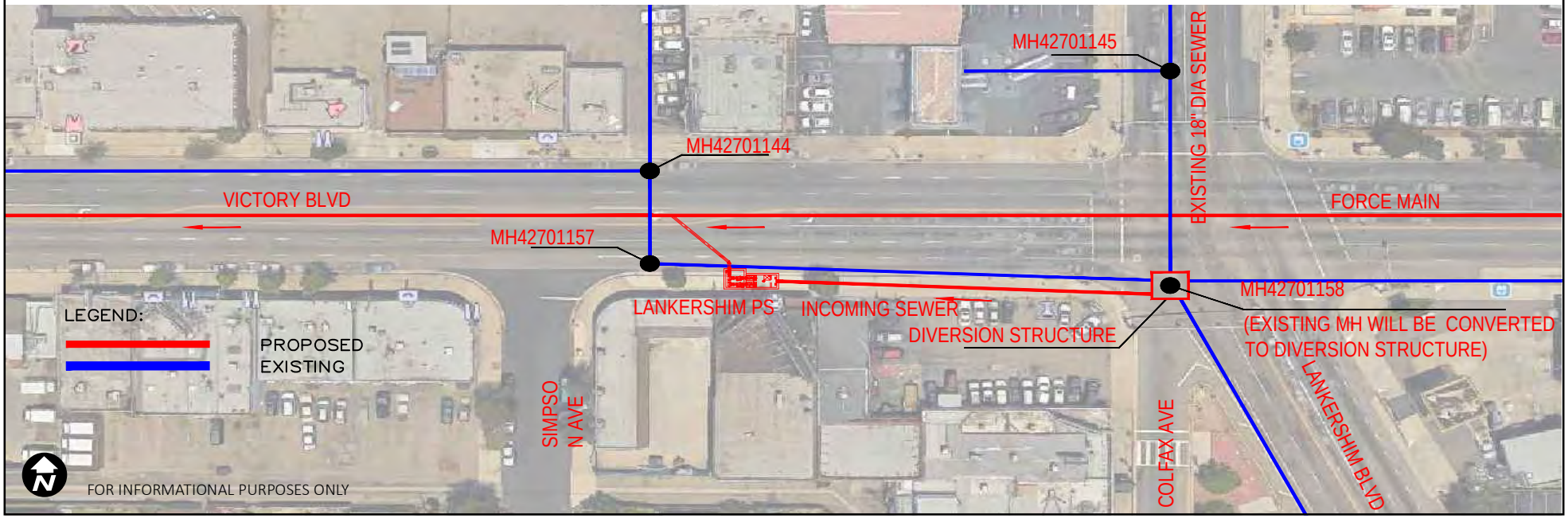
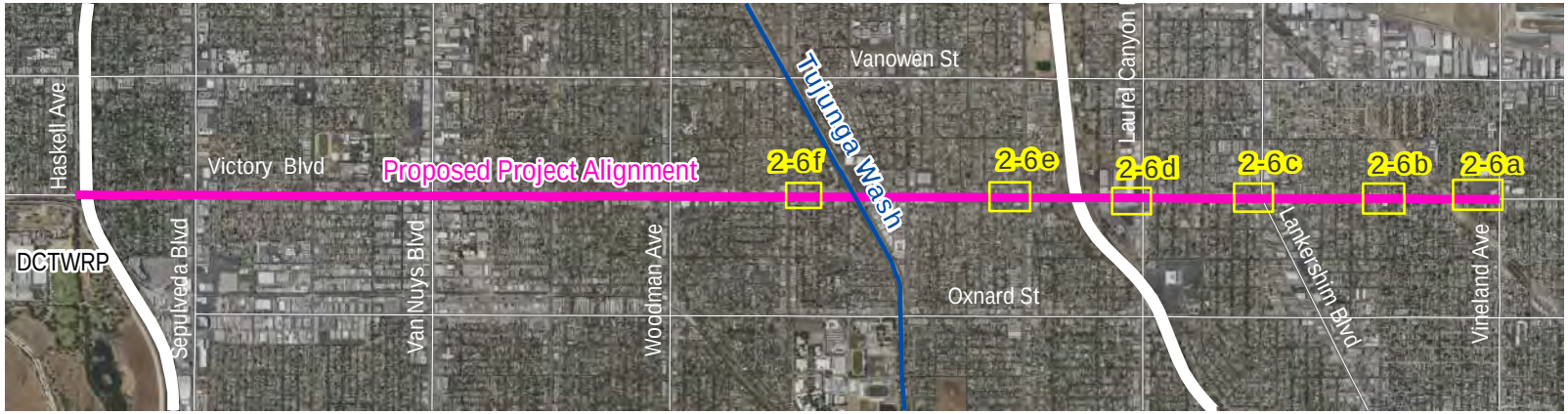


Source: Arcadis, 2017.

Figure 6c

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

PROPOSED PROJECT DETAILS



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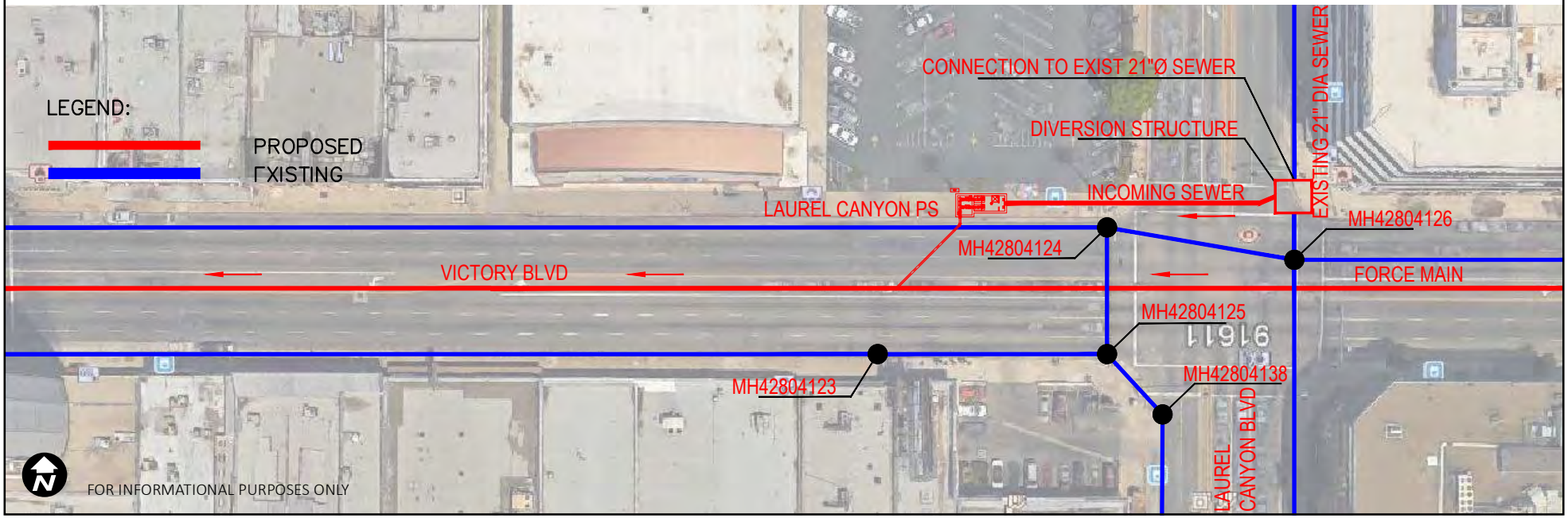
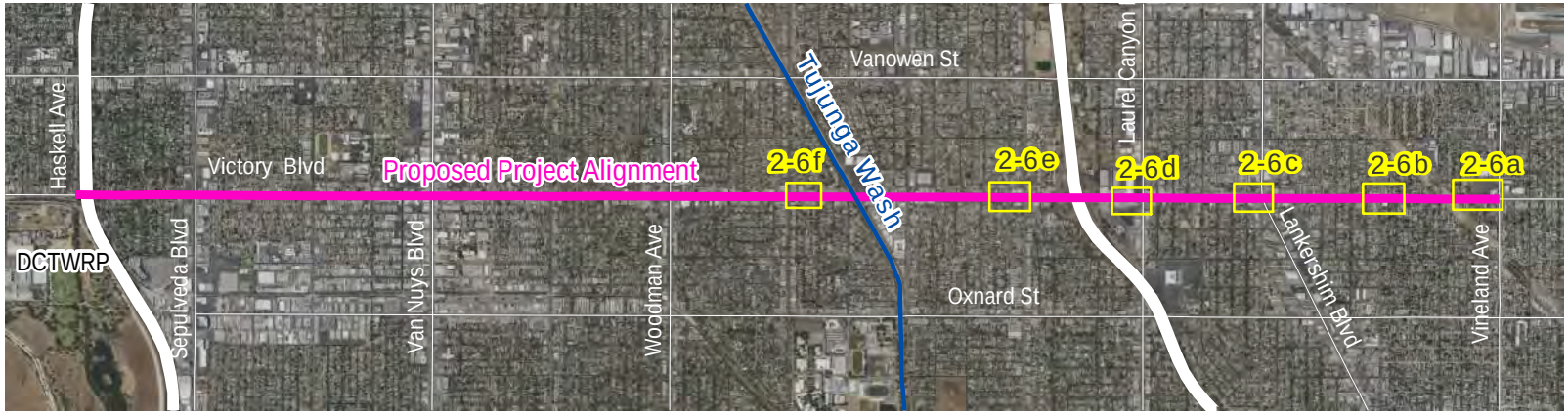


Source: Arcadis, 2017.

Figure 6d

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

PROPOSED PROJECT DETAILS



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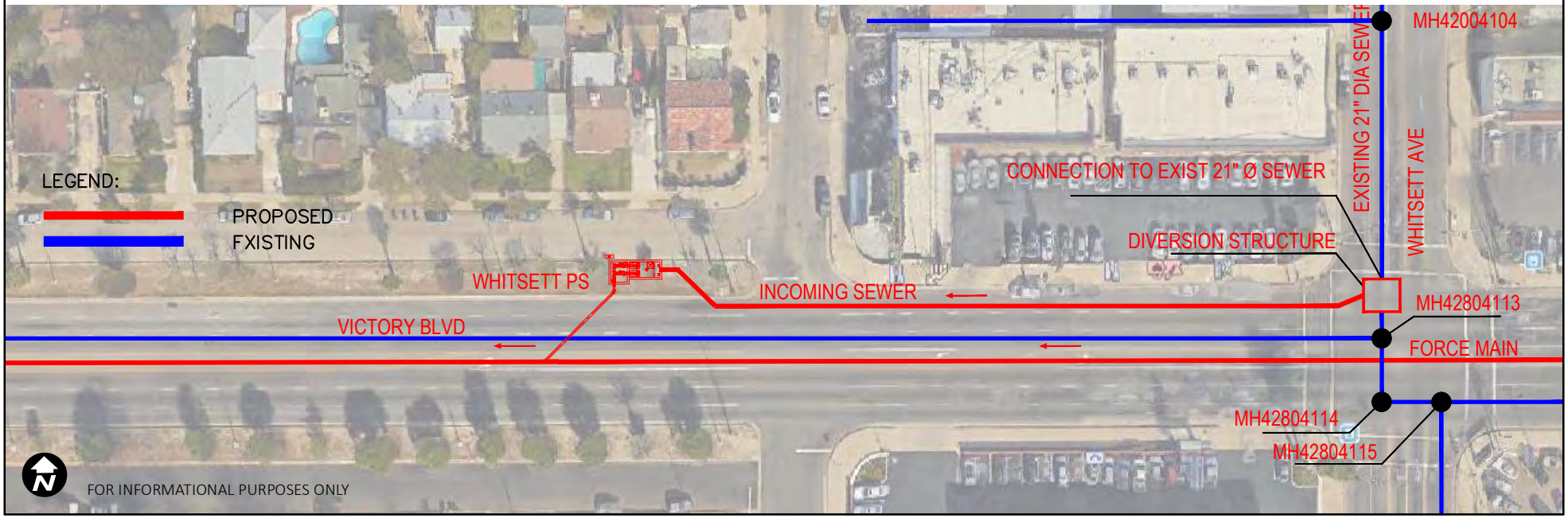
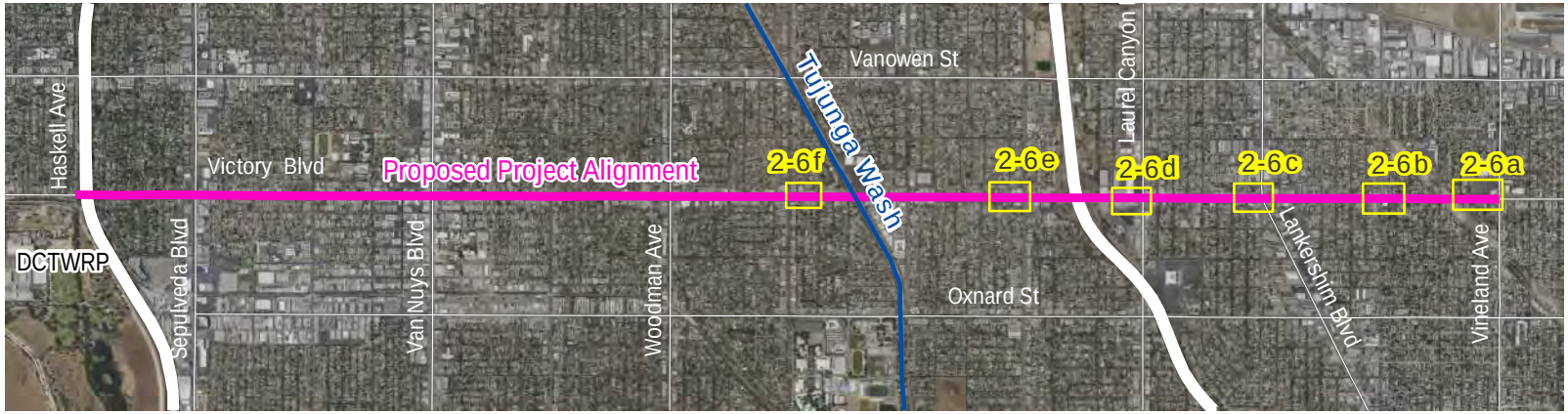


Source: Arcadis, 2017.

Figure 6e

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

PROPOSED PROJECT DETAILS



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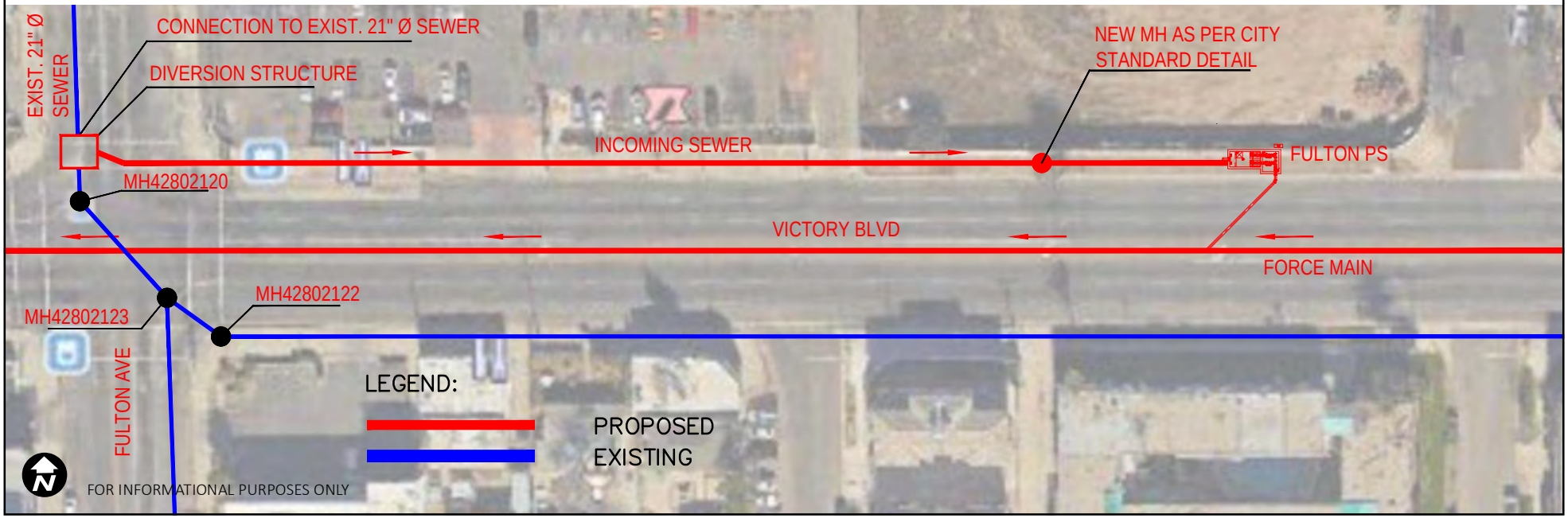


Source: Arcadis, 2017.

Figure 6f

PROPOSED PROJECT DETAILS

Pump Stations

The proposed Project would include six pump stations that would pump the diverted wastewater to DCTWRP via the new force main. The pump stations are currently planned to be located in the public right-of-way near each diversion (beneath the sidewalk or median) with only a control panel box above ground.

Each pump station would utilize submersible pumps, which would be a wet pit application. Figure 7 shows a cross section of a typical pump station using a wet pit application. Table 2 describes each of the six pump stations. In addition, the proposed Project features, including the locations of each pump station, is shown in Figures 6a through 6f.

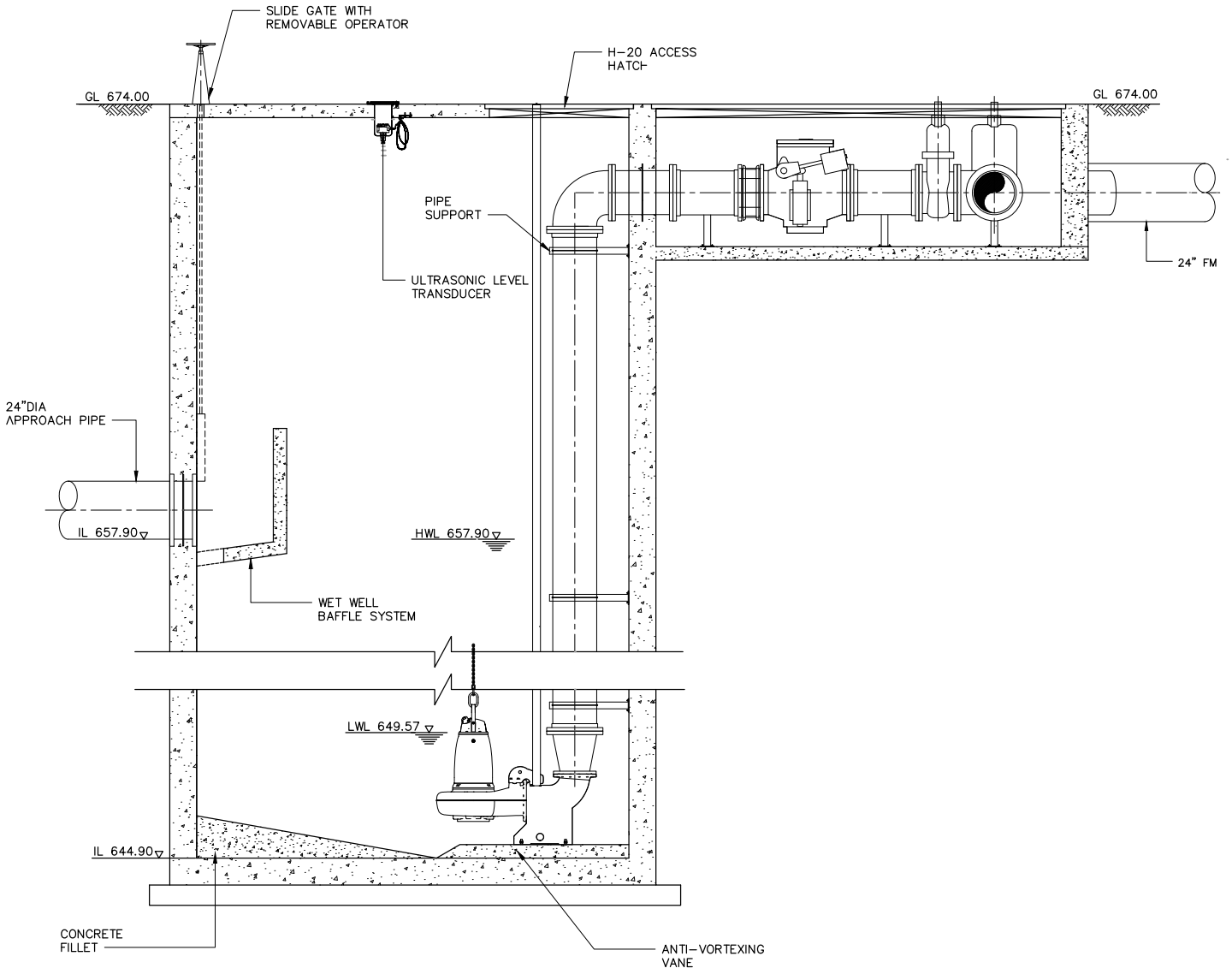
Table 2: EWVIS Pump Stations	
Vineland Pump Station	Pump station dimensions: approximately 35 feet x 15 feet x 29 feet 3 pumps (150/150/200 horse power-hp): 1 operational, 1 standby, 1 flush 18-inch diameter pipe from pump station to force main.
Tujunga Pump Station	Pump station dimensions: approximately 26 feet x 12 feet x 28 feet 2 pumps (50/50 hp): 1 operational, 1 standby 12-inch diameter pipe from pump station to force main.
Lankershim Pump Station	Pump station dimensions: approximately 29 feet x 13 feet x 31 feet 2 pumps (60/60 hp): 1 operational, 1 standby 14-inch diameter pipe from pump station to force main.
Laurel Canyon Pump Station	Pump station dimensions: approximately 27 feet x 12 feet x 24 feet 2 pumps (30/30 hp): 1 operational, 1 standby 10-inch diameter pipe from pump station to force main.
Whitsett Pump Station	Pump station dimensions: approximately 28 feet x 12 feet x 28 feet 2 pumps (30/30 hp): 1 operational, 1 standby 12-inch diameter pipe from pump station to force main.
Fulton Pump Station	Pump station dimensions: approximately 28 feet x 12 feet x 28 feet 2 pumps (40/40 hp): 1 operational, 1 standby 12-inch diameter pipe from pump station to force main.

Access Structures

Access structures (such as maintenance holes and vaults) would be installed at key locations along the force main and accessory structures to facilitate future maintenance and repairs. Examples of potential access structure locations include diversion and junction structures and tie in points.

Other Project Features

Electrical power for operation of the pumping stations and diversion structure control gates would be provided by Los Angeles Department of Water and Power (LADWP) via connections to existing powerlines in the vicinity of each pump station. Operation of the flow control gates within the diversion structures and the pump stations would be integrated into the City's wastewater management system, which could be controlled from the DCTWRP and/or the Hyperion Treatment Plant (HTP).



FOR INFORMATIONAL PURPOSES ONLY

Source: Arcadis, 2017.

Figure 7

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

TYPICAL PUMP STATION USING A WET PIT APPLICATION

1.7.4 Construction Methods and Phasing

Construction of the proposed Project components would utilize several construction methods, including open cut, open pit methods, and trenchless methods such as microtunneling or jack and bore), which are described below.

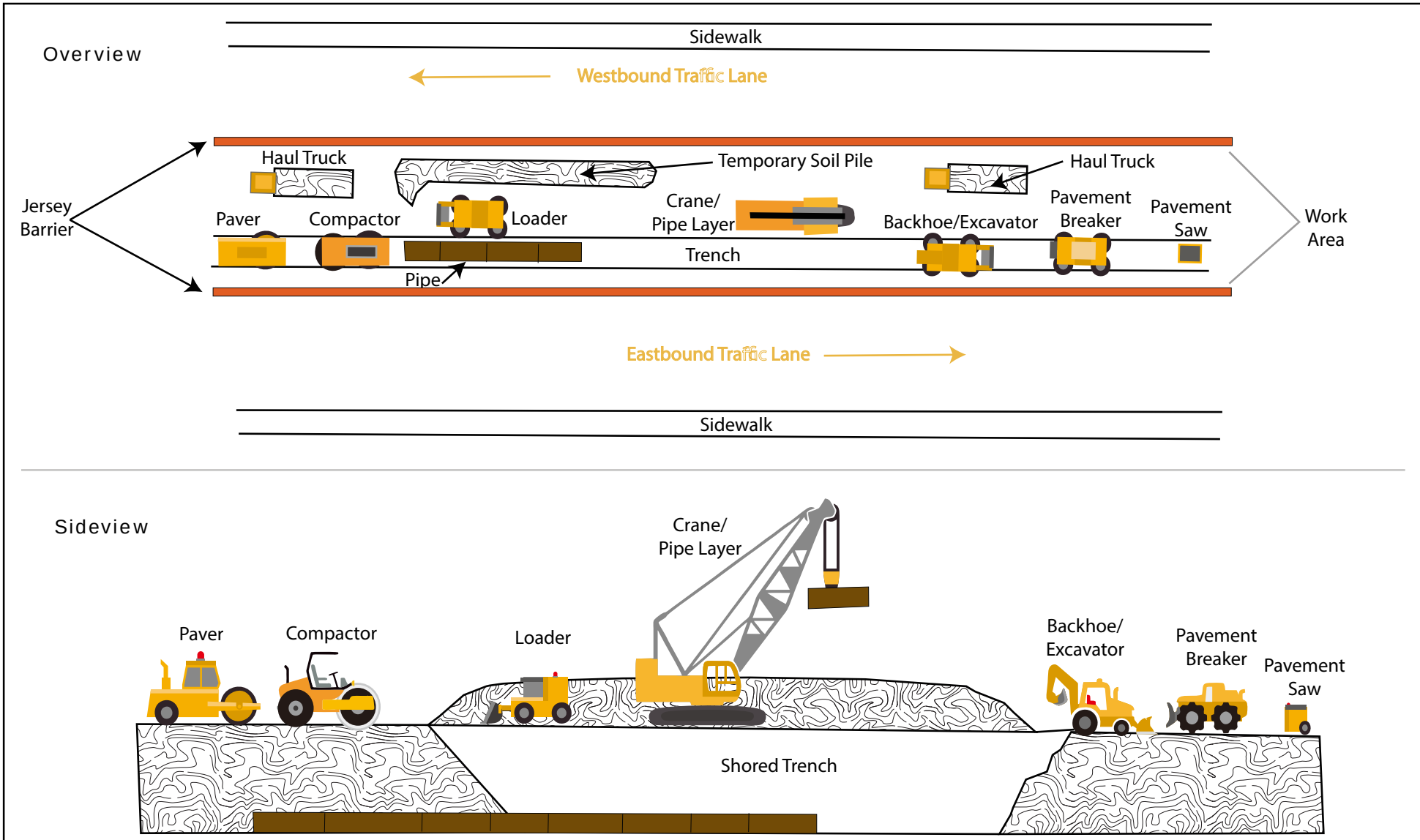
1.7.4.1 Open Cut

Open Cut (also known as Cut and Cover) is the traditional method of construction for pipelines (refer to Figure 8 for a sketch of a typical open cut operation). The existing soil is removed by trenching, pipe bedding is placed at the bottom of the trench, followed by installation of the pipe, and backfilling with a certified fill material. This method may be used for various pipe diameters, soil types, and pipe materials. The maximum recommended depth for this type of construction is 25 feet. Most of the Project components would utilize this method because the depths of most components are less than 25 feet in depth. Components that could be installed using open cut methods include the force main, diversion and junction structures, connecting sewers, pump stations, and access structures.

Open Cut for Force Main Installation. When installing the force main within Victory Boulevard, the open cut process would occur within a linear work zone, where the pavement would be removed, the trench excavated, and the trench walls shored. Shoring options for the trench walls may include beam and sheet shoring (installation of vertical H-beams along each side of the trench with steel sheeting between the beams), or similar shoring methods. Pipe support bedding would then be placed at the bottom of the trench. Typically, crushed miscellaneous base or other aggregate base would be placed at the bottom of the trench, to be used as the support bedding. Pipe segments would then be placed on the bedding at the proper depth and slope. When a suitable length of force main has been installed, it would be inspected and be pressure tested. The trench would be backfilled with certified fill/soil and compacted, followed by placement of temporary paving material over the compacted fill. This process would be repeated along the force main alignment until the entire force main is installed. If groundwater is encountered along the alignment, it would be dewatered prior to trench excavation.

In the vicinity of Van Nuys Boulevard, an approximately 1,000-foot section of the force main would require additional concrete encasement due to the shallow pipeline depth.

Open Cut Construction for Diversion/Junction Structures and Connecting Sewers. The construction of diversion structures, connecting sewers from the diversion structures to the applicable pump station, and the junction structure at the EWVIS connection with EVIS would occur similar to the open cut process for the force main. Diversion and junction structures would be cast-in-place in excavated and shored pits, and an access structure constructed. The excavation would subsequently be backfilled with certified fill/soil and compacted, followed by placement of temporary paving material over the compacted fill. Shoring for the pits would use beams and sheeting, or similar methods. In the case of the junction structure at the EVIS, the pit or shaft could be shored using other methods that could include rings and lagging, or secant piles due to the depth at this location (excavated depth of approximately 45 feet).



Source: CDM Smith, 2018.

Figure 8

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

TYPICAL OPEN CUT CONSTRUCTION

Open Cut for Construction of Pump Stations. Pump station structures would be cast-in-place within excavated and shored pits, followed by installation of equipment and controls. After completion, the excavations would be backfilled with certified fill/soil and compacted, followed by placement of temporary paving material over the compacted fill. Shoring for the pits would use beams and sheeting, or similar methods.

1.7.4.2 Microtunneling or Jack and Bore

Microtunneling is the process where a sewer or pipe is installed underground between two pits, without the need to open cut the entire pipeline length (refer to Figure 9 for a sketch of typical microtunneling operations). Typical pipe installations via microtunneling range from 18 to 102 inches in diameter at depths ranging from 20 to 50 feet below grade. A directionally adjustable tunnel boring machine (non-man entry), which has a cutting head that augers through the soil as it is pushed or jacked through the ground at the required slope from a launching pit. Excavated soil is mixed with a slurry, which is removed by pumping back to the launch pit, where it is removed. The pipe segments are installed (pushed) immediately behind the tunnel boring machine and this process continues until the pipe reaches the receiving pit.

Microtunneling is generally limited to straight alignments with a maximum distance of approximately 3,000 feet between launching and receiving pits. However, this technique typically requires an access pit every 1,500 to 2,000 linear feet.

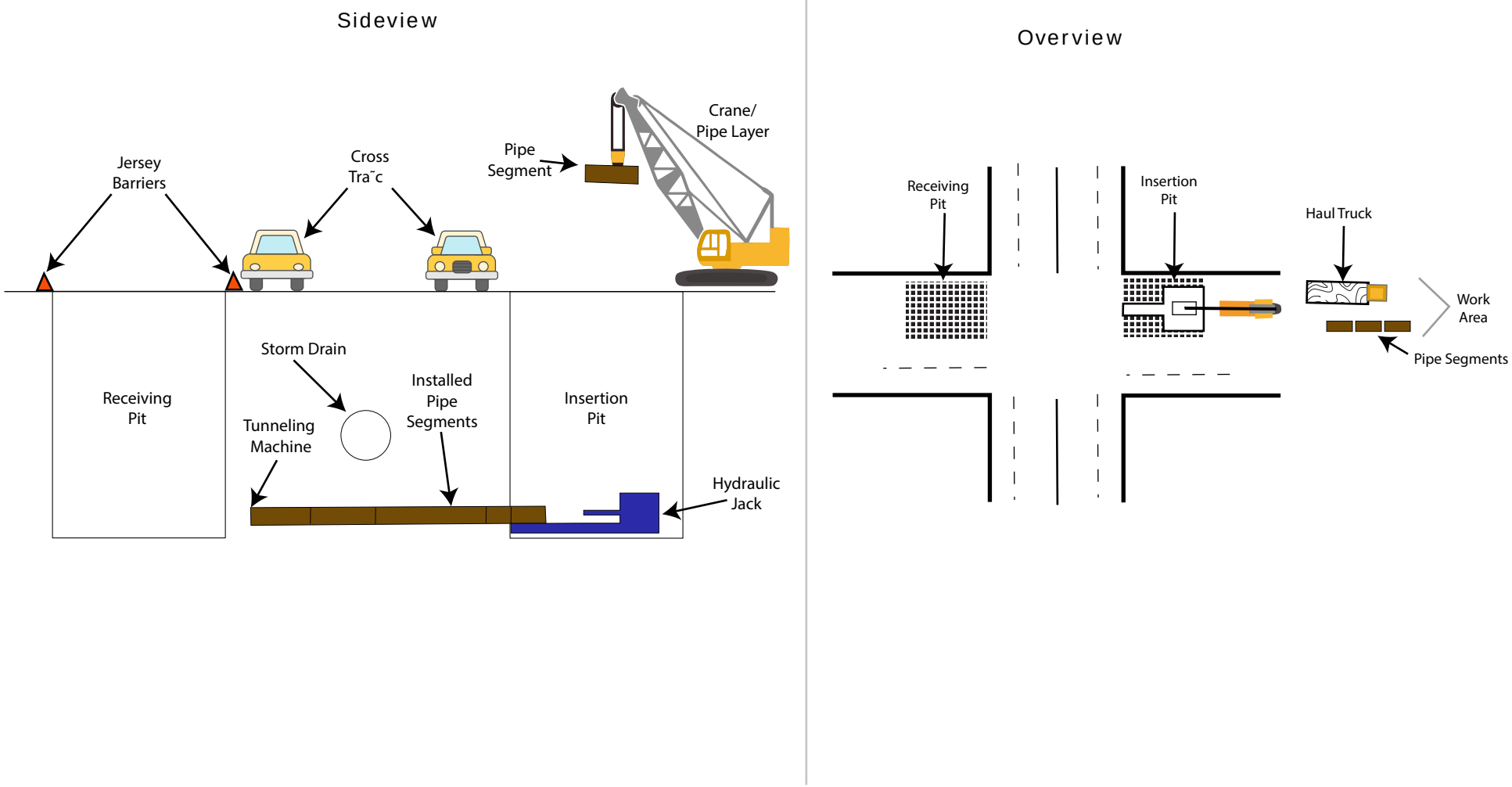
The jack and bore construction method involve installing a pipe casing that is typically 1.5 to 2.0 times greater than the final pipe. However, rather using a tunnel boring machine to install the finished pipe (as with microtunneling), with jack and bore construction, a casing pipe would first be hydraulically pushed through the soil from the launching pit to the receiving pit. Once installed, the soil within the casing pipe would then be removed using small excavation equipment or by hand. The final force main pipe line is then installed within the casing, and the space between the force main pipe exterior and the casing pipe is grouted. Jack and bore methods are typically used to tunnel distances up to 800 feet depending on soil conditions.

Microtunneling and/or jack and bore would be used to install some sections of the force main, as follows:

- SR-170
- Tujunga Wash
- Kester Avenue (Storm Drain)

Other potential microtunnel and/or jack and bore locations could include:

- Sepulveda Boulevard
- I-405



Source: CDM Smith, 2018.

Figure 9

City of Los Angeles Department of Public Works Bureau of Sanitation
EAST WEST VALLEY INTERCEPTOR SEWER (EWVIS)

MICROTUNNELING OPERATION

1.7.4.3 Staging Areas

Staging areas to support construction of the project components would be required but have not yet been identified. Typically, each staging area would be used to store construction supplies such pipe segments, shoring materials, base, and concrete, as well as equipment and construction management trailers. The staging areas would need to be located fairly close the Project site (also referred to throughout the Initial Study as the "Project alignment"), and ideally, along the Project alignment. In addition, dedicated staging areas may be required to support the separate Project components, such as pump stations, microtunneling operations, and force main construction.

1.7.4.4 Construction Schedule and Sequencing

As currently planned, construction of the proposed Project would occur over an approximately 30-month period (2.5 years) from April 2021 through November 2023. In general, construction would occur between the hours of 9:00 a.m. to 3:30 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday, in compliance with Executive Directive No. 2 (2005 Mayors Directive) and the City's Noise Ordinance.

Installation rates of the force main using open cut methods could range from approximately 50 feet per day (sections where the pipeline diameter is larger and deeper sections that require beam and sheet shoring) to up to 100 feet per day (sections where the pipeline has the smallest diameter and is shallow enough for sheet and horizontal shoring methods to be used).

Locations where the force main would be installed by microtunneling or jack and bore would each require between 6 to 9 months.

Diversion and junction structures would each require approximately 6 to 8 months, but the junction structure at the EWVIS to EVIS connection would take longer due to the depth.

Each pump station is estimated to take between 12 to 18 months to construct.

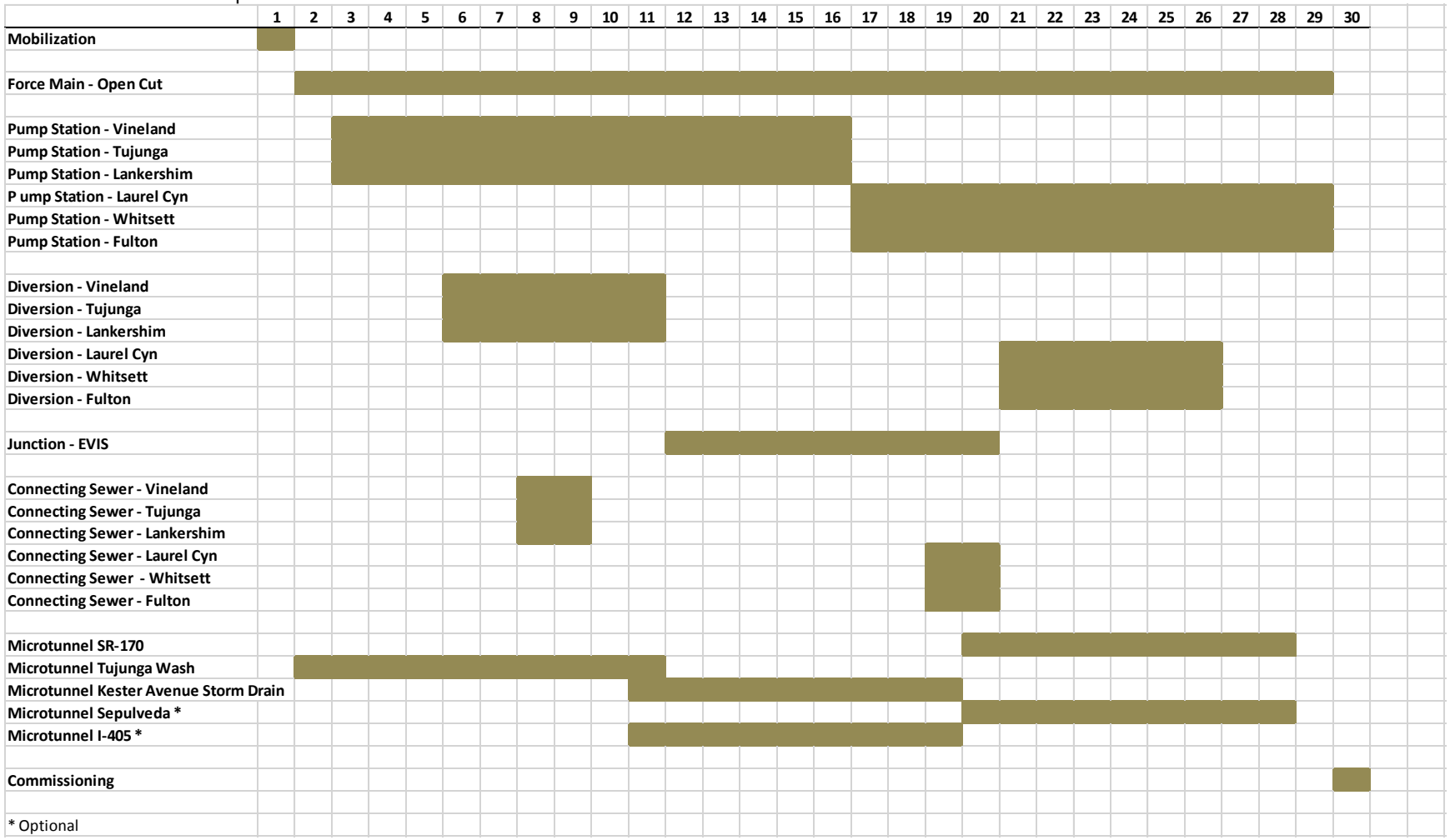
In order to complete the proposed Project within the anticipated 30-month period (2.5 years), construction of the Project components would likely overlap one another, and the construction sequence provided in Table 3 below is assumed for this evaluation.

1.7.5 Project Operations

Following completion of Project construction and commissioning, operation of the force main would commence. The diversion structure gates would be controlled to divert flow from the existing sewers to the pump stations, which would begin pumping once the proper level is reached in each pump station wet well. Flows at each pump station would be pumped to the force main to the junction with EVIS, where they would flow to DCTWRP.

The control gates at the diversion structures and pump station operations would be monitored and controllable from DCTWRP and HTP. In this manner, flows can remain in the existing sewers and continue downstream to HTP via other existing sewer connections, or they can be diverted to DCTWRP to increase production of recycled water.

Table 3: Construction Sequence



Each pump station would be inspected monthly and require maintenance twice per year. Occasionally, a pump may require replacement, however, they would occur on an as-needed basis.

Monthly maintenance would consist of a two-person crew for approximately 2 hours and bi-yearly maintenance would consist of a four-person crew for approximately 8 hours.

1.8 Project Alternatives

According to the State California Environmental Quality Act (CEQA) Guidelines, Section 15126.6, an Environmental Impact Report (EIR) need only examine in detail those alternatives that could feasibly meet most of the basic objectives of the proposed Project. The primary purpose of the proposed Project is to increase the production and use of recycled water in the City to help address concerns over the long-term reliability of imported water. As stated in Section 2.1 above, the Project objective is as follow:

- Divert and convey wastewater from the eastern portions of the San Fernando Valley to the DCTWRP, where it would be used to generate recycled water.

In 2014, the City evaluated various pipeline alignments that would divert wastewater flow from within the North Hollywood sanitary sewer basin to the DCTWRP to meet the Project objective (Arcadis, 2015). The planning study evaluated six alignments against criteria that included residential impacts, business impact, traffic impact, environmental impacts, right-of-way constraints, and existing utilities. The proposed Project alignment was ranked as the preferred alignment, followed by an alignment largely along Oxnard Street (parallel and south of Victory Boulevard). The Oxnard Alignment has been identified as a viable alternative alignment that could largely accomplish the Project objective and is therefore evaluated in this EIR. This document evaluates a reasonable range of alternatives to the proposed Project, as follows.

- No Project Alternative
- Alternative 1: Oxnard Alignment

The No Project Alternative is required by CEQA and represents what would reasonably be expected to occur in the foreseeable future if the proposed Project were not approved. Under this alternative, no new force main sewer and associated pump stations would be constructed, and no additional wastewater flows from the North Hollywood area would be diverted to the DCTWRP. Under the No Project Alternative, additional recycled water would not be produced that could help address concerns over the long-term reliability of imported water.

Under Alternative 1: Oxnard Alignment, the approximately 6.5-mile long force main sewer would convey wastewater diverted from the North Hollywood area to the DCTWRP in an alignment along Oxnard Street between Vineland Avenue and Kester Avenue, in Kester Avenue between Oxnard Street and Victory Boulevard, and in Victory Boulevard from Kester Avenue to the EVIS at Haskell Avenue. As with the proposed Project, the force main would be DIP with inside diameters that range from 24-inches to 42-inches in diameter.

Under Alternative 1, six pump stations would be required, but would be located along Oxnard Street at the same cross streets as the proposed Project. Similarly, diversion structures under Alternative 1 would be located along Oxnard Street at the same cross streets as the proposed Project. The connection of EWVIS to the EVIS under Alternative 1 would be the same as the proposed Project.

1.9 Anticipated Project Approvals and Permits

Numerous approvals and/or permits would be required to implement the proposed Project. This environmental document would be used to facilitate compliance with federal and state laws, as well as granting permits by various state and local agencies having jurisdiction over one or more aspects of the proposed Project.

Table 4 lists the Agencies and associated permits and approvals likely to be required by the proposed Project.

Table 4: Agencies, Permits and Approvals	
California Regional Water Quality Control Board	General Construction permit National Pollutant Discharge Elimination System (NPDES) permit Stormwater Pollution Prevention Plan (SWPPP)
California Division of Occupational Safety and Health (Cal-OSHA) Tunneling and Mining Unit	Tunnel Safety Order Classification
California Department of Transportation (Caltrans)	Encroachment Permits for SR-170 and I-405 crossings
City of Los Angeles	"B", "E" or "U" Permit Stormwater Discharge Wastewater Discharge Industrial Waste Discharge (dewatered groundwater) Temporary Traffic Control Permanent Power Supply and Peak Hour Exemptions (if necessary) Noise Control Ordinance Variance (should night construction be required)
Los Angeles County Flood Control	Encroachment Permits for Tujunga Wash Central Branch and the Tujunga Wash crossings
U.S. Army Corp of Engineers	408 permit for Tujunga Wash Central Branch and the Tujunga Wash crossings
Private Individuals or owners	Temporary & Permanent Easements

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SECTION 2

Environmental Determination

2.1 Environmental Factors Potentially Affected

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

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

2.2 Determination

Determination: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature

Title: Project Manager

1/24/19

Date

Agency: City of Los Angeles, Department of Public Works, Bureau of Sanitation

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SECTION 3

Evaluation of Environmental Impacts

3.1 Aesthetics

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

3.1.1 Environmental Setting

The Project alignment is an approximately six-mile stretch along Victory Boulevard between Vineland Avenue on the east and Haskell Avenue on the west within the Southeast Valley communities of North Hollywood – Valley Village and Van Nuys – North Sherman Oaks. Victory Boulevard is a major arterial street in a highly developed area, that is primarily bordered by single-family and multi-family residential units and commercial structures. The buildings generally range from one to three stories in height, although there are several taller buildings along Victory Boulevard, such as near the intersection with Lauren Canyon Road. Sparse, street trees also line some portions of the Project alignment. Victory Vineland Recreation Center is located on the eastern end of the alignment. The western end of the alignment is located near the Sepulveda Basin Recreation Center. Other uses along the alignment include Victory Boulevard Elementary School, the Salvation Army, and several churches. In addition, there are overhead electrical transmission lines along the portion of alignment between Vineland Avenue and Tujunga Boulevard and a utility easement corridor west of Victory Vineland Recreation Center. The Project alignment also crosses underneath SR-170, I-405, and the Tujunga Flood Control concrete channel (a.k.a. "Tujunga Wash") west of Coldwater Canyon.

The Project site and surrounding area are predominantly flat, which provide distant vistas of the San Gabriel Mountains to the east. Although the mountain ranges create a dramatic backdrop and aesthetically pleasing viewshed, views of the mountain ranges are obscured by existing utilities and development. The Project site is also not located near a state-designated scenic highway. There are no outstanding focal points on the Project site. The

surrounding area is characterized by typical urban sources of light and glare, such as traffic headlights and street, parking, and commercial lighting.

Regulatory Setting

Federal. None

State. None

Local. The Citywide General Plan Framework Element, adopted in December 1996 and readopted in August 2001, establishes the conceptual basis for the City's General Plan. The General Plan Framework provides direction regarding the City's vision for growth and includes an Urban Form and Neighborhood Design chapter to guide the design of future development. Although the Framework Element does not directly address the design of individual neighborhoods or communities, it embodies broad neighborhood design policies and implementation programs to guide local planning efforts.

Chapter 1 of the Los Angeles Municipal Code (LAMC), the City of Los Angeles Planning and Zoning Code, sets forth the regulations and standards regarding the allowable type, density, height, and design of new development projects. The City regulates lighting with respect to building and safety, transportation, and light trespass (i.e. the spillover of light onto adjacent light-sensitive properties). The City also enforces the building code requirements of the California Building Code.

The Project alignment is within the Van Nuys-North Sherman Oaks Community Plan Area and the North Hollywood-Valley Village Community Plan Area. Both community plans include goals and design standards to improve the visual environment of the community.

3.1.2 Impacts Analysis

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

LESS THAN SIGNIFICANT IMPACT. There are no designated scenic vistas in the Project vicinity. The nearest scenic resources to the proposed Project are the San Gabriel Mountains to the east, which, although distant and partially obscured by development, serve as the visual backdrop to the urban setting of the Project. While construction of the proposed Project would introduce new visual elements to the Project area (i.e., construction equipment and staging), this would be temporary and only occur in the areas where work was being performed. Additionally, the equipment would occur at street level in an area of existing structures that obscure views of the mountains. Therefore, construction activities would not result in an adverse effect on a scenic vista.

The proposed Project includes a force main sewer, six diversion structures, one junction structure, six pumping stations, and other auxiliary components. As the Project features would be below grade (i.e., underground) or low profile (i.e., control panel boxes, which are similar to traffic/signal control panels), the proposed Project would not introduce incompatible visual elements within the Project area, and existing views of the mountains would not be altered. No change to existing views of the San Gabriel Mountains would occur along Victory Boulevard and, therefore, the proposed Project would have a less than significant impact on scenic vistas and no further evaluation in the EIR is required.

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

NO IMPACT. There are no official state or county scenic highways in the Project area. The Angeles Crest Highway (Route 2) from the La Canada/Angeles National Forest boundary to the San Bernardino County line is the nearest officially designated scenic highway to the Project site (Caltrans, 2018). The 55-mile segment of the state scenic highway is approximately 11 miles southeast and not visible from the Project site. Therefore, the proposed Project would have no impact on scenic resources within a state scenic highway and no further evaluation in the EIR is required.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

LESS THAN SIGNIFICANT IMPACT. The Project site is located in an urban area, with a variety of uses, including multi-family and single-family residential units and commercial buildings. The areas of open space within the Project site are generally of low visual quality – including vegetation along the top of cement lined Tujunga Wash, utility easement that has patches of turf grass and dirt, and landscaped pockets near the freeways. There are also street trees and private landscaping along portions of the alignment.

Construction activities associated with the proposed Project would temporarily change the visual character of the site. Temporary changes to the existing visual character would occur due to the presence of construction equipment and construction-related activities in the public right-of-way, and staging areas on private property in the vicinity of the Project alignment. Trenches, soils stockpiles, pipe, and other construction materials and equipment within the Project work area would be visible during construction. The proposed force main sewer would be constructed in a sequential manner and construction of each section would last for several months before construction activities are moved to the next force main section. Although the visual character of the site would change because of and during construction, the change would be temporary and would not substantially degrade the existing visual character or quality of the site. Post-construction, the sewer would be underground and would not be visible. The control panel boxes of the six pump stations would be located on sidewalks and visible by viewers in the area. However, the control panel boxes would be similar to existing infrastructure located on public rights-of-way (i.e., transformer boxes, traffic/signal control boxes, and other utility control boxes) and would be visually consistent with the public street setting. The proposed Project would not degrade the existing visual character or quality of the site, the impact would be less than significant and no further evaluation in the EIR is required.

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

LESS THAN SIGNFICANT IMPACT. Minor lighting may be placed on the construction trailers at staging areas for safety; however, such lighting would be low intensity and similar to porch lighting common to most structures in the City. The majority of construction activities are anticipated to occur during daylight hours and, therefore, will not require lighting. However, should nighttime construction be necessary (e.g., night

construction could be required at night when existing flows are low when constructing the diversion and/or junction structures), the amount of on-site lighting may temporarily increase in the lighting within the affected portion of the Project alignment. Although not proposed on a regular basis, should construction be required (e.g., to perform utility connections or testing) during nighttime hours, it would be performed in accordance with the LAMC requirements (under the City's noise Ordinance), which requires an afterhours construction permit. Nighttime construction activities, should they occur, would involve the use of on-site lighting. The lighting would include floodlights that would be shielded and focused on the work area and not onto adjoining properties and would be limited in duration (short-term), and thus would not create a new source of substantial light that would adversely affect nighttime; hence, impacts would be less than significant. Construction lighting for the nighttime work would be used as necessary on a temporary basis and would be governed by Municipal Code and Standard Specifications designed to minimize impacts (e.g., it would be shielded and directed toward the construction, away from residences).

Operation of the proposed Project would primarily be located underground and would not include any lighting sources. The only aboveground components would include features such as control panel boxes, which would not be a new source of light and glare. As such, the proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and no further evaluation in the EIR is required.

3.2 Agriculture and Forest Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 (PRC) Section 12220(g)) or timberland (as defined in PRC 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?	☐	☐	☐	☒

3.2.1 Environmental Setting

The Project site is located in a developed urban area and there are no agricultural or forest land/timberland located in the vicinity. The majority of the Project area (from Sepulveda Boulevard to Vineland Avenue) falls outside of the Natural Resources Conservation Service (NRCS) soil survey and therefore is not mapped by the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program in the Los Angeles County Important Farmland (CDC, 2017). The remainder of the Project area (from Haskell Avenue to Sepulveda Boulevard) is mapped by the Farmland Mapping and Monitoring Program and is categorized as Urban and Built-Up Land, which is described as land occupied by structures that has a variety of uses including industrial, commercial, railroad or other transportation yards. Additionally, the overall Project area is not located on any lands under a Williamson Act contract as depicted in the State of California Williamson Act Contract of 2017.

Regulatory Setting

Federal. None

State.

California Land Conservation Act. Under the provisions of the Williamson Act (California Land Conservation Act 1965, Section 51200), landowners enter into a contract to maintain agricultural or open space use of their lands in return for reduced property tax assessment.

Farmland Mapping and Monitoring Program. The California Department of Conservation, Division of Land Resource Protection Farmland Mapping and Monitoring Program monitors the conversion of the state's farmland to and from agricultural use. The map identifies eight classifications and uses a minimum mapping unit size of 10 acres. Four classifications of farmland: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance, are considered valuable.

Local. The City of Los Angeles General Plan identifies the last state-designated significant agricultural parcel within the City (located within Pierce College) and encourages the retention of such parcel in agricultural use. The Project site is not located at or near this state-designated significant agricultural site.

3.2.2 Impacts Analysis

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

NO IMPACT. The Project site is not located on agricultural land and would not convert prime agricultural lands to non-agricultural use. The Project area is located within an urbanized area and is not currently used for agricultural uses. Therefore, the proposed Project would have no impact to designated farmland and no further evaluation in the EIR is required.

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

NO IMPACT. The Project's surrounding area is zoned for residential, commercial, and open space uses. The Project site is not located on or near land zoned for agriculture use or under a Williamson Act contract. Therefore, the proposed Project would not have an impact on agricultural zoning or a Williamson Act contract, no further evaluation in the EIR is required.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code [PRC] section 1220(g)) or timberland (as defined in PRC section 4526)?

NO IMPACT. There is no state or federally designated forests or timberland zoning in close proximity to the Project site or along the proposed Project alignment. Therefore, the proposed Project would have no impact on land zoned for forest land, and no further evaluation in the EIR is required.

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

NO IMPACT. The proposed Project includes the construction of a below grade (underground) force main sewer and related structures. No forest land is present at the Project site or in the project vicinity. Therefore, the proposed Project would have no impact on forest land, no further evaluation in the EIR is required.

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

NO IMPACT. As described above, there is no farmland located on the Project site or in the Project vicinity and the proposed Project would not involve any changes that could result in the conversion of forest resources or farmland to non-agricultural use. Therefore, the proposed Project would have no impact on agricultural uses or activities, no further evaluation in the EIR is required.

3.3 Air Quality

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

3.3.1 Environmental Setting

The proposed Project site is located within the South Coast Air Basin (SCAB). The SCAB consists of the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County. The air basin covers an area of approximately 6,000 square miles and is bounded on the west by the Pacific Ocean; on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains; and on the south by the San Diego County line.

The SCAB is currently in attainment under the California ambient air quality standards (AAQS) for carbon monoxide (CO), nitrogen dioxide, sulfur dioxide (SO_2), hydrogen sulfide (H2S), sulfates, vinyl chloride, but is in nonattainment (under the California AAQS) for ozone (O_3), inhalable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). Further, under the National AAQS the Basin is in attainment for CO, nitrogen dioxide, SO_2, and PM_{10}, but is in nonattainment for O_3, $PM_{2.5}$, and in certain areas lead (South Coast Air Quality Management District, 2018).

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all state and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

3.3.2 Impacts Analysis

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

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. 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 (including releasing emissions which exceed quantitative thresholds for O_3 precursors)?

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

e. Would the project create objectionable odors affecting a substantial number of people?

POTENTIALLY SIGNIFICANT IMPACT. Air pollutant emissions associated with construction of the proposed Project may exceed the SCAQMD CEQA significance thresholds, which would violate air quality standards or contribute to an existing air quality violation. The EIR will evaluate whether construction or operation of the proposed Project would: (1) conflict with or obstruct implementation of the applicable SCAQMD plans; (2) violate any air quality standard or contribute substantially to an existing or projected air quality violation; (3) result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (PM_{10}, $PM_{2.5}$, and O_3 precursors [NO_X and volatile organic compounds (VOCs)]) under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors); (4) expose sensitive receptors to substantial pollutant concentrations; and/or (5) create objectionable odors affecting a substantial number of people. The construction analysis will consider emissions from construction equipment, haul trucks, and construction worker commuting trips; fugitive emissions of VOCs from architectural coating; and fugitive dust from soil handling, grading, and unpaved roads.

Operation of the proposed Project would be passive and located underground, with only control panel boxes at pump stations located aboveground. As described in Section 1. 7.5, monthly maintenance would consist of a two-person crew for approximately 2 hours and bi-yearly maintenance would consist of a four-person crew for approximately 8 hours. This minimal amount of worker trips during operation would not result in a violation of any air quality standard or contribute to an existing or project air quality violation, nor would it expose sensitive receptor to substantial pollutant concentration. Although the Project components are operated as a closed system, air release valves may be required along the force main, which could result in localized odors that may affect a substantial number of people. Therefore, the EIR will address the potential for the force main to result in localized odors during operation. Other operational components associated with air quality would be minimal and no further evaluation in the EIR is required.

3.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) (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 or regional habitat conservation plan?	☐	☐	☐	☒

3.4.1 Environmental Setting

The Project alignment is located within a densely population urban area occupied by primarily residential and commercial uses. In general, open space in the area consists of Victory Vineland Recreation Center, isolated landscape pockets along highways, utility easements, and temporarily vacant parcels. The Tujunga Wash is a concrete-lined channel located west of SR-170. Within the Project site the channel daylights before and after Victory Boulevard. The channel is owned and operated by the Los Angeles County Flood Control District.

The California Natural Diversity Database (CNDDB) for the Van Nuys Quad (3411824) was queried to determine if sensitive species or habitats are known to occur in the proposed Project area. Seventeen sensitive plant and animal species and one sensitive habitat type were listed in the CNDDB query for this area (see Attachment). None of these would be

expected to be encountered in the Project area, given the urban setting and lack of suitable habitat along the Project alignment.

Wildlife at the Project site is limited to species adapted to urban settings with a moderate level of human activity. Bird species that utilize the trees at the Project site are likely to include species such as the American crow, house finch, and house sparrow. Migratory birds, including the house finch and other common species that may utilize the trees and other vegetation at the site for nesting, are federally protected by the Migratory Bird Treaty Act. Los Angeles County has established significant ecological areas (SEAs); however, the project site is not located within or adjacent to a SEA. The nearest SEA is the Verdugo Mountains, which is approximately 3.5 miles northeast of Vineland Avenue and Victory Boulevard.

Regulatory Setting

Federal.

Endangered Species Act. The Endangered Species Act (ESA) of 1973 (Public Law 93-205) and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Section 7 of the ESA requires Federal agencies to aid in the conservation of listed species, and to ensure that the activities of Federal agencies would not jeopardize the continued existence of listed species or adversely modify designated critical habitat. At the Federal level, the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service are responsible for administration of the ESA.

Migratory Bird Treaty Act (MBTA). The MBTA of 1918 (16 USC Sections 703 – 712) decrees that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. Under the MBTA, taking, killing, or possessing migratory birds is unlawful. Projects that are likely to result in the taking of birds protected under the MBTA would require the issuance of take permits from the USFWS. Activities that would require such a permit would include, but not be limited to, the destruction of migratory bird nesting habitat during the nesting season when eggs or young are likely to be present. In accordance with the MBTA, surveys are required to determine if nests would be disturbed and, if so, a buffer area with a specified radius around the nest would be established so that no disturbance or intrusion would be allowed until the young had fledged and left the nest. If not otherwise specified in the permit, the size of the buffer area would vary with species and local circumstances (e.g., presence of busy roads), and would be based on the professional judgment of the monitoring biologist.

State.

California Fish and Game Code (Sections 3500 through 3705). Sections 3500 through 3705 of the California Fish and Game Code protect most migratory bird species and active nests from harm or destruction.

California Endangered Species Act of 1984 (California Fish and Game Code 2050- 2116). The California Endangered Species Act of 1984 provides for the protection of rare, threatened, and endangered plants and animals, as recognized by CDFW, and prohibits the unauthorized taking of such species. As a responsible agency, the CDFW has regulatory

authority over state-listed endangered and threatened species. State agencies are required to consult with CDFW on actions that may affect listed or candidate species.

California Fish and Game Code (Streambed Alteration Agreement). Under Chapter 6 of the California Fish and Game Code, CDFW is responsible for protecting and conserving the state's fish and wildlife resources. Sections 1600 et seq. of the Code define the responsibilities of CDFW, and the requirement for public and private applicants to obtain an agreement to:

… divert, obstruct, or change the natural flow or bed, channel, or bank of any river, stream, or lake designated by CDFG[1] in which there is at any time an existing fish or wildlife resource or from which those resources derive benefit, or would use material from the streambeds designated by the department.

Local.

City of Los Angeles Protected Tree Ordinance. Los Angeles Municipal Code Chapter IV, Article 6 regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These tree species are defined as protected by the City. The Ordinance prohibits, without a permit, the removal of any regulated protected tree, including "acts which inflict damage upon root systems or other parts of the tree..." and requires that all regulated protected trees that are removed be replaced on at least a 2:1 basis with trees that are of a protected variety.

3.4.2 Impact Analysis

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

LESS THAN SIGNIFICANT IMPACT. Current and historical uses within the Project site have resulted in regular human disturbance. Species present within the construction footprint, are likely adapted to noise, foot traffic, moderate vehicle traffic or other anthropogenic disturbances. For this reason, long term operational activities of the project are not expected to pose any new direct or indirect significant impacts to special-status species that may occur in the Project vicinity.

Birds protected by the CFGC and the MBTA could nest in the construction footprint and adjacent areas. Raptor nesting habitat could be present in the larger trees occurring within the Project alignment. Nesting birds and raptors could be directly and indirectly impacted by temporary construction activities from the generation of dust, noise and vibration would disturb nesting birds and/or raptors resulting in a potentially significant impact.

[1] As of January 1, 2013, the California Department of Fish and Game (CDFG) is now called the California Department of Fish and Wildlife (CDFW).

A biological reconnaissance survey of Victory Boulevard and Oxnard Street, between Haskell Avenue and Vineland Avenue, was conducted by biologists on December 7, 2018 (see Attachment). Twenty-four species of trees were observed during the survey, but the only native species is California sycamore. A row of Cork Oak trees lines the west side of Elmer Street (between Tujunga Avenue and Vineland Avenue), from Victory Boulevard north to the utility right-of-way. These trees are 40 to 50 feet tall and have dense canopies. The southern-most tree is about 30 feet from Victory Blvd.

The only wildlife observed during the survey were four bird species—American crow (*Corvus brachyrhynchos*), rock dove (*Columba livia*), house finch (*Haemorhous mexicanus*), and house sparrow (*Passer domesticus*)—and an eastern fox squirrel (*Sciurus niger*). American crow and house finch are native species.

Undeveloped areas or areas with well-established landscaping were investigated for the occurrence of special-status species or habitat. From east to west, undeveloped areas along the Project alignment included utility right-of-way, the Route 170 cloverleaf and drainage channel (Central Branch Tujunga Wash), and the Tujunga Wash. Along Oxnard Street, Los Angeles Valley College and Grant High School on the south side of Oxnard Street between Fulton Avenue and Coldwater Canyon Avenue were also evaluated for occurrence of sensitive species or habitat.

The undeveloped area of the utility easement, between Tujunga Avenue and Vineland Avenue is partially utilized by plant nurseries for storage. Green Valley Growers is about 425 feet north of Victoria Boulevard, and Vineland Plant Nursery is one block south of Victoria Boulevard. No wildlife or habitat suitable for sensitive wildlife species were observed in the utility easement.

Undeveloped areas along Victory Boulevard included an area within a mostly unvegetated cloverleaf and a drainage channel adjacent to Route 170. No wildlife or habitat suitable for sensitive wildlife species were observed in this area.

The Tujunga Wash Greenway and Stream Restoration Project intersects Victory Boulevard. The Greenway, which was established in 2007, extends from Oxnard Street to Burbank Boulevard and is a 1.2-miles park/open space, recreational trail, and stormwater management project. Part of the project involves infiltrating stormwater to recharge the San Fernando groundwater basin. Native plants and rest areas have been installed along the banks on both sides of the wash, which at Victory Boulevard is a concrete box channel with a flat bottom. Plants observed in the during the survey included mule fat, California buckwheat, white sage, laurel sumac, coast live oak, California sycamore, and Fremont cottonwood.

Most of the trees observed along the Project Boulevard, as well as along the Alternative alignment (Oxnard Street), are not tall enough or dense enough to provide suitable nesting habitat for birds. However, the cork oak trees line the west side of Elmer Street (between Tujunga Avenue and Vineland Avenue), are approximately 40 to 50 feet tall and have dense canopies suitable for bird nesting. The only native tree species along streets of the alignments was California sycamore. The only native wildlife observed were two common bird species.

Native plants were recorded in the Tujunga Wash Greenway and Stream Restoration Project recreational trail, which transects Victory Boulevard. Using the Los Angeles River Master Plan guide, the landscaping for this area can be characterized as Southern Coast Live Oak Riparian Forest (LADPW, 2004), which is considered a sensitive habitat by the California Native Plant Society. This landscape, particularly the trees, are not mature, and currently are unlikely to support bird nesting.

No sensitive plant or animal species were observed along the alignments. Other than the planted landscape of the Greenway, no sensitive habitats were reported in the Project area.

With adherence to existing regulations, the proposed Project would not result in potentially significant direct and indirect impacts to protected nesting birds and/or raptors and their nests during the nesting season. The proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Services. Impacts would be less than significant and no further evaluation in the EIR is required.

Operation of the proposed Project would be passive and located underground, with only features such as control panel boxes located aboveground. Once construction has been completed, operation of the proposed Project would not have an impact on biological resources and no further evaluation in the EIR is required.

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, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

LESS THAN SIGNIFICANT IMPACT. The Project site consists of concrete and road pavement and is located in an urbanized area. Adjacent land uses include mostly commercial and residential, and some office and open space. The Project alignment is not located within any Los Angeles County-designated SEAs. The nearest SEA is the Verdugo Mountains and is approximately 3.5 miles northeast of Vineland Avenue and Victory Boulevard. Native plants were recorded in the Tujunga Wash Greenway and Stream Restoration Project recreational trail, which transects Victory Boulevard. Using the Los Angeles River Master Plan guide, the landscaping for this area can be characterized as Southern Coast Live Oak Riparian Forest (LADPW, 2004), which is considered a sensitive habitat by the California Native Plant Society. This landscape, particularly the trees, are not mature, and currently are unlikely to support bird nesting.

The Tujunga Wash Greenway and Stream Restoration Project recreational trail abuts Victory Boulevard but is not within the construction zone. Construction of the proposed Project would not result in any direct loss or removal of sensitive habitat. The proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Impacts would be less than significant and no further evaluation in the EIR is required.

Operation of the proposed Project would be passive and located underground, with only features such as control panel boxes located aboveground. Once construction has been completed, operation of the proposed Project would not have an impact on biological resources and no further evaluation in the EIR is required.

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

NO IMPACT. There are no federally protected wetlands within or along the Project alignment. Although the Project alignment would cross under the Tujunga Wash, which is a concrete channel in the area of the proposed Project, no activities are proposed in the channel. Therefore, implementation of the proposed Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. There would be no impact and no further evaluation in the EIR is required.

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. Regional and local wildlife movements are expected to be concentrated near topographic or vegetative features that allow convenient passage, including roads, drainages and ridgelines, between areas of suitable habitat. The Project site and its surroundings are developed and disturbed, and the Project site does not connect two or more habitat areas. A majority of the proposed Project and study area is adjacent to previously developed areas and roads that restrict wildlife movement. A small portion of the Tujunga Wash is located within the Project site; however, any existing wildlife movement from the Tujunga Wash onto the Project site is restricted as the Wash is a concrete lined channel. In addition, the proposed Project would be constructed beneath the Tujunga Wash, with limited construction pits on either side of the channel.

The Project alignment is not located near a SEA and there is no habitat linkage connecting the site to a SEA. The Project site is located within an urban area surrounded by developed properties and does not provide habitat that would be utilized as a wildlife corridor. However, Tujunga Wash, a concrete –lined channel, could function as a wildlife corridor for some species. These conditions would not change with construction or operation of the proposed Project. Therefore, the proposed Project would not 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. Impacts would be less than significant and no further evaluation in the EIR is required.

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. Most of the Project site is located within a highly developed urban area. Although a majority of the construction and construction staging would occur on the Project alignment, the proposed Project could require the trimming/pruning of vegetation, including trees, within and possibly along, the public right-of-way. However, any trimming/pruning would be performed in accordance to applicable local polices and ordinance, such as the City's Protected Tree Ordinance (described above under Regulatory Setting), such that the proposed Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant.

Most of the trees observed along the Victory Boulevard and Oxnard Street alignments are not tall enough or dense enough to provide suitable nesting habitat for birds. However, the cork oak trees lining the west side of Elmer Street (between Tujunga Avenue and Vineland Avenue) are approximately 40 to 50 feet tall and have dense canopies suitable for bird nesting. California Department of Fish and Wildlife has defined the nesting season as February 1st through August 15th.

The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts and nests. The City requires that all projects comply with the MBTA by either avoiding disturbance during the nesting season or conducting a survey for nesting birds at the Project site prior to commencement of disturbing activities. The proposed Project would be required to comply with the MBTA, and adherence to requirements of the MBTA would ensure that if construction occurs during the active nesting season, appropriate measures would be taken to avoid impacts to any nesting birds in the vicinity of the Project. Impacts would be considered less than significant and no further evaluation in the EIR is required.

Operation of the proposed Project would be passive and located underground, with only features such as control panel boxes located aboveground. Once construction has been completed, operation of the proposed Project would not have an impact on biological resources and no further evaluation in the EIR is required.

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 Project site is not subject to any Habitat Conservation Plans, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, implementation of the proposed Project would not conflict with the policies of any conservation plans. There would be no impact and no further evaluation in the EIR is required.

3.5 Cultural Resources

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

3.5.1 Environmental Setting

The Project site lies within the San Fernando Valley, which is a lowland area bordered by the Santa Susana Mountains on the north, the Verdugo Mountains on the East, the Santa Monica Mountains on the South, and Simi Hills on the west. The San Fernando Valley and adjacent mountains are part of the Transverse Ranges physiographic province, composed of parallel, east-west trending mountain ranges and sediment-filled valleys. People have lived in California for more than 13,000 years and in the greater Los Angeles area for more than 9000 years before the present. The abundant and diverse natural resources within the region area, including rivers and creeks and the flora and fauna associated with these water features, would have attracted and sustained human settlement.

The proposed Project is subject to CEQA which requires public or private projects financed or approved by public agencies to assess their effects on historical resources. CEQA uses the term "historical resources" to include buildings, sites, structures, objects or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. CEQA states that if implementation of a project results in significant effects on historical resources, then alternative plans or mitigation measures must be considered; however, only significant historical resources need to be addressed (California Code of Regulations 15064.5 and 15126.4).

3.5.2 Impacts Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

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

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

POTENTIALLY SIGNIFICANT IMPACT. The Project site consists of public rights-of-way in a developed area that have been previously graded and disturbed. However, the potential exists that intact archeological and/or paleontological resources are located at the Project site that could be encountered during construction activities. Similarly, no known cemeteries or burials are believed to have occurred at the Project site; however, there remains the potential that construction activities could unearth previously unknown human remains. No structure would be demolished under the proposed Project, however, should historical building be located adjacent to the Project alignment, indirect impacts, such as vibration impacts, could occur during construction. The EIR will evaluate whether construction of the proposed Project would result in: (1) a substantial adverse change in the significance of a historical resource; (2) a substantial adverse change in the significance of an archaeological resource; and/or (3) direct or indirect destruction of a unique paleontological resource or site or unique geologic feature.

Operation of the proposed Project would be passive and located underground, with only features such as control panel boxes located aboveground. Once construction has been completed, operation of the proposed Project would not cause a substantial adverse change in the significance of a cultural resource. Therefore, operation of the proposed Project would not result in: (1) a substantial adverse change in the significance of a historical resource; (2) a substantial adverse change in the significance of an archaeological resource; and/or (3) direct or indirect destruction of a unique paleontological resource or site or unique geologic feature. Therefore, no further evaluation in the EIR of Project operations is required.

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

LESS THAN SIGNIFICANT IMPACT. The Project site consists of public rights-of-way in a developed area that have been previously graded and disturbed. No known cemeteries or burials are believed to have occurred at the Project site. Additionally, the project site is located in a highly urbanized portion of the City. Because the Project area has already been previously disturbed and developed, it has been subject to construction and ground-disturbing activities. However, ground disturbing activities have the potential to disturb previously undiscovered subsurface human remains. In the event that human remains are uncovered during ground-disturbing activities, there are regulatory provisions to address the handling of human remains in California Health and Safety Code Section 7050.5, Public Resource Code 5097.98, and CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event that human remain are discovered, work on the portion of the Project site where remains have been uncovered would be suspended and the City's Department of Public Works (which is in charge of the construction of the proposed Project) and the County Coroner would be immediately notified. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall consult with the Native American Heritage Commission (NAHC) by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's

recommendations, the owner or the MLD may request mediation by the NAHC. Compliance with these requirements would reduce impacts to a less than significant level. Compliance with existing requirement would result in a less than significant impact during construction and no further evaluation in the EIR is required.

Operation of the proposed Project would be passive and located underground, with only features such as control panel boxes located aboveground. Once construction has been completed, operation of the proposed Project would not cause a substantial adverse change in the significance of a cultural resource. Therefore, operation of the proposed Project would not result in disturbance of any human remains, including those interred outside of formal cemeteries. Therefore, no further evaluation in the EIR of Project operations is required.

3.6 Geology and Soils

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

3.6.1 Environmental Setting

The western portion of the Project site is located approximately 720 feet above mean sea level with surface topography in the general vicinity sloping down towards the southwest (USGS Topographic Maps, Burbank and Van Nuys, California, 1964). The eastern portion of the Project site is located approximately 680 feet above mean sea level.

The geological conditions in the Project area are described as follows:

- Qa Alluvium (late Holocene)—Unconsolidated gravel, sand and silt in active or recently active floodplains, locally including related alluvial fans and streambeds where those are not mapped separately; chiefly stream deposited but includes some debris-flow deposits. Locally corresponds with or encompasses areas of historic flooding, including deposits behind flood-control structures.
- Qw Wash deposits (late Holocene)—Unconsolidated gravel, sand and silt in active or recently active streambeds; chiefly stream deposited but includes some debris-flow deposits; episodes of bank-full stream flow are frequent enough to inhibit growth of vegetation.
- Qyf1 Young alluvial-fan deposits, Unit 1 (Holocene to late Pleistocene)—Oldest of as many as four subunits of Qyf that can be distinguished in some areas.
- Qyf2 Young alluvial-fan deposits, Unit 2 (Holocene to late Pleistocene)—Older young fan deposits, older than Unit 3, younger than Unit 1.

The fault classification system adopted by the California Department of Mines and Geology (CDMG), relative to State legislation delineating Earthquake Fault Zones along active or potentially active faults (Alquist-Priolo Act), is used for structures. CDMG defines an active fault (or fault zone) as a fault that has moved within Holocene time (about the last 11,000 years). Faults with no known displacement within Holocene time that showed evidence of movement during Quaternary time (the last 1.6 million years) have been defined as potentially active.

Ground surface rupturing along faults, ground shaking, and liquefaction are three of the important seismic considerations for properties in Southern California. The site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on the California Department of Conservation Alquist-Priolo Earthquake Fault Zone geospatial map, the Project alignment is approximately 3.7 miles north of the nearest Alquist-Priolo fault zone. Known regional faults that could produce significant ground shaking at the site include the Hollywood Fault, Verdugo, Northridge Hills, Raymond and Sierra Madre, among others.

According to the California Department of Conservation Earthquake Zones of Required Investigation maps for Van Nuys and Burbank, most of the Project alignment (from Haskett Avenue to Radford Avenue which is approximately 0.6 mile east of SR-170) is located within a liquefaction zone. The Project alignment is not located within a landslide zone.

Regulatory Setting

Federal. None.

State.

Alquist Priolo Earthquake Fault Act. The Alquist-Priolo Earthquake Fault Zone Act of 1972 (California PRC, Division 2, Chapter 7.5) established the Alquist-Priolo Earthquake Fault Zones to mitigate the hazard of surface faulting to structures for human occupancy. The primary purpose of the Act is to prevent the construction of buildings for human occupancy on the surface trace of active faults, to provide the citizens with increased safety, and to minimize loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings against ground shaking. The State Geologist is required to establish regulatory zones, known as Earthquake Fault Zones, around the surface traces of active faults and to produce appropriate maps to assist cities and counties in planning, zoning, and building regulation functions. The maps define potential surface rupture or fault creep. New geologic and seismic data is continually reviewed by the State Geologist and revisions are made to existing zones when warranted by new information. Local agencies are required to enforce the Act in the development permit process, where applicable, and may impose greater restrictions than State law requires.

Seismic Hazards Mapping Act. The State of California Seismic Hazards Mapping Act of 1990 (Public Resource Code Section 2690-2699) addresses the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events. Under this Act, the State Geologist is required to delineate seismic hazard zones. Cities and counties are required to regulate certain development projects within the zones, investigate the geologic and soil conditions of the project, and incorporate appropriate mitigation measures, as appropriate, into development plans.

California Building Code. The California Building Code (CBC), which is based on the International Building Code, requires that project structures be designed with adequate strength to withstand the lateral dynamic displacements induced by the Design Basis Ground Motion, which the CBC defines as the earthquake ground motion that has two percent chance of being exceeded in 50 years.

Local. Building and construction within the City is governed by the latest version of the Los Angeles Building Code, which references the CBC. The Los Angeles Building Code regulates the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structure erected or to be erected within the City.

3.6.2 Impact Analysis

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

LESS THAN SIGNIFICANT IMPACT. The Project alignment is not located within the boundaries of an Alquist-Priolo Fault Zone. The Project site is located in a seismically active area, as is most of southern California. The Project alignment is approximately 3.7 miles north of the nearest Alquist-Priolo fault zone and no active

faults are known to cross the Project site. Nonetheless, the proposed Project would be designed and constructed in conformance with applicable portions of building and seismic code requirements and industry standards, including the most recent edition of the Los Angeles Building Code and the CBC, which reduce potential impacts by ensuring that development is designed to withstand seismic or other geologic hazards. Such a design is considered to result in an acceptable level of risk for the Southern California region. Additionally, as a standard City engineering practice, a geotechnical report would be prepared for the proposed Project that addresses seismic conditions and makes recommendations that would be incorporated into the Project design and construction specifications, as applicable. Further, the proposed Project would be primarily located underground and no housing or building structures are proposed as part of the Project. As such, the construction and operation of the proposed Project would have a less than significant impact related to exposing people or structures to potential substantial adverse effects such as the potential rupture of a known earthquake fault, no further evaluation is required in the EIR.

ii) Strong seismic ground shaking?

LESS THAN SIGNIFICANT IMPACT. Like other projects located in the tectonically active Southern California region, the proposed Project would likely experience shaking effects from surrounding faults during seismic events. However, the Project alignment is not located within an Alquist-Priolo Earthquake Fault Zone, and the proposed Project would not be affected by ground shaking more than any other area in the seismically active region.

All proposed facilities would be designed and built in accordance with all applicable seismic design provisions set forth by the Los Angeles Building Code, the current CBC, the current edition of the City's Standard Specifications for Public Works Construction and its amendments, the City's Sewer Design Manual, and the geotechnical report recommendations. Additionally, all facets of excavation, trenching, construction, and design would meet the standards established during final engineering design. Specifically, this would include measures such as the over-excavation of an identified unsuitable base soils and geologic units; the proper composition, placement, and compaction of all construction backfill; the use of additional foundation design techniques, as necessary; and the utilization of appropriate construction materials and methods. These standards would ensure that facilities and mechanical units would be able to withstand specified seismic forces. The Project would be required to comply with the City's Bureau of Engineering's Standard Plans and Sewer Design Manual. Further, the proposed Project would be located underground and no housing or commercial building structures are proposed as part of the Project. Therefore, proposed Project impact associated with exposing people or structures to potential substantial adverse effects such as strong seismic ground shaking would be less than significant, and no further evaluation is required in the EIR.

iii) Seismic-related ground failure, including liquefaction?

LESS THAN SIGNIFICANT IMPACT. Liquefaction is the loss of soil strength or stiffness due to the buildup of pore-water pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction is associated primarily with loose (low density), saturated, fine-to-medium-grained, cohesionless soils. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

Much of the Project alignment, from Haskett Avenue to Radford Avenue, is within a liquefaction zone as delineated by the California Department of Conservation. However, the Project elements would be designed in accordance with all applicable design provisions set forth by the current Los Angeles Building Code, CBC, current edition of the Standard Specifications for Public Works Construction and its amendments, the City's Sewer Design Manual, and the geotechnical report recommendations , which would ensure that facilities and mechanical units meet acceptable standards for addressing adverse soil conditions, including liquefaction and other seismic-related ground failure conditions. As such, implementation of the proposed Project would not expose people or structures to potential substantial adverse effects such as liquefaction or seismic ground failure, and Project impacts would be less than significant. No further evaluation is required in the EIR.

iv) Landslides?

LESS THAN SIGNIFICANT IMPACT. The Project site is located within a predominantly flat area of Los Angeles. According to the California Department of Conservation Earthquake Zones of Required Investigation maps, the Project site is not located within an area susceptible to, or affected by, landslides. Landslides and mudflows are most likely in the foothill and mountain areas where fractured and steep slopes are present (as in the San Gabriel Mountains). Therefore, the potential risks associated with implementation of the proposed Project exposing people or structures to potential substantial adverse effects such as landslides are considered less than significant and no further evaluation is required in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. Construction activities would include grading, excavation, trenching for utilities, temporary staging, and construction on flat urbanized terrain. These activities could increase runoff loadings from the Project site and could result in additional water erosion, though soil exposure would be temporary and short-term in nature. The proposed Project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board (RWQCB) to control soil erosion due to stormwater. In addition, implementation of best management practices (BMPs) and a Storm Water Pollution Prevention Plan (SWPPP) would minimize the potential for soil erosion and off-site sedimentation. The final list of BMPs to be implemented would be determined by the City in conjunction with the construction contractor and would be employed to address erosion, siltation, stormwater, drainage, and water quality issues. Additionally, upon completion of construction, all exposed areas would be returned to conditions similar to

those prior to groundbreaking activities (i.e., hardscape areas would be repaved and landscaped areas would be revegetated). Overall, following completion of construction, the proposed Project would not have increased the amount of exposed soils on the Project site. As such, construction or operation of the proposed Project would have a less than significant impact associated with exposing people or structures to potential substantial adverse effects such as erosion and loss of topsoil and no further evaluation is required in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. As previously discussed, while a portion of the Project site is within a liquefaction zone, and thus may be susceptible to certain soil instability, the proposed Project would be designed, constructed and operated in accordance with all applicable provisions set forth by both the current Los Angeles Building Code and CBC requirements, as well as the current edition of the City's Standard Specifications for Public Works Construction and its amendments (for construction), the City's Sewer Design Manual (design and operation), and the geotechnical report recommendations (construction), which would ensure that facilities and mechanical units would meet acceptable standards for addressing adverse soil conditions, including instability. As such, the implementation of the proposed Project would have a less than significant impact associated with unstable geologic unit or soil that could potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. No further evaluation is required in the EIR.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

LESS THAN SIGNIFICANT IMPACT. California Department of Conservation does not identify locations of expansive soils. Expansive soils have a significant amount of clay particles, which can shrink and swell with water, exerting stress on infrastructure within or above the surface. The occurrence of these soils is often associated with geologic units having marginal stability. The Project area is underlain with alluvium, which generally consists of fine particles such as silt and clay along with larger particles like sand and gravel and could have localized areas of expansive soil.

However, the Project site is in an area where geologic conditions are generally suitable to support a substantial amount of develop and land uses, including the existing residential and commercial uses and local roadways and subsurface infrastructures such as sewers, storm drains, water lines, and other subsurface utilities. In addition, the Project elements would be designed, constructed, and operated in accordance with all applicable provisions set forth by the current Los Angeles Building Code and CBC requirements, as well as current edition of the Standard Specifications for Public Works Construction and its amendments, the City's Sewer Design Manual, and the geotechnical report recommendations, which would ensure that facilities and mechanical units meet acceptable standards for addressing adverse soil conditions, including expansive soils. Compliance with these applicable regulations would

minimize the potential for hazards to occur as a result of expansive soils. Therefore, the implementation of the proposed Project would not increase exposure of people or structures or risks associated with expansive soils, and no further evaluation is required in the EIR.

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 disposal of wastewater?

NO IMPACT. The proposed Project does not include the construction of septic tanks or alternative wastewater disposal systems. As such, the implementation of the proposed Project would have no impact associated with soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems and no further evaluation is required in the EIR.

3.7 Greenhouse Gas Emissions

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

3.7.1 Environmental Setting

Various gases in the earth's atmosphere play an important role in moderating the earth's surface temperature. Solar radiation enters earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases (GHGs) are transparent to solar radiation but are effective in absorbing infrared radiation. Consequently, radiation that will otherwise escape back into space is retained, resulting in a warming of the earth's atmosphere. This phenomenon is known as the greenhouse effect.

Scientific research to date indicates that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Potential impacts in California of global warming may

include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC, 2009).

3.7.2 Impact Analysis

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Would the project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

POTENTIALLY SIGNIFICANT IMPACT. Construction of the proposed Project would generate GHG emissions from vehicle exhaust associated with construction-related activities, including off-road construction equipment, construction worker commuting, and haul/vendor truck trips. During operations, the proposed Project would generate indirect GHG emissions from energy used to deliver wastewater to DCTWRP. The potential for the proposed Project to (1) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and/or (2) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions will be evaluated in the EIR.

3.8 Hazards and Hazardous Materials

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

g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

3.8.1 Environmental Setting

Hazards and hazardous materials include those actions and materials affecting health and safety of the public and the release of hazardous materials into the environment. Hazards discussed in this section include naturally occurring contamination (i.e., oil fields and soil gas), man-made contamination in soil, hazardous waste, and public nuisances (vector problems).

The State Water Resources Control Board GeoTracker is a data management system for sites that impact groundwater or have the potential to impact groundwater. It includes sites that require groundwater cleanup and permitted facilities that could impact groundwater. Along the Project alignment, the GeoTracker data management system identifies 15 leaking underground storage tank cleanup site. Leaking underground storage tank cleanup sites include all Underground Storage Tank (UST) sites that have had an unauthorized release or a hazardous substance that is being or has been cleaned. All of the 15 cases along the alignment have been closed.

According to the Methane and Methane Buffer Zones Map prepared by the City of Los Angeles Bureau of Engineering, a methane zone is located on the southeast corner of Victory Boulevard and Sepulveda Boulevard and another methane zone is located on the northwest corner of Victory Boulevard and Tujunga Avenue.

The eastern end of the Project alignment is approximately 0.7 mile south of Hollywood Burbank Airport. The western end of the Project alignment is approximately 0.9 mile southeast of Van Nuys Airport.

The Project alignment is located outside of Los Angeles County Fire Hazard Severity Zones designated by California Department of Forestry and Fire Protection (CALFIRE).

There is one school, Victory Boulevard Elementary School, located along the alignment at Radford Avenue.

Uses along the Project alignment include residential and commercial development. Several businesses such as gas stations, automobile repair, and a dry cleaner are located along the alignment.

Regulatory Setting

Federal.

Comprehensive Environmental Response, Compensation & Liability Act (CERCLA).
Congress enacted the CERCLA, commonly known as Superfund, which authorizes the U.S. Environmental Protection Agency (USEPA) to respond to releases, or threatened releases, of hazardous substances that may endanger public health, welfare, or the environment. CERCLA also enables USEPA to force parties responsible for environmental contamination

to clean it up or to reimburse the Superfund for response or remediation costs incurred by USEPA. Proper site characterization and site remediation of hazardous materials is also regulated by the CERCLA. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous substances at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. The Superfund Amendments and Reauthorization Act of 1986 revised various sections of CERCLA, extended the taxing authority for the Superfund and created a free-standing law, Superfund Amendments and Reauthorization Act (SARA) Title III, also known as the Emergency Planning and Community Right-to-Know Act.

Resource Conservation and Recovery Act (RCRA). RCRA (Title 40 of the Code of Federal Regulations [CFR]) gives the USEPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste by "large-quantity generators" (1,000 kilograms/month or more). Under RCRA regulations, hazardous wastes must be tracked from the time of generation to the point of disposal. At a minimum, each generator of hazardous waste must register and obtain a hazardous waste activity identification number. If hazardous wastes are stored for more than 90 days or treated or disposed at a facility, any treatment, storage, or disposal unit must be permitted under RCRA. Additionally, all hazardous waste transporters are required to be permitted and must have an identification number. RCRA allows individual states to develop their own program for the regulation of hazardous waste, as long as the regulations are as stringent as the RCRA's.

Occupational Safety and Health Act of 1970. The Federal Occupational Safety and Health Administration (OSHA) contains provisions with respect to hazardous materials handling. Federal OSHA requirements, as set forth in Title 29 of the Code of CFR, are designed to promote worker safety, worker training, and a worker's right–to-know. The State is responsible for administering OSHA regulations.

Title 49 of the CFR specifies additional requirements and regulations with respect to the transport of hazardous materials. Title 49 of the CFR requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Drivers are also required to be trained in function and commodity specific requirements. In addition, vehicles transporting certain types or quantities of hazardous materials

State. At the State level, authority for the statewide administration and enforcement of RCRA is enforced through the California EPA's (Cal-EPA) Department of Toxic Substances Control (DTSC). While the DTSC has primary state responsibility in regulating the generation, storage and disposal of hazardous materials, DTSC may further delegate enforcement authority to local jurisdictions. In addition, the DTSC is responsible and/or provides oversight for contamination cleanup and administers statewide hazardous waste reduction programs. DTSC operates programs to accomplish the following: (1) deal with the aftermath of improper hazardous waste management by overseeing site cleanups; (2) prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of wastes do so properly; and (3) evaluate soil, water, and air samples taken at sites.

State of California Occupational Safety and Health Act (Cal OSHA). The Cal OSHA program is administered and enforced by the Division of Occupational Safety and Health (DOSH). The Cal-OSHA program is similar to the Federal OSHA program in that both programs contain rules and procedures related to exposure to hazardous materials during demolition and construction activities. In addition, Cal-OSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program (IIPP). An IIPP is an employee safety program for potential workplace hazards, including those associated with hazardous materials.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. This program designates local agencies called Certified Unified Program Agencies (CUPAs). These local agencies have jurisdiction to manage hazardous substances with respect to hazardous waste generators and hazardous waste on-site treatment; underground storage tanks; aboveground storage tanks; and hazardous materials release response plans and inventories (business emergency plans [BEP]), including Unified Fire Code hazardous materials management plans and inventories; and risk management and accidental release prevention programs.

Local.

Section 91.7103 of the LAMC, also known as the Los Angeles Methane Seepage Regulations, sets forth minimum requirements to control methane for buildings and paved areas that are located in a City-designated methane zone or a methane buffer zone. Requirements for new construction within such zones may include site testing for methane gas, installing a barrier (i.e., a membrane shield) between the building and underlying earth, installing a vent system(s) beneath the barrier and/or within the building, and installing a gas (methane) detection system.

At the local level, the City of Los Angeles Fire Department (LAFD) monitors the storage of hazardous materials in the City for compliance with local requirements. Specifically, businesses and facilities which store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program with the LAFD. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations. The LAFD also has delegated authority to administer and enforce Federal and State laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade, and removal of USTs are reviewed by LAFD Inspectors.

3.8.2 Impacts Analysis

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. Project construction would require the transportation, storage, use, and disposal of small amounts of certain hazardous substances, such as, but not limited to, fuels, lubricants, degreasers, and oil routinely used during construction activities. Inadvertent release of these materials into the environment could adversely impact soil, surface waters, or groundwater quality and potentially result in a significant hazard. However, hazardous materials would be

handled in compliance with applicable laws and regulations regarding transport, handling, disposal, and storage. Applicable laws and regulation that the proposed Project would be required to implement includes BMPs as part of the required SWPPP designed to control stormwater runoff, as described further in Section 3.9.2, Hydrology and Water Quality. Construction-related hazardous substances shall also be staged and stored away from stream channels and with secondary containment to contain incidental spills, if any, and prevent them from entering surface waters in the event of an accidental release. With existing measures in place, potential impacts from construction-related hazardous materials would be less than significant and no further evaluation in the EIR is required.

Operation of the proposed Project would be passive and located underground, with only control panel boxes at pump stations located aboveground. The Project components are operated as a closed system, which would not generate or create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, no further evaluation in the EIR is required.

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?

POTENTIALLY SIGNIFICANT IMPACT. Upset and accident conditions involving the release of hazardous materials into the environment could occur at the Project site due to inadvertent releases of hazardous materials, environmental exposure to hazardous materials during construction, and potential impacts associated with existing soil and groundwater contamination on the Project site. The potential for the construction of the proposed Project to create a significant hazard to the public or the environment associated with existing and unknown soil and/or groundwater contamination that could potentially be in the vicinity of the Project site will be evaluated in the EIR.

Operation of the proposed Project would be passive and located underground, with only control panel boxes at pump stations located aboveground. The Project components are operated as a closed system, which would not generate or 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. Therefore, no further evaluation in the EIR of Project operations is required.

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?

POTENTIALLY SIGNIFICANT IMPACT. The nearest school, Victory Boulevard Elementary School, is immediately adjacent to the Project alignment on Radford Avenue. Given the distance of the school; the potential for releases of hazardous materials within one-quarter mile of an existing or proposed school during the construction of the proposed Project could be significant and will be evaluated in the EIR.

Operation of the proposed Project would be passive and located underground, with only control panel boxes at pump stations located aboveground. The Project components

are operated as a closed system, which would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste that would affect an existing or proposed school. Therefore, no further evaluation in the EIR of Project operations is required.

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?

POTENTIALLY SIGNIFICANT IMPACT. The Project alignment would be located within public rights-of-way or public properties. There is the potential that the underlying soils have become contaminated with various materials and wastes from adjacent properties such as gas stations. California Government Code Section 65962.5 requires various State agencies, including but not limited to, the DTSC and the State Water Resources Control Board (SWRCB), to compile lists of hazardous waste disposal facilities, unauthorized releases from USTs, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. According to the State GeoTracker, there are 18 properties within approximately 0.25 mile of Victory Boulevard that were listed as having leaking USTs. During the construction of the proposed Project, contaminated soils and wastes may be encountered. The potential for hazard risks to the public or the environment associated with hazardous materials sites during the construction of the proposed Project could be significant and will be evaluated in the EIR.

Operation of the proposed Project would be passive and located underground, with only control panel boxes at pump stations located aboveground. The Project components are operated as a closed system, which would not create a significant hazard to the public or the environment. Therefore, no further evaluation in the EIR of Project operations is required.

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

LESS THAN SIGNIFICANT IMPACT. Van Nuys Airport and Hollywood Burbank Airport are located approximately 0.9 and 0.7 mile from the Project site, respectively. However, the Project site is not located within their planning boundaries or airport influence areas. In addition, the proposed Project would be located underground, with only control panel boxes at pump stations located aboveground, which would not result in a safety hazard for people residing or working in the project area related to an airport. Therefore, no further evaluation is required in the EIR.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

NO IMPACT. There are no private airstrips located within the project vicinity. The proposed Project would result in no impacts to hazards and hazardous materials in relation to being located within the vicinity of a private airstrip. No further evaluation is required in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Temporary lane closures would be required during construction. Lane closures would occur in compliance with standard traffic control requirements. As part of standard construction specifications, any partial or complete street closures must occur in compliance with the Requirements for Temporary Controls in the current edition of the California Manual on Uniform Traffic Control Devices (MUTCD) Part 6 (Temporary Traffic Control) and the traffic control plan approved as part of the construction permit. The includes notifying police and fire departments of the closing or partial closing and reopening of streets at least 48 hours in advance. Compliance with the traffic control requirements during construction would ensure that emergency vehicle access would remain available. Therefore, the proposed Project would not significantly impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. However, Project impacts related to emergency vehicle access will be further evaluated in the Transportation/Traffic section of the forthcoming EIR.

h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

NO IMPACT. The Project site is in an urban area surrounded by developed lands. It is not within a high fire severity zone. Therefore, no impact would occur and no further evaluation is required in the EIR.

3.9 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements (WDR)?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-site or off-site?	☐	☐	☒	☐

d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	☐	☐	☒	☐
e.	Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	☐	☐	☒	☐
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

3.9.1 Environmental Setting

The Project site is located in the central and eastern portions of the San Fernando Valley of the City of Los Angeles, which is underlain by the San Fernando Groundwater Basin (groundwater basin). The 112,000-acre groundwater basin includes water-bearing sediments beneath the San Fernando Valley, Tujunga Valley, Browns Canyon, and the alluvial areas surrounding the Verdugo Mountains near La Crescenta and Eagle Rock. The groundwater basin is bounded on the north and northwest by the Santa Susana Mountains, on the north and northeast by the San Gabriel Mountains, on the east by the San Rafael Hills, on the south by the Santa Monica Mountains and Chalk Hills, and on the west by the Simi Hills. Groundwater levels in the basin vary seasonally and by locality, with levels in the western section of the groundwater basin at approximately 50 feet below ground surface and levels in the eastern section at between 200 and 500 feet below ground surface. Recharge to the groundwater basins occurs from the infiltration of runoff and imported water at spreading basins, infiltration of precipitation and irrigation, and infiltration of streamflow from the major rivers and their tributaries. Streamflow is a combination of runoff from the surrounding mountains, imported water, industrial discharges, and treated wastewater effluent.

Regulatory Setting

Federal. The Clean Water Act of 1972, as amended, is the primary federal law in the United States governing control of water pollution. Its objective is to restore and maintain the chemical, physical, and biological integrity of the nation's waters by preventing point and nonpoint pollution sources. It is administered by the United States Environmental Protection Agency, in coordination with state governments.

State.

Porter Cologne Water Quality Control Act. The Porter Cologne Water Quality Control Act of 1967 (California Water Code Section 13000 et seq.) requires the State Water Resources Control Board and the nine Regional Water Quality Control Boards to adopt water quality criteria to protect State waters. These criteria include the identification of beneficial uses, development of narrative and numerical water quality standards, and implementation procedures.

The Porter Cologne Act also authorizes the State Board to adopt, review, and revise policies and water quality control plans for all waters of the state (including both surface and ground waters) and direct the regional Boards to develop Basin Plans. The Los Angeles Regional Water Quality Control Board has prepared a Water Quality Control Plan for the Los Angeles Region (Basin Plan), which encompasses all coastal drainages flowing to the Pacific Ocean between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line, as well as the drainages of five coastal islands (Anacapa, San Nicolas, Santa Barbara, Santa Catalina, and San Clemente). The Basin Plan assigned beneficial uses to surface and groundwater. It also set water quality objectives intended to protect designated beneficial uses.

Construction Storm Water National Pollution Discharge Elimination System Permit. The federal CWA effectively prohibits discharges of storm water from construction sites unless the discharge is in compliance with a NPDES permit. The SWRCB is the permitting authority in California and has adopted a statewide *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activity* (SWRCB Water Quality Order No. 2009-0009-DWQ; SWRCB, 2009) that applies to projects resulting in one or more acres of soil disturbance (effective July 1, 2010). This permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP).

Local.

County of Los Angeles Condition Use Permit for Grading. Grading projects, off-site transport, require a grading permit as provided in Title 26 Building Code. Compliance shall be made with all applicable requirements of other county departments and other governmental agencies. All hauling shall be restricted to a route approved by the road commissioner.

Municipal Storm Water Permitting Program. The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4s). To implement the requirements of the NPDES permit, the Los Angeles County co-permittees have created development planning guidance and control measures that control and mitigate storm water quality and quantity impacts to receiving waters as a result of new development activity. The Los Angeles County co-permittees are also required to implement other municipal source detection and elimination programs and maintenance measures.

Low Impact Development (LID). Low Impact Development, or LID, is a design strategy using naturalistic, on-site BMPs to lessen the impacts of development on stormwater quality and quantity. As of January 1, 2009, the County of Los Angeles instituted LID requirements for development occurring within unincorporated portions of the County. The recently adopted MS4 Permit for Los Angeles County includes similar LID requirements for new

development and significant redevelopment. LID BMPs control stormwater at or close to the source to reduce off-site runoff using facilities that infiltrate, evapotranspirate, or biotreat runoff. Other low impact development benefits include water conservation, groundwater recharge and greening communities. Specific requirements for the proposed project include the use of BMPs for a LID design water quality volume, which is equal to the runoff that would result from an 85th percentile storm (~0.5 inches) for the post development site condition. The selection of BMPs must be prioritized in the following order of preference:

- BMPs that promote infiltration.
- BMPs that store and beneficially use stormwater runoff.
- BMPs that utilize the runoff for other water conservation uses including, but not limited to, BMPs that incorporate vegetation to promote pollutant removal and runoff volume reduction and integrate multiple uses, and BMPs that percolate runoff through engineered soil and allow it to discharge downstream slowly.

To move from one BMP category to the next in the hierarchy, technical infeasibility must be demonstrated as specified in the LID Guidance Manual.

Standard Urban Stormwater Mitigation Plan (SUSMP). The SUSMP was approved by the Los Angeles RWQCB as part of the MS4 program to address storm water pollution from new construction throughout Los Angeles County. The SUSMP contains a list of minimum BMPs that must be employed to infiltrate or treat storm water runoff, control peak flow discharge, and reduce the post-development discharge of pollutants from storm water conveyance systems. The SUSMP defines, based upon land use type, the types of BMPs that must be included, and issues appropriate to the development type and size that must be addressed. Compliance with SUSMP requirements is used as one method to evaluate the significance of project development impacts on surface water runoff.

City of Los Angeles Excavation and Grading Regulations. Construction projects which require public right-of-way to be trenched or excavated must obtain an excavation permit from the City of Los Angeles, Department of Public Works, Bureau of Engineering.

3.9.2 Impact Analysis

a. Would the project violate any water quality standards or Waste Discharge Requirements (WDR)?

LESS THAN SIGNIFICANT IMPACT. Construction activities, such as excavation, would result in the disturbance of soil and temporarily increase the potential for soil erosion. Additionally, construction activities and equipment would require the onsite use and storage of fuels, lubricants, and other hydrocarbon fluids. Storm events occurring during the construction phase and incidental runoff from worksite cleanup activities would have the potential to carry disturbed sediments and spilled substances from construction activities off-site to nearby receiving waters. The construction contractor would be required to obtain a General Construction Activity Storm Water Permit, issued by the State Water Resources Control Board. One of the conditions of the General Permit is the development and the implementation of a SWPPP, which would identify structural and

nonstructural BMPs to be implemented during the construction phase. The construction contractor would also develop and implement an erosion control plan for the proposed Project. Upon completion of the proposed Project, storm flows would be directed to the existing storm drain system, similar to existing conditions. There would be no exposed soil remaining at completion of construction activities; therefore, there would be no potential for soil erosion or contamination associated with the operation of the proposed Project. Impacts would be considered less than significant and no further evaluation in the EIR is required.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?

LESS THAN SIGNIFICANT IMPACT. The proposed Project would not result in substantial depletion of groundwater supplies from the basin or interference with groundwater recharge because the proposed Project does not include new wells or other means of extracting groundwater supplies. Excavation and trenching associated with the proposed Project would not be deep enough to reach the underlying aquifer but could encounter perched groundwater, which is not a potable water source. The impact would be considered less than significant and no further evaluation in the EIR is required.

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, in a manner which would result in substantial erosion or siltation on-site or off-site?

LESS THAN SIGNIFICANT IMPACT. The proposed Project would be located within previously developed areas and existing roadways, which have been previously disturbed. All drainage flows would be routed through existing storm water infrastructure. Construction activities would temporarily increase the potential for erosion due to excavation. However, compliance with the SWPPP and the erosion control plan developed for the proposed Project would minimize impacts. Operation of the proposed Project would be passive and located underground, with only features such as control panel boxes located aboveground. Therefore, impacts related to erosion resulting from altered drainage patterns would be considered less than significant and no further evaluation in the EIR is required.

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

LESS THAN SIGNIGICANT IMPACT. The proposed Project involves previously developed areas. All drainage flows would be routed through existing storm water infrastructure serving the Project site and surrounding areas. Additionally, following construction of the proposed Project, all roadways would be returned to their original condition. As such, after construction, storm water flows would be similar to the current condition, and the operation of the proposed Project does not have the potential to

substantially increase the rate of surface runoff. As discussed in Section (a) above, BMPs would be implemented pursuant to the Standard Urban Storm Water Management Plan to control runoff from the project site during construction. Therefore, no flooding is expected to occur on- or off-site as a result of the proposed Project construction. The impact would be considered less than significant and no further evaluation in the EIR is required.

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

LESS THAN SIGNIFICANT IMPACT. As discussed above, implementation of the proposed Project would result in a similar amount of permeable surfaces as under existing conditions. Thus, no substantial increase in the amount of runoff from the project site is anticipated. Construction would require water, as necessary, to control fugitive dust. Fugitive dust emissions at the construction site would be controlled by water trucks equipped with spray nozzles. Construction water needs would generate minimal quantities of discharge water, which would drain into existing storm drains located within or adjacent to the project site. BMPs would be identified in the SWPPP developed for the proposed Project pursuant to the NPDES permit requirements to control runoff from the project sites during construction. Operation of the proposed Project would be passive and located underground, with only features such as control panel boxes located aboveground. Thus, the proposed Project would not create or contribute runoff which would exceed drainage system capacity, nor would it provide substantial additional sources of polluted runoff. The impact would be considered less than significant and no further evaluation in the EIR is required.

f. Would the project otherwise substantially degrade water quality?

LESS THAN SIGNIFICANT IMPACT. As described under item e. above, the proposed Project would not result in any other effects that could substantially degrade water quality or substantially change the amount of polluted runoff from the project site. Further, as described under item a., the proposed Project would not violate any water quality standards. The proposed Project would comply with NPDES General Permit for Construction Activities and General Permit for Discharges of Stormwater Runoff Associated with Construction Activity and would be designed and constructed using BMPs to avoid impacts to water quality. Operation of the proposed Project would not generate a substantial new source polluted runoff. The impact would be considered less than significant and no further evaluation in the EIR is required.

g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

NO IMPACT. A 100-year flood is a flood defined as having a 1.0 percent chance of occurring in any given year. The Project site is not located within areas designated as Special Flood Areas on the Federal Emergency Management Agency flood insurance rate maps. The Project site is located within the City of Los Angeles designated inundation zone. However, implementation of the proposed Project does not include a

residential component; therefore, it would not place housing within a 100-year flood hazard area. No impact would occur and no further evaluation in the EIR is required.

h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

LESS THAN SIGNFICANT IMPACT. As noted in item g. above, the Project site is located outside of the 100-year floodplain hazard areas. Although the Project site is located with the City of Los Angeles designated inundation zone, pump station structures constructed and operated as part of the proposed Project would not impede or redirect flood flow. The impact would be considered less than significant and no further evaluation in the EIR is required.

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

NO IMPACT. As indicated above, the Project area is lies outside the 100-year flood plains. Therefore, there would be no impact related to the exposure of people or structures to a significant risk of loss, injury or death involving flooding associated with the implementation of the proposed Project and no further evaluation in the EIR is required.

j. Would the project result in inundation by seiche, tsunami, or mudflow?

NO IMPACT. Seiches are oscillations generated in enclosed bodies of water usually as a result of earthquake-related ground shaking. A seiche wave has the potential to overflow the sides of a containing basin to inundate adjacent or downstream areas. Seiches primarily cause damage to properties that are located adjacent to a body of water. Due to the distance between the Project site and nearby bodies of water, there would be a low risk of a seiche resulting in damage to the proposed Project. 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 Santa Monica Mountains separate the project site from the Pacific Ocean. The Project site is not located within a designated Tsunami Hazard Area. No portion of the Project site is located within a City-designated hillside area. The Project site would not be subject to a landslide. Therefore, no impact would occur with the implementation of the proposed Project and no further evaluation in the EIR is required.

3.10 Land Use and Planning

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

3.10.1 Environmental Setting

The proposed Project would be constructed within existing street rights-of-way or public property. The Project site is located within the City of Los Angeles North Hollywood – Valley Village Community Plan Area and the Van Nuys-North Sherman Oaks Community Plan Area. The land use designations adjacent to the Project alignment are Public Facilities, Medium Residential, Very Low Residential, General Commercial, Neighborhood Office Commercial, Low Medium II Residential, and Open Space.

Regulatory Setting

Federal. None.

State. None.

Local. The City of Los Angeles general plan sets forth a City-wide policy framework and strategy for long term growth with the City. It includes policies and programs to guide development of the City of Los Angeles. It consists of 35 community plans that collectively make up the General Plan Land Use element. The Community Plans include goals, objectives, and policies related to improving the character and quality of life within each specific community plan area.

Applicable zoning regulations for the City of Los Angeles are set forth in the LAMC (Chapter 1 – General Provision and Zoning), in particular Article 2, the Comprehensive Zoning Plan of the City of Los Angeles. The zoning code regulates land uses and the location, height, and size of buildings and structures; it also establishes other development standards such as off-street parking requirements, landscape requirements, and building setbacks.

3.10.2 Impact Analysis

a. Would the project physically divide an established community?

LESS THAN SIGNIFICANT IMPACT. The proposed Project would be located underground within the existing street rights-of-way or public properties and would not impact adjacent land uses. Streets and rights-of-way would be temporarily affected but would remain operational during construction. Construction in the public right-of-way is not considered significant as it would not physically divide a community, and the streets and rights-of-way would be fully restored to preconstruction conditions upon completion of work. Operation of the proposed Project would be underground, with only control panel boxes at pump stations located aboveground. Improvements typically associated with division of an established community, including construction of a highway or freeway, installation of a long fence or wall, or removal of a bridge, are not proposed. Therefore, less than significant impacts associated with physically dividing an established community would occur from construction and operation of the proposed Project, and no further evaluation in the EIR is required.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

NO IMPACT. The proposed Project would be constructed within the public right-of-way and would not conflict with the designated land uses in the City's General Plan. The Project is considered an infrastructure project that supports the City's General Plan and population. The population growth within the City anticipated by the General Plan necessitates water supply reliability, and it is the City's goal to increase the use of recycled water to reduce reliance on imported water supplies. The proposed Project would improve the City's ability to serve this demand. The construction of the proposed force main sewer would not dictate or influence the density of land use development; rather, this is and would continue to be determined by the General Plan, the Community Plans, and the zoning of individual parcels of land. The construction and operation of the proposed sewer would not affect any applicable land use plans within the City, no further evaluation in the EIR is required.

c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

NO IMPACT. The Project alignment is not located within or a near a habitat conservation plan or natural community conservation plan. The Project site is also not located within any SEA. The nearest SEA is the Verdugo Mountains and is approximately 3.5 miles northeast of Vineland Avenue and Victory Boulevard. Implementation of the proposed Project would not conflict with such plans. No impact to any applicable habitat conservation plan or natural community conservation plan would occur and no further evaluation in the EIR is required.

3.11 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

3.11.1 Environmental Setting

Natural mineral deposits are nonrenewable resources that cannot be replaced once they are depleted. As stated in the City General Plan, the primary mineral resources within the city are rock, gravel and sand deposits. Sand and gravel deposits follow the Los Angeles River flood plain, coastal plain and other water bodies and courses. Significant potential deposit sites identified by the state geologist lie along the flood plain from the San Fernando Valley through the downtown. The state geologist classified Mineral Resources Zone-2 (MRZ-2) sites within the City. MRZ-2 sites contain potentially significant sand and gravel deposits which are to be conserved. As depicted in the City General Plan Conservation Element Exhibit A "Mineral Resources" map, the eastern end of the Project site is located within the MRZ-2 zone (City of Los Angeles, 2001).

Regulatory Setting

Federal. None.

State. Based on guidelines adopted by the California Geologic Survey, areas known as Mineral Resource Zones (MRZ) are classified according to the presence or absence of significant deposits, as defined below. These classifications indicate the potential for a specific area to contain significant mineral resources:

- MRZ-1: Areas where available geologic information indicates there is little or no likelihood for presence of significant mineral resources.
- MRZ-2: Areas underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present or where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
- MRZ-3: Areas containing known mineral occurrences of undetermined mineral resource significance.
- MRZ-4: Areas of no known mineral occurrences where geologic information does not rule out the presence or absence of significant mineral resources.

Much of the area within the MRZ sites in Los Angeles was developed with structures prior to the MRZ classification and, therefore, is unavailable for extraction.

Local. The Safety and Conservation Element of the General Plan consists of an identification and analysis of the existing natural resources in the City of Los Angeles. Policies of the Safety and Conservation Element include the preservation of mineral resources and of the access to these resources.

3.11.2 Impact Analysis

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

NO IMPACT. The Project area is within a densely developed area surrounded by mostly commercial and residential uses. There are no existing or proposed mineral resource recovery activities in or around the Project area as the Project area is highly urbanized and not available for mineral resource extraction. Implementation of the proposed Project would not impact or result in the loss of availability of any known mineral or other available resource, and no further evaluation in the EIR is required.

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. Although a portion of the Project alignment is within the MRZ-2 zone, the area has been heavily developed and is no longer available for mineral resource extraction. Therefore, implementation of the proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on the General Plan, no further evaluation in the EIR is required.

3.12 Noise

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within	☐	☐	☒	☐

	two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.12.1 Environmental Setting

Sound is mechanical energy characterized by the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level (amplitude). The human ear experiences sound as pressure on the ear. The sound pressure level is the logarithmic ratio of that pressure to a reference pressure and is expressed in decibels (dB). Approximately zero dB corresponds to the threshold of human hearing. The A-scale simulates the frequency response of the human ear by giving more weight to the middle frequency sounds and less to the low and high frequency sounds. A-weighted sound levels are designated as dBA.

Because sound levels in the environment usually vary with time, they cannot simply be described with a single number. One method used to describe variable sound is the equivalent noise level, which is derived from a large number of moment-to-moment A-weighted noise level measurements. The equivalent noise level (Leq) is the constant sound level that in a given period has the same sound energy level as the actual time-varying sound pressure level. Leq provides a methodology for combining noise from individual events and steady state sources into a measure of cumulative noise exposure. In the State of California, the community equivalent noise level (CNEL) is widely used. The CNEL is a 24-hour cumulative noise descriptor that considers the sensitivity of humans to noise at night. The CNEL adds a 5 dBA penalty for evening hours between 7:00 p.m. and 10:00 p.m. For the nighttime hours between 10:00 p.m. and 7:00 a.m., a 10 dBA penalty is added for the CNEL.

Sound is based on a logarithmic scale; a doubling of a noise source results in an increase of 3 dB. Noise levels reduce with distance at a rate of 6 dB per doubling of distance from a point source, such as a stationary machine, and 3 to 4.5 dB per doubling of distance from a road. A key concept in evaluating potential noise impacts is the perceived effect of incremental increases in existing noise levels. The Project site is in an area of mixed uses including commercial, recreational, and residential properties. Noise receptors include the single- and multi-family residences located along the Project alignment, and Victory Boulevard Elementary School on Victory Boulevard and Radford Avenue. There are multiple noise sources that contribute to background noise in the Project area. The Project alignment crosses I-405 and SR-170, which has approximately 217,000 and 212,000 annual average daily traffic (AADT), respectively (Caltrans, 2016).

The City of Los Angeles General Plan Noise Element establishes noise-level standards within the City. It addresses noise mitigation regulations, strategies, and programs, and set forth management goals, objectives, and policies to reduce noise impacts on local neighborhoods. The City's comprehensive noise ordinance (LAMC Section 111 et seq.) establishes sound measurement and criteria, minimum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses (radios, television sets, vehicle repairs and amplified equipment, etc.), hours of operation for certain uses

(construction activity, rubbish collection, etc.), standards for determining noise deemed a disturbance of the peace, and legal remedies for violations. In addition, Section 41.40 prohibits exterior demolition and construction activities that generate noise between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays.

3.12.2 Impact Analysis

a. Would the project result in exposure of persons to generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

POTENTIALLY SIGNIFICANT IMPACT. Construction of the proposed Project may generate noise and vibration levels in excess of applicable federal, state and/or local noise standards. The EIR will evaluate whether construction of the proposed Project would result in: (1) exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; (2) exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; (3) a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the proposed Project; and/or (4) a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the proposed Project.

Operation of the proposed Project would be passive and located underground, with only control panel boxes at pump stations located aboveground. The Project components are operated as a closed system, which would not generate substantial permanent noise levels. Therefore, no further evaluation in the EIR of Project operations is required.

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

LESS THAN SIGNIFICANT IMPACT. Van Nuys Airport and Hollywood Burbank Airport are located approximately 0.9 and 0.7 mile from the Project site, respectively. However, the Project site is located outside of their 65 CNEL noise exposure contours. Implementation of the proposed Project would not result in any airport-related noise exposure for people working in the Project area, and no further evaluation is required in the EIR.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

NO IMPACT. No private airstrips are located within the vicinity of the Project area. Implementation of the proposed Project would not expose people residing or working in the Project area to excessive noise levels from proximity to a private airstrip, and no further evaluation is required in the EIR.

3.13 Population and Housing

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

3.13.1 Environmental Setting

The Project site is located entirely within the City of Los Angeles. According to the Los Angeles Local Profile Report 2017 prepared by SCAG, the population of the City totaled 4,040,904 in 2016. The SCAG 2016-2040 Regional Transportation Plan Population Forecasts indicate that the population of the City would reach 4,609,400 by 2040. According to local profile report, there were 1,477,026 housing units in the City in 2016. Detached single family units accounted for 39.1 percent of total housing units while attached housing units and apartments accounted for 60.3 percent and mobile homes accounted for 0.6 percent of total housing units. Approximately 93.7 percent of housing units in the City in 2016 were occupied and 6.3 percent were vacant. The SCAG 2016-2040 Forecasts project that the total number of households in the City of Los Angeles would grow by about 23.6 percent, from 1,367,782 households in 2016 to 1,690,300 households in 2040.

Much of the Project alignment on Victory Boulevard is lined with single-family and multi-family residences.

Regulatory Setting

Federal. None.

State. California Planning and Zoning Law (Government Code Sections 65000 et seq.) requires that each city and county adopt a comprehensive, long-term plan for the physical development of the land within its planning area. The general plan must include a housing element that identifies the planning area's housing needs, the sites that can accommodate those needs, and the policies and programs to assure that the housing units can be provided. The Housing Element is required to be updated every five years.

Regional. SCAG's Regional Housing Needs Assessment (RHNA) and Regional Comprehensive Plan (RCP) are tools for coordinating regional planning and housing development strategies in southern California.

State Housing Law mandates that local governments, through Councils of Governments, identify existing and future housing needs in a RHNA. The RHNA provides recommendations and guidelines to identify housing needs within cities for various income levels. It does not impose requirements as to housing development in cities. The 5th Cycle RHNA Plan that covers the period from October 2013 to October 2021, identified the City of Los Angeles housing needs at 82,002 dwelling units.

The latest RCP, adopted in 2008, integrates the major elements of planning for the region, including: Air Quality; Economy; Energy; Finance; Land Use and Housing; Open Space and Habitat; Security and Emergency Preparedness; Solid Waste; Transportation; and Water. The 2008 RCP is built around the "Compass Growth Vision and 2% Strategy" adopted by the Regional Council in April 2004, which is based on four key principles. These principles include mobility, getting where we want to go; livability, creating positive communities; prosperity, long-term health for the region; and sustainability, preserving natural surroundings. The Land Use and Housing chapter focuses on integrating land and transportation planning and achieving land use and housing sustainability.

County. Each county within California is also required to prepare and adopt a housing element. The housing element in the Los Angeles County General Plan outlines growth and development, addresses the housing needs of all income levels, and facilitates programs for a variety of housing types and affordability in the unincorporated areas of Los Angeles County. On February 4, 2014, the Los Angeles County 2014-2021 Housing Element was adopted by the Board of Supervisors and subsequently certified by the State Department of Housing and Community Development.

Local. As described under the state regulations above, each city in California is required to prepare a housing element as part of the general plan and update it every five years. The housing element in the City of Los Angeles General Plan identifies the City's housing conditions and needs, and reiterate goals, objectives, and policies of the City's housing strategy. On December 13, 2013, the Los Angeles City Council adopted Housing Element 2013-2021.

3.13.2 Impact Analysis

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

NO IMPACT. The proposed Project does not propose new housing. The proposed Project serves an existing need to divert additional wastewater to DCTWRP to increase the production of recycled water. This would serve an existing City need to increase the production and use of recycled water in the City to help address concerns over the long-term reliability of imported water and would not induce population growth in the area, nor would the proposed Project create new infrastructure that could be considered growth inducing. No further evaluation in the EIR is required.

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

LESS THAN SIGNFICANT IMPACT. As it relates to population and housing, the implementation of the proposed Project would not displace a substantial number of existing housing, necessitating the construction of replacement housing elsewhere. However, excavation of some of the proposed Project elements (such as connecting sewers and pump stations) that are constructed beneath the sidewalk or in the street immediately adjacent to sidewalks could temporarily limit, and in some instances might temporarily eliminate, access to the adjacent land uses, which in turn could require short-term relocations of residents. The temporary relocations are not expected to require replacement housing due to the short-term nature of construction; however, potential Project impacts on access to adjacent properties during construction will be further evaluated in the Transportation/Traffic section of the forthcoming EIR.

Operation of the proposed Project would be located underground, with only control panel boxes at pump stations located aboveground and would not displace or impact housing or people; therefore, no further evaluation in the EIR of Project operations is required.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

LESS THAN SIGNFICANT IMPACT. As it relates to population and housing, the implementation of the proposed Project would not displace a substantial number of people, necessitating the construction of replacement housing elsewhere. However, excavation of some of the proposed Project elements (such as connecting sewers and pump stations) that are constructed beneath the sidewalk or in the street immediately adjacent to sidewalks could temporarily limit, and in some instances might temporarily eliminate, access to the adjacent land uses, which in turn could require short-term relocations of residents. The temporary relocations are not expected to require replacement housing due to the short-term nature of construction; however, potential Project impacts on access to adjacent properties during construction will be further evaluated in the Transportation/Traffic section of the forthcoming EIR.

Operation of the proposed Project would be located underground, with only control panel boxes at pump stations located aboveground and would not displace or impact housing or people; therefore, no further evaluation in the EIR of Project operations is required.

3.14 Public Services

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

3.14.1 Environmental Setting

Police protection within the Project area is provided by the Los Angeles Police Department (LAPD). The nearest police station, approximately 700 feet south of the alignment at Sylmar Avenue and Victory Boulevard, is the Van Nuys Station located at 6240 Sylmar Avenue. Fire protection within the Project area is provided by LAFD. The nearest fire station is Station 39 at 14415 Sylvan Street just west of Sylmar Avenue, which is approximately 540 feet south of the alignment. The Project area is primary served by the Los Angeles Unified School District's (LAUSD) Local District Northeast, the portion of the Project area west of I-405 is served by LAUSD's Local District Northwest. Victory Boulevard Elementary School is located on the Project alignment on Radford Avenue. Victory Vineland Recreational Center is also located along the eastern end of the Project alignment. DCTWRP is located at the northeast corner of the Sepulveda Basin Recreation Area.

Regulatory Setting

Federal. None.

State. None.

Local. Title 32 Los Angeles County Fire Code of the Los Angeles County Code establishes the minimum requirements consistent with nationally recognized good practices for providing a reasonable level of life safety and property protection from the hazards of fire, explosion, or dangerous conditions in new and existing building, structures, and premises, and to provide safety to fire fights and emergency responders during emergency operations. The City of Los Angeles adopted the 2017 City of Los Angeles Fire Code, which is a combination of the California Fire Code and the Los Angeles Amendments.

3.14.2 Impact Analysis

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

a. Fire protection?

LESS THAN SIGNIFICANT IMPACT. The proposed Project includes construction and operation of a force main sewer with associated structures but would not involve the construction of habitable structures or otherwise increase population that could in turn increase in the demand for fire protection services or generate a need for new fire stations in the area.

Construction activities would occur primarily within public right-of-way in work zones and designated work areas in the Victory Boulevard and at the intersections where diversion and junction structures would be installed, although some construction would occur in Caltrans right-of-way such as along the SR-170). Equipment and materials may be stored at staging areas in the vicinity of the Project alignment. Construction would result in temporary lane restrictions, closures and on-street parking restrictions, which would temporarily reduce the capacity of the affected streets and could slow optimum response rates. Construction would be subject to a traffic control plan and the traffic lane requirements set forth by the Los Angeles Department of Transportation. The construction contractor(s) would be required to notify emergency response providers prior to construction activities in the travel system so that appropriate alternative routes can be planned or established by the emergency response providers. As a consequence, construction would not be expected significantly reduce public safety response times. Therefore, there would be no additional demand for fire protection as a result of the proposed Project. The impact is less than significant, and no further evaluation relate to a substantial adverse physical impact on fire operations is required in the EIR. However, access during construction will be further evaluated in the Transportation/Traffic section of the forthcoming EIR.

With the exception of control boxes, the proposed Project would be located underground, and operation would not hinder emergency access nor would it result in the need for additional fire protection services. Therefore, there would be no additional demand for fire protection as a result of pipeline installation and operation. The impact is less than significant, and no further evaluation relate to a substantial adverse physical impact on fire protection is required in the EIR.

b. Police protection?

LESS THAN SIGNIFICANT IMPACT. As with fire protection, the proposed Project would construct an underground force main sewer and associated structures but would not result in an increase in the demand for law enforcement services or generate a need for new police stations in the area. Therefore, the existing law enforcement services would be adequate.

As described under in Section 3.14.2 (a) above, although construction would result in temporary lane restrictions, closures and on-street parking restrictions, which would temporarily reduce the capacity of the affected streets and could slow optimum response rates, compliance with standard construction traffic control requirement would ensure that temporary construction impacts on emergency response times would be less than significant. As a consequence, construction would not be expected significantly reduce public safety response times. Therefore, there would be no additional demand for police protection as a result of the proposed Project. The impact is less than significant, and no further evaluation relate to a substantial adverse physical impact on police operations is required in the EIR. However, access during construction will be further evaluated in the Transportation/Traffic section of the forthcoming EIR.

With the exception of control boxes, the proposed Project would be located underground, and operation would not hinder emergency access nor would it result in the need for additional police protection services. Therefore, there would be no additional demand for police protection as a result of pipeline installation and operation. The impact is less than significant, and no further evaluation relate to a substantial adverse physical impact on police protection is required in the EIR.

c. Schools?

LESS THAN SIGNIFICANT IMPACT. The proposed Project would construct an underground force main sewer with associated structures but would not generate additional population or student enrollment and therefore no new facilities would be required.

During construction, temporary lane closures and on-street parking restrictions near Victory Boulevard Elementary School could require modifications to school bus, student, and/or transit bus loading and drop-off locations. As described under Section 3.14.2 (a) above, lane closures would be temporary and would occur in compliance with standard construction traffic control requirements. As a consequence, construction would not be expected significantly impact the school. The impact is less than significant, and no further evaluation relate to a substantial adverse physical impact on schools is required in the EIR. However, access during construction will be further evaluated in the Transportation/Traffic section of the forthcoming EIR.

Operation of the proposed Project would not affect student enrollment, nor would it increase the demand for schools in the area. Therefore, no further evaluation in the EIR of Project operations is required.

Other potential impacts to schools during construction, such as hazardous material impacts, air quality impacts, and noise impacts, will be further evaluated in the respective section of the EIR.

d. Parks?

LESS THAN SIGNIFICANT IMPACT. As previously noted above, the proposed Project would not increase population; and would not be growth-inducing, either directly or indirectly, and therefore, no increased demand for parks would occur. The main entrance to the Victory Vineland Recreation Center is located along Victory Boulevard.

During construction, temporary lane closures and parking restrictions near Victory Vineland Recreation Center could increase travel times to and from the recreation center. However, lane closures would occur in compliance with standard construction traffic control requirements and with the force main alignment near the center of Victory Boulevard, vehicular and pedestrian access to Victory Vineland Recreation Center would be maintained. Therefore, the park would continue to be available for use by the public. It is anticipated that the proposed Project would have a less than significant impact associated with access to Victory Vineland Recreation Center.

The DCTWRP, the western terminus of the alignment, is located in the northeastern edge of Sepulveda Basin Recreation Area. Construction of the proposed Project would not occur at the DCTWRP and would not affect use the public's use of the recreational area. Additionally, there are multiple access points into the park and access would not be impeded by the proposed Project. The proposed Project would not affect the public's use of existing parks in the region resulting in the need for the provision of new or physically altered facilities.

Operation of the proposed Project would not physically impact parks and would not affect the need or demand for parks in the area. Therefore, no further evaluation in the EIR of Project operations is required.

Although the construction and operation of the proposed Project would not result in a substantial adverse physical impact on a park or result in a significant impact on park demand in the Project area, impacts related to access to adjacent parks during construction will be further evaluated in the Transportation/Traffic section of the forthcoming EIR.

e. Other public facilities?

NO IMPACT. The proposed Project involves the construction of a force main sewer with associated structures, which would not result in an increase in population. The proposed Project facilities would be operated and maintained by the City of Los Angeles. Therefore, the proposed Project would not affect other government services or public facilities, and no further evaluation is required in the EIR.

3.15 Recreation

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

3.15.1 Environmental Setting

Victory Vineland Recreation Center is located on the Project alignment on Vineland Avenue. Amenities at this facility include an athletic field, auditorium, basketball courts, children play area, and tennis courts. The center offers sports programs such as basketball, karate, tennis, volleyball, and soccer. Other programs such as fitness classes, dance sessions, arts and crafts, pre-school programs, and summer day camp are also available to local residents. DCTWRP is located at the northeast corner of the Sepulveda Basin Recreation Area. Other facilities located in the Sepulveda Basin Recreation Area include sports fields, three golf courses, gardens, wildlife refuge, playground, model airplane field, and Sepulveda Dam. There are also approximately 10 miles of bicycle trails within the recreation area.

Regulatory Setting

Federal. None.

State. None.

Local. The City of Los Angeles Department of Recreation and Parks manages the over 16,000 acres of parkland in the City. Regulations related to parks are in Section 63.44 *Regulations Affecting Park and Recreation Areas* of the LAMC. Related goals, objectives, and policies are set forth in the City Public Recreation Plan.

3.15.2 Impact Analysis

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 construction and operation of underground force main sewer and its associated structures. The proposed Project would not result in increased population that could increase demand for recreational facilities and, thus, the Project would not result in increased use of Victory Vineland Recreation Center, the Sepulveda Basin Recreational Area, or other recreational facilities in the area or result in substantial deterioration of these recreational facilities. As described under 3.14.2(d) above, while temporary lane closures would occur during construction, public access to Victory Vineland Recreation Center and the Sepulveda Basin Recreational Area would remain available, and thus, no substantive change in use of these or other recreation facilities in the area is expected. Operation of the proposed Project would not increase the use of parks. No further evaluation related to the use of existing neighborhood and regional parks or other recreational facilities in the EIR is required. However, impacts related to access will be further evaluated in the Transportation/Traffic section of the forthcoming EIR. Other potential impacts to parks and recreational facilities during construction, such as noise impacts, will also be further evaluated in the EIR in the respective sections.

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. One junction structure would be constructed to connect the force main to an existing sewer (EVIS)

that connects with the DCTWRP, which is located in the Sepulveda Basin Regional Park. However, no recreational facilities would be affected or constructed. Further, the proposed Project would not induce population growth, either directly or indirectly; therefore, implementation of the proposed Project would not increase the demand for parks or other recreational facilities, resulting in construction or expansion of recreational facilities that might have an adverse physical effect on the environment. No further evaluation in the EIR is required.

3.16 Transportation/Traffic

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

3.16.1 Environmental Setting

The Project site is a six-mile segment of Victory Boulevard between Vineland Avenue on the east and Haskell Avenue on the west within the Southeast Valley communities of North Hollywood – Valley Village and Van Nuys – North Sherman Oaks in the City of Los Angeles, California. Along the six-mile alignment, Victory Boulevard consists of seven lanes, three travel lanes in each direction and a center two-way left-turn lane. Curb-line

parking prohibitions provide for the six-lane configuration during peak AM and/or PM commute times, and during off-peak times the roadway provides a four-lane configuration. Victory Boulevard is intersected by major arterials such as Laurel Canyon Road, Lankershim Boulevard, and Coldwater Canyon Avenue and Woodman Avenue, as well as local streets. The Project alignment passes underneath SR-170 and I-405, and over the Tujunga Flood Control concrete channel (Tujunga Wash) west of Coldwater Canyon.

Regulatory Setting

Federal. None.

State. None.

Local. Los Angeles County maintains a list of principal arterials and freeways critical to the function and operation of local and regional travel throughout the county. This list is included in the 2010 Congestion Management Program (CMP) for Los Angeles County. In the vicinity of the Project site, the Project alignment crosses underneath SR-170 and I-405.

According to the 2010 CMP (Chapter 5), a traffic impact analysis is required if the proposed Project adds 50 or more trips to any CMP arterial segment or intersection during the weekday AM or PM peak hours. Should CMP intersections and roadways be significantly affected by the proposed Project as determined by the 2010 CMP guidelines, mitigation measures reducing the impact of the proposed Project to a less than significant level are required. Per Appendix D of the 2010 CMP guidelines, a significant impact occurs under the following conditions:

- If the proposed Project would cause a CMP facility to operate at LOS F by increasing its traffic demand by two percent of capacity, i.e., the volume-to-capacity ratio (V/C ratio) is increased at least by 0.02; or
- If the proposed Project would increase traffic demand on a CMP facility already operating at LOS F by two percent of capacity, i.e., the V/C ratio is increased at least by 0.02.

The Los Angeles Department of Transportation's Transportation Impact Study Guidelines requires that a Traffic Study be prepared if the following operational criteria are met:

- A project is likely to add 500 or more daily operational trips; and
- A project is likely to add 43 or more a.m. or p.m. peak hour operational trips.

Based on the preliminary construction assumptions for the proposed Project, preparation of a Traffic Study is warranted.

3.16.2 Impact Analysis

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

e. Result in inadequate emergency access?

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

POTENTIALLY SIGNIFICANT IMPACT. Construction of the proposed Project may result in increased trips associated with construction workers, and movements of construction vehicles and equipment. Additionally, construction would occur within the public streets, requiring temporary lane closures. The EIR will evaluate whether construction of the proposed Project would result in: (1) conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system; (2) conflict with an applicable congestion management program; (3) result in a substantial increase in hazards due to a design feature; inadequate emergency access; and/or (4) conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Operation of the proposed Project would largely be passive and located underground, with only control panel boxes at pump stations located aboveground. Although minor maintenance activities (for pump stations) and trips would be required, operation of the proposed Project would not impede or otherwise effect the existing roadway network, and there would be no substantive increase in vehicle trips during project operations. Therefore, operation of the proposed Project would not (1) conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system; (2) conflict with an applicable congestion management program; (3) result in a substantial increase in hazards due to a design feature; inadequate emergency access; and/or (4) conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, no further evaluation in the EIR of Project operations is required.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

NO IMPACT. The proposed Project includes construction and operation of a force main sewer with associated structures and would have no impact on air traffic patterns. Therefore, no further evaluation in the EIR is required.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

LESS THAN SIGNIFICANT IMPACT. Construction of the proposed Project would occur within the public streets, requiring temporary lane closures and impacts to intersections. Although the EIR will evaluate whether construction of the proposed Project would result in a substantial increase in hazards due to construction activities, as the Project

would not change the roadway or intersection design or substantially increase incompatible uses, implementation of the proposed Project would have a less than significant impact to roadway design and incompatible uses. Therefore, no further evaluation in the EIR is required.

3.17 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC §5020.1(k)?	☒	☐	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC §5024.1. In applying the criteria set forth in subdivision (c) of PRC §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

3.17.1 Environmental Setting

The abundant and diverse environmental resources of the coastal Los Angeles Basin have attracted human inhabitants from the earliest times, dating to at least 9,000 years before the present. The natural resources within the region area, including rivers and creeks and the flora and fauna associated with these water features, would have attracted and sustained human settlement.

Assembly Bill (AB) 52, approved by Governor Brown on September 25, 2014, establishes a new category of resources in CEQA called "tribal cultural resources" that considers tribal cultural values in addition to scientific and archaeological values when determining impacts and mitigation. Further, AB 52 establishes a consultation process between California Native American tribal governments and lead agencies applicable to any project for which a Notice of Preparation, Notice of Intent to Adopt a Mitigated Negative Declaration, or Notice of Intent to Adopt a Negative Declaration is filed on or after July 1, 2015.

3.17.2 Impact Analysis

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC §5020.1(k)?

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC §5024.1. In applying the criteria set forth in subdivision (c) of PRC §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

POTENTIALLY SIGNIFICANT IMPACT. Construction of the proposed Project may cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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.

The EIR will evaluate whether construction of the proposed Project would result in a substantial adverse change in the significance of a tribal cultural resource that is: (1) listed or eligible for listing in the California Register of Historical Resources (CRHP) or in a local register of historical resources as defined in PRC Section 5020.1(k); or (2) 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 PRC Section 5024.1.

Operation of the proposed Project would be passive and located underground, with only features such as control panel boxes located aboveground. Operation of the proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource. Therefore, operation of the proposed Project would not result in a substantial adverse change in the significance of a tribal cultural resource that is: (1) listed or eligible for listing in the CRHP or in a local register of historical resources as defined in PRC Section 5020.1(k); or (2) 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 PRC Section 5024.1. Therefore, no further evaluation in the EIR of Project operations is required.

3.18 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable RWQCB?	☐	☐	☒	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

3.18.1 Environmental Setting

Southern California Gas Company provide natural gas services to the City of Los Angeles. The Los Angeles Water and Power (LADWP) is the water purveyor and electricity services provider for the Project site.

The City of Los Angeles Bureau of Sanitation provides sewer, solid waste, and stormwater collection within the City. The proposed force main sewer would be conveyed to the DCTWRP for wastewater recycling. The DCTWRP is located in the Van Nuys neighborhood of San Fernando Valley within the City of Los Angeles. The DCTWRP is configured as a biological nutrient (nitrogen) removal activated sludge treatment facility with 80 MGD average dry weather flow capacity. The plant collects wastewater flows from Chatsworth, Woodland Hills, Canoga Park, Northridge, Tarzana, Granada Hills, Mission Hills, and portions of Van Nuys, Sylmar, Pacoima, Encino, and Studio City. Major trunk sewers in the DCTWRP tributary area are the Valley Outfall Relief Sewer (VORS); Additional Valley Outfall Relief Sewer (AVORS); and EVIS. Major trunk sewers in the east San Fernando Valley currently connect to the La Cienega San Fernando Valley Relief Sewer (LCSFVRS) and the North Outfall Sewer (NOS). Wastewater flows in the LCSFVRS ultimately are conveyed to the Hyperion Treatment Plant (HTP) via the Lower North Outfall Sewer (LNOS), or the North Outfall Relief Sewer (NORS) depending on diversion structure configuration within the system.

Regulatory Setting

Federal. None.

State. None.

Local. The City of Los Angeles Integrated Resource Plan incorporates a future vision of water, wastewater, and runoff management in the City to the year 2020. Objectives of the Integrated Resource Plan includes, but are not limited to, meeting the projected wastewater system needs of the City; comply with all regulation protecting public health and the environment; conforming to the sustainability guidelines of the City; providing for safe use of recycled water; and providing cost-effective services. The Los Angeles City Council adopted a final alternative for implementation by 2020, which is intended to increase

wastewater collection and treatment capacity, water reclamation storage and beneficial use, water conservation, and runoff management opportunities.

3.18.2 Impact Analysis

a. Exceed wastewater treatment requirements of the applicable RWQCB?

LESS THAN SIGNIFICANT IMPACT. The primary goal of the proposed force main sewer is to convey additional wastewater from the East San Fernando Valley to DCTWRP to increase production of recycled water. The DCTWRP has existing capacity to collect the diverted wastewater, the perform treatment and disinfection in compliance with state standards, including California Code of Regulations Title 22, Water Recycling Criteria and the State Water Resources Control Board Policy for Water Quality Control for Recycled Water (revised January 22, 2013). Therefore, the proposed Project would not exceed the wastewater treatment requirements of the applicable RWQCB. Additionally, during construction, the proposed Project would be required to obtain the General Construction permit and NPDES permit, conduct a SWPPP as required by the California Regional Water Quality Board, and/or obtain an industrial waste discharge permit from the City should dewatered groundwater need to be discharged to the City's sewer system.

Operation of the proposed Project would be within the existing treatment system capabilities of the DCTWRP and would not exceed the plants wastewater treatment capacity or requirements.

As such, implementation of the proposed Project would not generate wastewater which will exceed the wastewater treatment requirements of the RWQCB. No further evaluation is required in the EIR.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

LESS THAN SIGNIFICANT IMPACT. The proposed Project includes the construction of an underground force main sewer and associated structures (i.e., pump stations, diversion/junction structures, access structures, electrical vaults, and control boxes) to divert and convey existing wastewater from the eastern portions of the San Fernando Valley to the DCTWRP, where it would be used to generate recycled water. One junction structure to connect the force main to an existing sewer that connects with the DCTWRP would be constructed. DCTWRP has existing capacity to collect and treat the diverted wastewater, which, after treatment, would be distributed through the existing recycled water distribution system that extends from DCTWRP. No construction or expansion at DCTWRP would occur. Therefore, the implementation of the proposed Project would not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effect, and no further evaluation is required in the EIR.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

LESS THAN SIGNIFICANT IMPACT. The proposed Project includes the construction and operation of a six-mile force main sewer within public rights-of-way. Stormwater drainage facilities are provided throughout the Project area. Construction of the proposed Project could generate small amounts of runoff associated with worksite cleanup activities, but the amounts would not be substantial and such activities would not occur during wet weather when storm drain capacity is used for stormwater conveyance. Although construction dewatering may be required during construction, the activity would be temporary in nature and the amount of dewatering discharge would not exceed the capacity of the existing stormwater drainage facilities nor require new or expanded facilities of this type. Dewatered groundwater could also be discharged to the City's sewer system under permit, instead of the storm drain system. The proposed Project, once operational, would be beneath existing streets and impervious surfaces and therefore would not change the amount of runoff on-site or otherwise affect stormwater drainage facilities. The construction and operation of the proposed Project would not result in need for new or expanded storm water drain facilities or the expansion of existing facilities. Implementation of the proposed Project would have a less than significant impact, and no further evaluation is required in the EIR.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

LESS THAN SIGNIFICANT IMPACT. Construction of the proposed Project could require the short-term use of small amounts of potable water for worksite clean-up activities; however, the amounts would be minimal and are not expected to adversely affect existing water supplies. The proposed Project would not increase potable water demand over the long-term; rather, it would divert and convey wastewater from the eastern portions of the San Fernando Valley to the DCTWRP, where it would be used to generate recycled water. The recycled water would then be used for non-potable water uses (such as landscaping and industrial processes) and offset the use of potable water for such purposes. This would help the City to address concerns over the long-term reliability of imported water. Therefore, implementation of the proposed Project would result in water supply benefits, and no further evaluation is required in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. The wastewater treatment provider is LASAN, which is implementing the proposed Project to increase recycled water production to help the City address concerns over the long-term reliability of imported water. As described in items a. and b. above, the proposed Project would divert and convey wastewater from the eastern portions of the San Fernando Valley to the DCTWRP. DCTWRP has existing capacity to collect and treat the diverted wastewater, which, after treatment, would be distributed through the existing recycled water distribution system.

DCTWRP has available capacity to treat the planned wastewater diversions under the proposed project. In addition, during wet weather events when wastewater flows in the system are higher, LASAN would have the ability to reduce the level of diversions should DCTWRP approach its capacity. Therefore, implementation of the proposed Project would not require additional wastewater treatment capacity and no further evaluation is required in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. Construction activities would generate solid waste; however, waste management during construction will include diversion of wastes from disposal through recycling and reuse. Excavated soil would be reused as backfill whenever possible. Any excavated soil that would require disposal could be used by landfills as cover. Further, the total remaining permitted inert (or unclassified landfill) waste capacity in Los Angeles County was estimated to be approximately 56.34 million tons in 2016 (excluding inert debris disposal sites). Based on the average countywide 2016 disposal rate of 1,183 tons per day, this capacity would be exhausted in 153 years. Therefore, there is no projected shortfall in disposal capacity for inert waste within Los Angeles County (County of Los Angeles, 2017). The expected amount of debris generated during Project construction will not affect landfill capacities significantly. During Project operation, the proposed Project would be passive and would not be a new source of solid waste. Therefore, implementation of the proposed Project would not require the development of new landfills, nor would it require existing landfills to be expanded. Therefore, no further evaluation is required in the EIR.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

LESS THAN SIGNIFICANT IMPACT. All solid waste disposal would be managed in accordance with applicable federal, state and local statutes and regulations. Construction waste is accepted at local disposal facilities and recycling is encouraged. During Project operation, the proposed Project would be passive and would not be a new source of solid waste. Therefore, impacts to solid waste from implementation of the proposed Project would be considered less than significant and no further evaluation is required in the EIR.

3.19 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or	☒	☐	☐	☐

	eliminate important examples of the major periods of California history or prehistory?				
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?	☒	☐	☐	☐
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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

POTENTIALLY SIGNIFICANT IMPACT. As discussed in Section 3.4, Biological Resources, implementation of the proposed Project would have a less than significant impact on biological resources; therefore, no further evaluation in the EIR is required. As discussed in Section 3.5, Cultural Resources, construction of the proposed Project has the potential to result in significant impacts on cultural resources. Therefore, this issue will be further evaluated in the EIR. Operation of the proposed Project would be located underground, with only control panel boxes at pump stations located aboveground and would not impact cultural resources; therefore, no further evaluation in the EIR of Project operations is required.

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)

POTENTIALLY SIGNIFICANT IMPACT. The environmental analyses in this Initial Study indicate that construction and/or operation of the proposed Project would have no impact or less than impact on aesthetics, agriculture and forest resources, biological resources, cultural resources (operation only), geology and soils, hydrology and water quality, land use and planning, noise (operation only), population and housing, public services, recreation, tribal cultural resources (operation only), and traffic and transportation (operation only), and utilities and service systems. Therefore, the proposed Project would not have the potential to contribute to cumulatively considerable impacts for these resources and no further evaluation in the EIR is required.

The environmental analyses in this Initial Study indicate that the proposed Project would result in potentially significant construction impacts on air quality, cultural resources, GHGs, hazards and hazardous materials, noise, tribal cultural resources, and traffic and transportation. As such, the EIR will address potential impacts to these

resources, including evaluation of potential cumulative effects and the potential of the construction of the proposed Project to make a cumulatively considerable contribution to cumulative impacts.

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

POTENTIALLY SIGNIFICANT IMPACT. Based on the analysis in this Initial Study, the proposed Project would have the potential to result in potentially significant construction impacts related to air quality, cultural resources, greenhouse gases, hazards and hazardous materials, noise, tribal cultural resources, and traffic and transportation, which could potentially result in substantial adverse effects on human beings. The potential for the construction of the proposed Project to result in such impacts will be evaluated in the EIR.

Based on the analysis in this Initial Study, the construction and operation of the proposed Project would not have any environmental effects which could cause substantial adverse effects on human beings, either directly or indirectly, related to aesthetics, agriculture and forest resources, cultural resources (operation only), geology and soils, hydrology and water quality, land use and planning, noise (operation only), population and housing, public services, recreation, tribal cultural resources (operation only), and traffic and transportation (operation only), and utilities and service systems. Therefore, potential impacts to these resource areas would be less than significant and no further evaluation in the EIR is required.

SECTION 4

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SECTION 5

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ATTACHMENT

Biological Reconnaissance Survey
December 2018

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EAST WEST VALLEY INTERCEPTOR SEWER

December 2018

Biological Reconnaissance Survey

Prepared for:

CDM Smith
Irvine, California

Prepared by:

MBC Aquatic Sciences
Costa Mesa, California

TABLE OF CONTENTS

List of Figures and Tables

East West Valley Interceptor Sewer Project
Biological Reconnaissance Survey

1.0 PROJECT BACKGROUND

The purpose of the proposed Project is to increase the production and use of recycled water in the City of Los Angeles to help address concerns over the long-term reliability of imported water. The proposed Project would divert wastewater from existing sewers in the North Hollywood area, and convey that wastewater to the west for treatment at the Donald C. Tillman Water Reclamation Plant (DCTWRP). The existing sewers are located at lower elevations than the DCTWRP; therefore, the proposed Project would require pump stations to convey the diverted flow, rather than utilizing gravity sewers.

The proposed Project is comprised of a new force main sewer line that extends within Victory Boulevard from Vineland Avenue to Haskell Avenue, as well as six diversion structures (to divert wastewater from existing sewers), one junction structure (to connect the force main to an existing sewer that connects with the DCTWRP), and six pumping stations to pump the diverted wastewater through the force main to DCTWRP. The proposed Project would also include ancillary components, such as access structures, electrical vaults, control boxes, and emergency generators.

MBC Aquatic Sciences (MBC) was contracted by CDM Smith (CDM) to assist in the evaluation of potential Project-related impacts on biological resources in the Project area. In support of these tasks, MBC biologists conducted a reconnaissance survey of the proposed Project area to assess existing conditions and evaluate potential for Project impacts.

The proposed Project area is in the San Fernando Valley east of the Sepulveda Basin Recreational Area near the San Diego Freeway/Interstate 405 (I-405) and extends east through North Hollywood. The proposed Project alignment is along Victory Boulevard between Vineland Avenue on the east and Haskell Avenue on the west within the Southeast Valley communities of North Hollywood – Valley Village and Van Nuys – North Sherman Oaks (Figure 1). A second alignment along Oxnard Street (an alternative alignment), from Vineland Avenue to Kester Avenue and north on Kester Avenue to Victory Boulevard, was also surveyed.

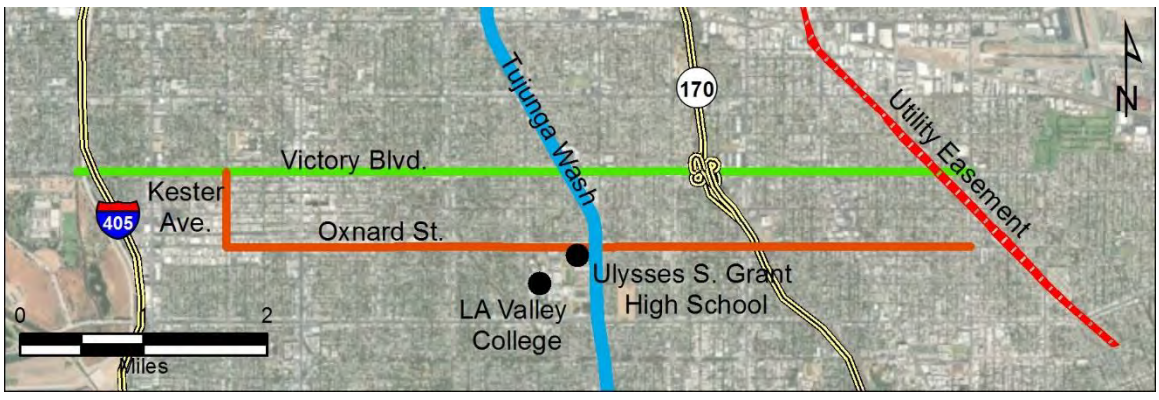

Figure 1. Victory Boulevard (green) and Oxnard Street (orange) alignments.

2.0 METHODS

In preparation of the survey, MBC conducted a query of the California Natural Diversity Database (CNDDB) for the Van Nuys Quad (3411824) to determine if sensitive species or habitats were known to occur in the proposed Project area. The results of the query are presented in the appendix.

The proposed Project area is urban, extensively developed and well established, with most of the infrastructure, and much of the landscaping, likely to have been in place for 30 years or more. To survey the area, two biologists from MBC drove the alignments, making observations and noting areas for further investigation. The biologists' focus was on biological resources located within 300 feet of the centerline of the alignments. During a second pass, the team stopped to evaluate areas of interest. All undeveloped areas along the alignments were investigated. Any mature trees, wildlife and natural habitats were noted.

3.0 RESULTS

Seventeen sensitive plant and animal species and one sensitive habitat type were listed in the CNDDB query for the Van Nuys Quad (Appendix A). A presurvey review of the CNDDB report and the alignments indicated that none of these was expected to be encountered in the proposed Project area.

The biological reconnaissance survey of Victory Boulevard and Oxnard Street, between Haskell Avenue and Vineland Avenue, was conducted by MBC biologists on 7 December 2018. Both street alignments were lined with small businesses, shopping centers, apartment buildings, and homes.

Common trees seen along both alignments are listed in Table 1. The only tree native to southern California is California Sycamore. However, a row of Cork Oak trees lines the west side of Elmer

Table 1. Trees observed along the Project alignments. 7 December 2018. Note: most common trees are listed near the top of the list, less common at the bottom.

Common name	Species name	Origin
Liquidambar, Sweet Gum	*Liquidambar styraciflua*	eastern US
Eucalyptus	*Eucalyptus* sp	Australia
Italian Cypress	*Cupressus sempervirens*	southern Europe
pines	*Pinus* sp	various
Peruvian or California Pepper	*Schinus molle*	Peru
Brasilian Pepper	*Schinus terebinthefolius*	Brazil
Mexican Fan Palm	*Washingtonia robusta*	Mexico
Queen Palm	*Syagrus romanzoffianum*	Brazil
Chinese Elm	*Ulmus parvifolia*	China, Korea, Japan
Deodar Cedar	*Cedrus deodara*	Himalayas
Southern Magnolia	*Magnolia grandifolia*	southern US
Canary Island Date Palm	*Phoenix canariensis*	Canary Islands
Floss Silk Tree	*Chorisia speciosa*	South America
Silk Oak	*Grevillea robusta*	Australia
California Sycamore	*Platanus racemosa*	**native**
Monkey Puzzle/Norfolk Island Pine	*Araucaria* sp	Chile; Norfolk Island (Australia)
Chinaberry	*Melia azedarach*	China, northern India
Jacaranda	*Jacaranda mimosifolia (acutifolia)*	Brazil
Indian Laurel	*Ficus microcarpa*	Malay Peninsula
Carob	*Ceratonia siliqua*	eastern Mediterranean
Mexican Palo Verde	*Parkinsonia aculeata*	SW US, Mexico
Coast Redwood	*Sequoia sempervirens*	coast range Oregon to Central CA
Flowering Plum	*Prunus* sp	various
Cork Oak	*Quercus suber*	Mediterranean

Street (between Tujunga Avenue and Vineland Avenue), from Victory Boulevard north to the utility easement. These trees are 40 to 50 feet tall and have dense canopies. The southern-most tree is about 30 feet from Victory Boulevard.

The only wildlife observed during the survey were four bird species—American crow (*Corvus brachyrhynchos*), rock dove (*Columba livia*), house finch (*Haemorhous mexicanus*), and house sparrow (*Passer domesticus*)—and an eastern fox squirrel (*Sciurus niger*). American crow and house finch are native.

Undeveloped areas or areas with well-established landscaping were investigated for the occurrence of special-status species or habitat. From east to west, undeveloped areas along the Victory Boulevard alignment included the utility easement, the Route 170 cloverleaf and drainage channel, and the Tujunga Wash. Along Oxnard Street, Los Angeles Valley College and Grant High School on the south side of Oxnard Street between Fulton Avenue and Coldwater Canyon Avenue were also evaluated for occurrence of sensitive species or habitat.

The undeveloped area of the utility easement, between Tujunga Avenue and Vineland Avenue is utilized by plant nurseries for storage. Green Valley Growers is about 425 feet north of Victory Boulevard, and Vineland Plant Nursery is one block south of Victory Boulevard. No wildlife or habitat suitable for sensitive wildlife species were observed in the utility easement.

Undeveloped areas along Victory Boulevard included an area within a mostly unvegetated cloverleaf and a drainage channel adjacent to Route 170. No wildlife or habitat suitable for sensitive wildlife species were observed in this area.

Victory Boulevard crosses Tujunga Wash near Ethel Street. The Tujunga Wash Greenway and Stream Restoration Project intersects Victory Boulevard (Figure 2). The Greenway, which was established in 2007, extends from Oxnard Street to Burbank Boulevard and is a 1.2-mile park/open space, recreational trail, and stormwater management project. Part of the project involves infiltrating stormwater to recharge the San Fernando groundwater basin. Native plants and rest areas (Figure 3) have been installed along the banks on both sides of the wash, which at Victory Boulevard is a concrete box channel with a flat bottom (Figure 4). Plants observed in the during the survey are in Table 2.

Figure 2. Tujunga Wash and Stream Restoration Project sign at Victory Boulevard.

Figure 3. Native plant species landscape on east side of Tujunga Wash, near Victory Boulevard. 7 December 2018.

Figure 4. Cement box channel, Tujunga Wash, near Victory Boulevard.

Table 2. Tujunga Wash Greenway and Stream Restoration Project native plants. 7 December 2018.

Common name	Species name
Mule Fat	*Baccharis salicifolia*
California Buckwheat	*Eriogonum fasciculatum*
White Sage	*Salvia apiana*
Laurel Sumac	*Malosma laurina*
Coast Live Oak	*Quercus agrifolia*
California Sycamore	*Platanus racemosa*
Fremont Cottonwood	*Populus fremonti*

No wildlife or habitat suitable for sensitive wildlife species were observed along Oxnard Street near Los Angeles Valley College or Grant High School.

4.0 DISCUSSION

Most of the trees observed along the Victory Boulevard and Oxnard Street alignments are not tall enough or dense enough to provide suitable nesting habitat for birds. However, the Cork Oak trees lines the west side of Elmer Street (between Tujunga Avenue and Vineland Avenue), are approximately 40 to 50 feet tall and have dense canopies suitable for bird nesting. The only native tree species along streets of the alignments was California Sycamore. The only native wildlife observed were two common bird species.

Native plants were recorded in the Tujunga Wash Greenway and Stream Restoration Project recreational trail, which transects Victory Boulevard. Using the Los Angeles River Master Plan guide, the landscaping for this area can be characterized as Southern Coast Live Oak Riparian Forest (http://ladpw.org/wmd/watershed/sg/mp/docs/guidelines.pdf), which is considered a sensitive habitat by the California Native Plant Society. This landscape, particularly the trees, are not mature, and currently are unlikely to support bird nesting.

No sensitive plant or animal species were observed along the alignments. Other than the planted landscape of the Greenway, no sensitive habitats were reported in the proposed Project area.

APPENDIX

California Natural Diversity Database Query Results

Van Nuys Quad

Multiple Occurrences per Page

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Van Nuys (3411824))

Buteo swainsoni

Element Code: ABNKC19070

Swainson's hawk

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G5
	State:	Threatened		**State:**	S3
	Other:	BLM_S-Sensitive, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern			
Habitat:	**General:**	BREEDS IN GRASSLANDS WITH SCATTERED TREES, JUNIPER-SAGE FLATS, RIPARIAN AREAS, SAVANNAHS, & AGRICULTURAL OR RANCH LANDS WITH GROVES OR LINES OF TREES.			
	Micro:	REQUIRES ADJACENT SUITABLE FORAGING AREAS SUCH AS GRASSLANDS, OR ALFALFA OR GRAIN FIELDS SUPPORTING RODENT POPULATIONS.			

Occurrence No.	2537	**Map Index:** 66528	**EO Index:**	91445	**Element Last Seen:**	1899-05-13
Occ. Rank:	None		**Presence:**	Possibly Extirpated	**Site Last Seen:**	1899-05-13
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:**	2013-10-22

Quad Summary: Van Nuys (3411824), Canoga Park (3411825)

County Summary: Los Angeles

Lat/Long:	34.15911 / -118.50105	**Accuracy:**	1 mile
UTM:	Zone-11 N3780816 E361633	**Elevation (ft):**	770
PLSS:	T01N, R15W, Sec. 19 (S)	**Acres:**	0.0

Location: ENCINO.

Detailed Location: MAPPED GENERALLY TO GNIS COORDINATES GIVEN FOR ENCINO, PER SPECIMEN LOCALITIES "ENCINO" AND "ENCINOS RANCH." EXACT COLLECTION LOCATIONS UNKNOWN.

Ecological: NESTS 20-50' UP IN OAKS (MAINLY LIVE OAKS), MADE OF STICKS AND WEEDS AND LINED WITH GRASS AND LEAVES. ONE NEST WAS "ROBBED" BY COLLECTORS TWO YEARS IN A ROW 1898-1999. BREEDING POPULATION OF THIS REGION GENERALLY CONSIDERED EXTIRPATED.

General: EGG(S) COLLECTED ON 19 MAY 1890, 3 MAY 1896, 24 APR (2 SETS) AND 8 MAY 1898, 30 APR AND 13 MAY 1899 (2 SETS).

Owner/Manager: UNKNOWN

Polioptila californica californica **Element Code:** ABPBJ08081

coastal California gnatcatcher

Listing Status:	**Federal:**	Threatened	**CNDDB Element Ranks:**	**Global:**	G4G5T2Q
	State:	None		**State:**	S2
	Other:	CDFW_SSC-Species of Special Concern, NABCI_YWL-Yellow Watch List			
Habitat:	**General:**	OBLIGATE, PERMANENT RESIDENT OF COASTAL SAGE SCRUB BELOW 2500 FT IN SOUTHERN CALIFORNIA.			
	Micro:	LOW, COASTAL SAGE SCRUB IN ARID WASHES, ON MESAS AND SLOPES. NOT ALL AREAS CLASSIFIED AS COASTAL SAGE SCRUB ARE OCCUPIED.			

Occurrence No.	105 **Map Index:** 01763	**EO Index:**	25059	**Element Last Seen:**	1901-04-07
Occ. Rank:	Unknown	**Presence:**	Presumed Extant	**Site Last Seen:**	1901-04-07
Occ. Type:	Natural/Native occurrence	**Trend:**	Unknown	**Record Last Updated:**	1989-08-10

Quad Summary: Burbank (3411823), Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.21541 / -118.36555	**Accuracy:**	1 mile
UTM:	Zone-11 N3786883 E374209	**Elevation (ft):**	800
PLSS:	T02N, R14W, Sec. 32 (S)	**Acres:**	0.0

Location: ROSCO (MAPPED AT ROSCOE SCHOOL).

Detailed Location:

Ecological:

General: EGG SET FROM A NEST IN SAGE.

Owner/Manager: UNKNOWN

Vireo bellii pusillus **Element Code:** ABPBW01114

least Bell's vireo

Listing Status:	**Federal:**	Endangered	**CNDDB Element Ranks:**	**Global:**	G5T2
	State:	Endangered		**State:**	S2
	Other:	IUCN_NT-Near Threatened, NABCI_YWL-Yellow Watch List			
Habitat:	**General:**	SUMMER RESIDENT OF SOUTHERN CALIFORNIA IN LOW RIPARIAN IN VICINITY OF WATER OR IN DRY RIVER BOTTOMS; BELOW 2000 FT.			
	Micro:	NESTS PLACED ALONG MARGINS OF BUSHES OR ON TWIGS PROJECTING INTO PATHWAYS, USUALLY WILLOW, BACCHARIS, MESQUITE.			

Occurrence No.	269	**Map Index:** 54847	**EO Index:** 54847	**Element Last Seen:**	2004-05-29
Occ. Rank:	Good		**Presence:** Presumed Extant	**Site Last Seen:**	2004-05-29
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2004-07-06

Quad Summary: Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.17952 / -118.47916	**Accuracy:**	1/10 mile
UTM:	Zone-11 N3783050 E363685	**Elevation (ft):**	700
PLSS:	T01N, R15W, Sec. 08, SW (S)	**Acres:**	0.0

Location: SEPULVEDA BASIN WILDLIFE AREA, VAN NUYS.

Detailed Location: LOCATED IN 15 YEAR OLD RESTORATION AREA.

Ecological: HABITAT CONSISTS OF WILLOW/MULEFAT SCRUB AND SCATTERED COTTONWOODS AND SYCAMORES. LARGE WILDLIFE LAKE AND DRAINAGE CHANNEL (LINED WITH WILLOWS) AT THIS LOCATION. SURROUNDING LAND USED FOR RECREATION.

General: 1 SINGING MALE DETECTED ON 29 MAY 2004 DURING THE NESTING SEASON. COE FLOOD CONTROL AREA IN L.A. RIVER FLOOD PLANE. AREA LEASED TO L.A. CITY PARKS.

Owner/Manager: DOD-COE

Lasionycteris noctivagans

Element Code: AMACC02010

silver-haired bat

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G5
	State:	None		**State:**	S3S4
	Other:	IUCN_LC-Least Concern, WBWG_M-Medium Priority			
Habitat:	**General:**	PRIMARILY A COASTAL AND MONTANE FOREST DWELLER, FEEDING OVER STREAMS, PONDS & OPEN BRUSHY AREAS.			
	Micro:	ROOSTS IN HOLLOW TREES, BENEATH EXFOLIATING BARK, ABANDONED WOODPECKER HOLES, AND RARELY UNDER ROCKS. NEEDS DRINKING WATER.			

Occurrence No.	51	**Map Index:**	68507	**EO Index:**	68931	**Element Last Seen:**	1985-02-21
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1985-02-21
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-03-20

Quad Summary: Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.18369 / -118.44651	**Accuracy:**	1 mile
UTM:	Zone-11 N3783469 E366700	**Elevation (ft):**	
PLSS:	T01N, R15W, Sec. 10 (S)	**Acres:**	0.0

Location: VAN NUYS.

Detailed Location: MAPPED ACCORDING TO LAT/LONG COORDINATES PROVIDED BY MANIS, WITH UNCERTAINTY OF 3218.688 M.

Ecological:

General: 1 FEMALE SPECIMEN (MVZ #181855) COLLECTED BY DENNY G. CONSTANTINE ON 21 FEB 1985.

Owner/Manager: UNKNOWN

Lasiurus cinereus

Element Code: AMACC05030

hoary bat

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G5
	State:	None		**State:**	S4
	Other:	IUCN_LC-Least Concern, WBWG_M-Medium Priority			
Habitat:	**General:**	PREFERS OPEN HABITATS OR HABITAT MOSAICS, WITH ACCESS TO TREES FOR COVER AND OPEN AREAS OR HABITAT EDGES FOR FEEDING.			
	Micro:	ROOSTS IN DENSE FOLIAGE OF MEDIUM TO LARGE TREES. FEEDS PRIMARILY ON MOTHS. REQUIRES WATER.			

Occurrence No.	62	**Map Index:**	68507	**EO Index:**	68821	**Element Last Seen:**	1986-07-08
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1986-07-08
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-03-16

Quad Summary: Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.18369 / -118.44651	**Accuracy:**	1 mile
UTM:	Zone-11 N3783469 E366700	**Elevation (ft):**	
PLSS:	T01N, R15W, Sec. 10 (S)	**Acres:**	0.0

Location: VAN NUYS.

Detailed Location: MAPPED ACCORDING TO LAT/LONG COORDINATES PROVIDED BY MANIS, WITH UNCERTAINTY OF 3218.688 M.

Ecological:

General: 1 FEMALE SPECIMEN (MVZ #181865) COLLECTED BY DENNY G. CONSTANTINE ON 8 JUL 1986.

Owner/Manager: UNKNOWN

Antrozous pallidus **Element Code:** AMACC10010

pallid bat

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G5
	State:	None		**State:**	S3
	Other:	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive, WBWG_H-High Priority			
Habitat:	**General:**	DESERTS, GRASSLANDS, SHRUBLANDS, WOODLANDS AND FORESTS. MOST COMMON IN OPEN, DRY HABITATS WITH ROCKY AREAS FOR ROOSTING.			
	Micro:	ROOSTS MUST PROTECT BATS FROM HIGH TEMPERATURES. VERY SENSITIVE TO DISTURBANCE OF ROOSTING SITES.			

Occurrence No.	188	**Map Index:** 66528	**EO Index:** 66651	**Element Last Seen:**	1951-04-23
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	1951-04-23
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2006-10-02

Quad Summary: Van Nuys (3411824), Canoga Park (3411825)

County Summary: Los Angeles

Lat/Long:	34.15911 / -118.50105	**Accuracy:**	1 mile
UTM:	Zone-11 N3780816 E361633	**Elevation (ft):**	770
PLSS:	T01N, R15W, Sec. 19 (S)	**Acres:**	0.0

Location: ENCINO PARK.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED IN VICINITY OF ENCINO.

Ecological:

General: 1 UNKNOWN SPECIMEN COLLECTED BY A. SMALL 23 APR 1951, LACM #22798.

Owner/Manager: UNKNOWN

Occurrence No.	190	**Map Index:** 66529	**EO Index:** 66653	**Element Last Seen:**	1905-04-02
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	1905-04-02
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2006-10-02

Quad Summary: Burbank (3411823), Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.15794 / -118.37041	**Accuracy:**	1 mile
UTM:	Zone-11 N3780517 E373675	**Elevation (ft):**	600
PLSS:	T01N, R14W, Sec. 20 (S)	**Acres:**	0.0

Location: LANKERSHIM.

Detailed Location: MAPPED ACCORDING TO LAT/LONG COORDINATES GIVEN IN MANIS, WITH UNCERTAINTY 2414.016 M. THIS PUTS THE LOCATION ALONG LANKERSHIM BLVD IN NORTH HOLLYWOOD.

Ecological:

General: 1 MALE SPECIMEN COLLECTED BY J.E. LAW ON 2 APR 1905, MVZ #149154.

Owner/Manager: UNKNOWN

Perognathus longimembris brevinasus **Element Code:** AMAFD01041

Los Angeles pocket mouse

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G5T1T2
	State:	None		**State:**	S1S2
	Other:	CDFW_SSC-Species of Special Concern			
Habitat:	**General:**	LOWER ELEVATION GRASSLANDS AND COASTAL SAGE COMMUNITIES IN AND AROUND THE LOS ANGELES BASIN.			
	Micro:	OPEN GROUND WITH FINE, SANDY SOILS. MAY NOT DIG EXTENSIVE BURROWS, HIDING UNDER WEEDS AND DEAD LEAVES INSTEAD.			

Occurrence No.	50	**Map Index:**	69729	**EO Index:**	70526	**Element Last Seen:**	1903-11-01
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1903-11-01
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-08-10

Quad Summary: Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.17210 / -118.40527	**Accuracy:**	1 mile
UTM:	Zone-11 N3782130 E370483	**Elevation (ft):**	650
PLSS:	T01N, R15W, Sec. 13 (S)	**Acres:**	0.0

Location: SAN FERNANDO VALLEY AREA OF LOS ANGELES.

Detailed Location: MVZ LOCATION GIVEN AS "GARNSEY". GARNSEY IS NOW A NEIGHBORHOOD NAME FOR AN AREA IN THE SAN FERNANDO VALLEY AREA OF LOS ANGELES. MAPPED ACCORDING TO THE COORDINATES GIVEN BY MVZ.

Ecological:

General: MVZ #7019 (MALE) COLLECTED BY JOSEPH GRINNELL ON 1 NOV 1903.

Owner/Manager: UNKNOWN

Emys marmorata **Element Code:** ARAAD02030

western pond turtle

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G3G4
	State:	None		**State:**	S3
	Other:	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable, USFS_S-Sensitive			
Habitat:	**General:**	A THOROUGHLY AQUATIC TURTLE OF PONDS, MARSHES, RIVERS, STREAMS AND IRRIGATION DITCHES, USUALLY WITH AQUATIC VEGETATION, BELOW 6000 FT ELEVATION.			
	Micro:	NEEDS BASKING SITES AND SUITABLE (SANDY BANKS OR GRASSY OPEN FIELDS) UPLAND HABITAT UP TO 0.5 KM FROM WATER FOR EGG-LAYING.			

Occurrence No.	929	**Map Index:** 01776	**EO Index:** 28181	**Element Last Seen:**	1917-05-11
Occ. Rank:	None		**Presence:** Possibly Extirpated	**Site Last Seen:**	1987-XX-XX
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	1991-06-12

Quad Summary: Burbank (3411823), Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.14333 / -118.36119	**Accuracy:**	1 mile
UTM:	Zone-11 N3778885 E374504	**Elevation (ft):**	550
PLSS:	T01N, R14W, Sec. 28 (S)	**Acres:**	0.0

Location: LOS ANGELES RIVER AT LANKERSHIM BLVD.

Detailed Location:

Ecological:

General: MUSEUM COLLECTION MVZ 8012. BRATTSTROM (1990) CONSIDERS THIS POP EXTIRPATED.

Owner/Manager: UNKNOWN

Occurrence No.	1176	**Map Index:** 70771	**EO Index:** 71682	**Element Last Seen:**	2005-04-26
Occ. Rank:	Fair		**Presence:** Presumed Extant	**Site Last Seen:**	2005-04-26
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2008-02-25

Quad Summary: Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.17834 / -118.49725	**Accuracy:**	80 meters
UTM:	Zone-11 N3782943 E362015	**Elevation (ft):**	700
PLSS:	T01N, R15W, Sec. 07 (S)	**Acres:**	0.0

Location: SEPULVEDA BASIN WILDLIFE AREA, VAN NUYS.

Detailed Location:

Ecological: BROAD ALLUVIAL WASH WITH MAN-MADE DROP-STRUCTURES. WILLOW-COTTONWOOD RIPARIAN WOODLAND ON BANKS. SUBSTRATE RANGES FROM SAND TO BOULDERS. MAN-MADE CHANNELS.

General: 1 ADULTS OBSERVED ON 26 APR 2005. RECREATIONAL PARKS ADJACENT TO NORTH AND GOLF COURSE TO THE SOUTH.

Owner/Manager: DOD-COE

Anniella sp. **Element Code:** ARACC01070

California legless lizard

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G3G4
	State:	None		**State:**	S3S4
	Other:	CDFW_SSC-Species of Special Concern			
Habitat:	**General:**	CONTRA COSTA COUNTY SOUTH TO SAN DIEGO, WITHIN A VARIETY OF OPEN HABITATS.THIS ELEMENT REPRESENTS CALIFORNIA RECORDS OF ANNIELLA NOT YET ASSIGNED TO NEW SPECIES WITHIN THE ANNIELLA PULCHRA COMPLEX.			
	Micro:	VARIETY OF HABITATS; GENERALLY IN MOIST, LOOSE SOIL. THEY PREFER SOILS WITH A HIGH MOISTURE CONTENT.			

Occurrence No.	54	**Map Index:** 01776	**EO Index:** 111072	**Element Last Seen:**	1916-04-06
Occ. Rank:	Poor		**Presence:** Presumed Extant	**Site Last Seen:**	1916-04-06
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2018-05-01

Quad Summary: Burbank (3411823), Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.14333 / -118.36119	**Accuracy:**	1 mile
UTM:	Zone-11 N3778885 E374504	**Elevation (ft):**	550
PLSS:	T01N, R14W, Sec. 28 (S)	**Acres:**	0.0

Location: TWO MILES SOUTH OF LANKERSHIM (= NORTH HOLLYWOOD), VICINITY OF WHAT IS NOW UNIVERSAL CITY.

Detailed Location: MAPPED NON-SPECIFICALLY TO SPECIMEN LOCALITY. LIKELY FOUND IN THE VICINITY OF WHERE CENTRAL BRANCH TUJUNGA WASH MET THE LOS ANGELES RIVER AT THE NORTH BASE OF THE SANTA MONICA MOUNTAINS.

Ecological: IT APPEARS THAT BOTH THE CENTRAL BRANCH TUJUNGA WASH AND THE LOS ANGELES RIVER HERE ARE NOW CONCRETE CHANNELS, SURROUNDED BY EXTENSIVE DEVELOPMENT.

General: ONE COLLECTED ON 6 APR 1916. IT IS CURRENTLY UNKNOWN WHICH NEWLY (2013) DESCRIBED SPECIES OF ANNIELLA OCCURS HERE; ALL ANNIELLA IN CALIFORNIA ARE AN SSC.

Owner/Manager: UNKNOWN

Occurrence No.	55	**Map Index:** A9234	**EO Index:** 111075	**Element Last Seen:**	1956-07-22
Occ. Rank:	Poor		**Presence:** Presumed Extant	**Site Last Seen:**	1956-07-22
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2018-05-01

Quad Summary: Burbank (3411823), Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.16646 / -118.38234	**Accuracy:**	nonspecific area
UTM:	Zone-11 N3781476 E372589	**Elevation (ft):**	626
PLSS:	T01N, R14W, Sec. 18 (S)	**Acres:**	451.0

Location: VICINITY OF CENTRAL BRANCH TUJUNGA WASH, NORTH HOLLYWOOD.

Detailed Location: MAPPED NON-SPECIFICALLY ALONG TUJUNGA WASH NEAR DOWNTOWN NORTH HOLLYWOOD WITH RESPECT TO 1950S AERIALS. THE HOLLYWOOD FWY (HWY 170) WAS CONTRUCTED AFTER 1960. THE WASH ALONG THE PARK SEEMS LIKE A PLAUSIBLE LOCATION FOR HISTORIC COLLECTION.

Ecological:

General: ONE WAS COLLECTED ON 22 JUL 1956. IT IS CURRENTLY UNKNOWN WHICH NEWLY (2013) DESCRIBED SPECIES OF ANNIELLA OCCURS HERE; ALL ANNIELLA IN CALIFORNIA ARE AN SSC.

Owner/Manager: UNKNOWN

Phrynosoma blainvillii **Element Code:** ARACF12100

coast horned lizard

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G3G4
	State:	None		**State:**	S3S4
	Other:	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern			
Habitat:	**General:**	FREQUENTS A WIDE VARIETY OF HABITATS, MOST COMMON IN LOWLANDS ALONG SANDY WASHES WITH SCATTERED LOW BUSHES.			
	Micro:	OPEN AREAS FOR SUNNING, BUSHES FOR COVER, PATCHES OF LOOSE SOIL FOR BURIAL, AND ABUNDANT SUPPLY OF ANTS AND OTHER INSECTS.			

Occurrence No.	46	**Map Index:** 01611	**EO Index:**	28128	**Element Last Seen:** 1916-06-04
Occ. Rank:	Unknown		**Presence:**	Presumed Extant	**Site Last Seen:** 1916-06-04
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:** 2012-02-14

Quad Summary: Beverly Hills (3411814), Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.11361 / -118.41481	**Accuracy:**	1 mile
UTM:	Zone-11 N3775656 E369514	**Elevation (ft):**	1000
PLSS:	T01S, R15W, Sec. 02, NE (S)	**Acres:**	0.0

Location: FRANKLIN CANYON.

Detailed Location: LOCALITY PROVIDED AS "FRANKLIN CANYON." MAPPED TO THE GEOGRAPHIC CENTER OF THE CANYON.

Ecological:

General: 1 COLLECTED ON 4 JUN 1916 BY L.E. WYMAN (LACM #4292).

Owner/Manager: UNKNOWN

Occurrence No.	142	**Map Index:** 01438	**EO Index:**	28071	**Element Last Seen:** 1947-04-20
Occ. Rank:	None		**Presence:**	Possibly Extirpated	**Site Last Seen:** 1947-04-20
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:** 2006-01-23

Quad Summary: Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.23067 / -118.45899	**Accuracy:**	1 mile
UTM:	Zone-11 N3788695 E365625	**Elevation (ft):**	830
PLSS:	T02N, R15W, Sec. 28 (S)	**Acres:**	0.0

Location: PACOIMA WASH, SAN FERNANDO VALLEY.

Detailed Location:

Ecological:

General: LACM SPECIMEN #19854; COLLECTED 20 APR 1947.

Owner/Manager: UNKNOWN

Riversidian Alluvial Fan Sage Scrub

Element Code: CTT32720CA

Riversidian Alluvial Fan Sage Scrub

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G1
	State:	None		**State:**	S1.1
	Other:				
Habitat:	**General:**				
	Micro:				

Occurrence No.	27	**Map Index:** 01639	**EO Index:**	22263	**Element Last Seen:**	1978-09-19
Occ. Rank:	Unknown		**Presence:**	Presumed Extant	**Site Last Seen:**	1978-09-19
Occ. Type:	Natural/Native occurrence		**Trend:**	Decreasing	**Record Last Updated:**	1998-07-13

Quad Summary: Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.23997 / -118.40654	**Accuracy:**	specific area
UTM:	Zone-11 N3789658 E370470	**Elevation (ft):**	880
PLSS:	T02N, R15W, Sec. 24 (S)	**Acres:**	92.9

Location: TUJUNGA WASH, BETWEEN HANSEN & TUJUNGA SPREADING GROUNDS, SAN FERNANDO VALLEY.

Detailed Location: SHOWN EXTANT, 1978, PER INTERPRETATION OF AERIAL PHOTOS BUT ONLY PORTION OF 1935 AREA REMAINING.

Ecological: SCRUB OF LEPIDOSPARTUM SQUAMATUM, ERIOGONUM FASCICULATUM & LOTUS SCOPARIUS.

General: SEE WWW.DFG.CA.GOV/BIOGEODATA/VEGCAMP/NATURAL_COMM_BACKGROUND.ASP TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.

Owner/Manager: UNKNOWN

California Walnut Woodland

Element Code: CTT71210CA

California Walnut Woodland

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G2
	State:	None		**State:**	S2.1
	Other:				
Habitat:	**General:**				
	Micro:				

Occurrence No.	6	**Map Index:** 01653	**EO Index:** 15090	**Element Last Seen:**	1983-XX-XX
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	1990-03-08
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	1998-08-31

Quad Summary: Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.13751 / -118.40226	**Accuracy:**	specific area
UTM:	Zone-11 N3778290 E370708	**Elevation (ft):**	1050
PLSS:	T01N, R15W, Sec. 25 (S)	**Acres:**	77.3

Location: SOUTH OF STUDIO CITY, BETWEEN LAUREL TERRACE DRIVE & IREDELL CANYON, WILACRE PARK.

Detailed Location: MOSTLY ON THE NORTH-FACING SLOPES BEYOND THE RIDGE NORTH OF IREDELL CANYON.

Ecological: MOSAIC OF FOREST AND WOODLAND W/GRASS UNDERSTORY. JUGLANS CALIFORNICA IS DOMINANT. OTHER PLANTS INCLUDE QUERCUS AGRIFOLIA, Q. DUMOSA, AND SAGE SCRUB ASSOCIATIONS IN PARTS OF THE UNDERSTORY.

General: MORE DETAILED PLANT INFO AVAILABLE AT CNDDB IN THO90F0002. SEE WWW.DFG.CA.GOV/BIOGEODATA/VEGCAMP/NATURAL_COMM_BACKGROUND.ASP TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.

Owner/Manager: UNKNOWN

Bombus crotchii **Element Code:** IIHYM24480

Crotch bumble bee

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G3G4
	State:	None		**State:**	S1S2
	Other:				
Habitat:	**General:**	COASTAL CALIFORNIA EAST TO THE SIERRA-CASCADE CREST AND SOUTH INTO MEXICO.			
	Micro:	FOOD PLANT GENERA INCLUDE ANTIRRHINUM, PHACELIA, CLARKIA, DENDROMECON, ESCHSCHOLZIA, AND ERIOGONUM.			

Occurrence No.	144	**Map Index:** 68507	**EO Index:** 98944	**Element Last Seen:**	1936-04-09
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	1936-04-09
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2015-09-23

Quad Summary: Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.18369 / -118.44651	**Accuracy:**	1 mile
UTM:	Zone-11 N3783469 E366700	**Elevation (ft):**	700
PLSS:	T01N, R15W, Sec. 10 (S)	**Acres:**	0.0

Location: VAN NUYS.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED BY CNDDB IN THE VICINITY OF THE COMMUNITY OF VAN NUYS, IN SAN FERNANDO VALLEY.

Ecological:

General: COLLECTIONS WERE MADE IN THIS VICINITY ON 31 MAR 1936, 1 APR 1936, AND 9 APR 1936.

Owner/Manager: PVT

Malacothamnus davidsonii **Element Code:** PDMAL0Q040

Davidson's bush-mallow

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G2
	State:	None		**State:**	S2
	Other:	Rare Plant Rank - 1B.2			
Habitat:	**General:**	COASTAL SCRUB, RIPARIAN WOODLAND, CHAPARRAL, CISMONTANE WOODLAND.			
	Micro:	SANDY WASHES. 150-1525 M.			

Occurrence No.	28 **Map Index:** 64186	**EO Index:**	64281	**Element Last Seen:**	1933-08-05
Occ. Rank:	Unknown	**Presence:**	Presumed Extant	**Site Last Seen:**	1933-08-05
Occ. Type:	Natural/Native occurrence	**Trend:**	Unknown	**Record Last Updated:**	2014-10-16

Quad Summary: Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.24398 / -118.39854	**Accuracy:**	nonspecific area
UTM:	Zone-11 N3790093 E371212	**Elevation (ft):**	
PLSS:	T02N, R15W, Sec. 24, E (S)	**Acres:**	71.0

Location: TUJUNGA WASH ABOVE SOUTHERN PACIFIC RAILROAD BRIDGE, SAN FERNANDO VALLEY.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS ALONG TUJUNGA WASH NEAR RR CROSSING OF WASH. ELEVATION IS GIVEN AS 675 FEET WHICH IS LOW FOR THE MAPPED AREA.

Ecological:

General: SITE BASED ON A 1928 EWAN COLLECTION. A 1933 WHEELER COLLECTION FROM "2 MILES NW OF ROSCOE, 900 FT" IS ALSO ATTRIBUTED TO THIS SITE; ROSCOE IS THE HISTORIC NAME FOR SUN VALLEY.

Owner/Manager: UNKNOWN

Chorizanthe parryi var. fernandina **Element Code:** PDPGN040J1

San Fernando Valley spineflower

Listing Status:	**Federal:**	Proposed Threatened	**CNDDB Element Ranks:**	**Global:**	G2T1
	State:	Endangered		**State:**	S1
	Other:	Rare Plant Rank - 1B.1, SB_RSABG-Rancho Santa Ana Botanic Garden, USFS_S-Sensitive			
Habitat:	**General:**	COASTAL SCRUB, VALLEY AND FOOTHILL GRASSLAND.			
	Micro:	SANDY SOILS. 15-1015 M.			

Occurrence No.	13 **Map Index:** 41275	**EO Index:**	41275	**Element Last Seen:**	XXXX-XX-XX
Occ. Rank:	None	**Presence:**	Possibly Extirpated	**Site Last Seen:**	XXXX-XX-XX
Occ. Type:	Natural/Native occurrence	**Trend:**	Unknown	**Record Last Updated:**	2008-09-29

Quad Summary: Burbank (3411823), Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.16820 / -118.37787	**Accuracy:**	1 mile
UTM:	Zone-11 N3781663 E373003	**Elevation (ft):**	300
PLSS:	T01N, R14W, Sec. 17 (S)	**Acres:**	0.0

Location: TOLUCA (NORTH HOLLYWOOD).

Detailed Location: THE TOWN OF TOLUCA CHANGED NAMES TO NORTH HOLLYWOOD IN 1906. EXACT LOCATION NOT KNOWN; MAPPED IN VICINITY OF NORTH HOLLYWOOD.

Ecological:

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS AN UNDATED COLLECTION BY DAVIDSON. NEEDS FIELDWORK.

Owner/Manager: UNKNOWN

Dodecahema leptoceras **Element Code:** PDPGN0V010

slender-horned spineflower

Listing Status:	**Federal:**	Endangered	**CNDDB Element Ranks:**	**Global:**	G1
	State:	Endangered		**State:**	S1
	Other:	Rare Plant Rank - 1B.1, SB_RSABG-Rancho Santa Ana Botanic Garden			
Habitat:	**General:**	CHAPARRAL, CISMONTANE WOODLAND, COASTAL SCRUB (ALLUVIAL FAN SAGE SCRUB).			
	Micro:	FLOOD DEPOSITED TERRACES AND WASHES; ASSOCIATES INCLUDE ENCELIA, DALEA, LEPIDOSPARTUM, ETC. SANDY SOILS. 200-765 M.			

Occurrence No.	42	**Map Index:**	01763	**EO Index:**	101214	**Element Last Seen:**	1906-06-05
Occ. Rank:	None			**Presence:**	Extirpated	**Site Last Seen:**	1906-06-05
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2016-04-14

Quad Summary: Burbank (3411823), Van Nuys (3411824)

County Summary: Los Angeles

Lat/Long:	34.21541 / -118.36555	**Accuracy:**	1 mile
UTM:	Zone-11 N3786883 E374209	**Elevation (ft):**	
PLSS:	T02N, R14W, Sec. 32 (S)	**Acres:**	0.0

Location: ROSCOE, COUNTRY ADJACENT TO LOS ANGELES.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS IN VICINITY OF HISTORIC ROSCOE, CURRENTLY SUN VALLEY AREA.

Ecological:

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1906 EASTWOOD COLLECTION.

Owner/Manager: UNKNOWN

Horkelia cuneata var. puberula **Element Code:** PDROS0W045

mesa horkelia

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G4T1
	State:	None		**State:**	S1
	Other:	Rare Plant Rank - 1B.1, USFS_S-Sensitive			
Habitat:	**General:**	CHAPARRAL, CISMONTANE WOODLAND, COASTAL SCRUB.			
	Micro:	SANDY OR GRAVELLY SITES. 15-1645 M.			

Occurrence No.	103	**Map Index:** 98822	**EO Index:** 100312	**Element Last Seen:**	1929-05-18
Occ. Rank:	None		**Presence:** Possibly Extirpated	**Site Last Seen:**	1929-05-18
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2016-01-20

Quad Summary: Van Nuys (3411824), San Fernando (3411834)

County Summary: Los Angeles

Lat/Long:	34.2625 / -118.42777	**Accuracy:**	1 mile
UTM:	Zone-11 N3792184 E368551	**Elevation (ft):**	
PLSS:	T02N, R15W, Sec. 14 (S)	**Acres:**	1987.0

Location: PACOIMA, ANGELES NATIONAL FOREST.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS AROUND PACOIMA. POSSIBLY FROM FURTHER NE ON ANGELES NATIONAL FOREST LAND.

Ecological:

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1929 HOFFMAN COLLECTION. POSSIBLY EXTIRPATED BY DEVELOPMENT.

Owner/Manager: UNKNOWN

Calochortus plummerae **Element Code:** PMLIL0D150

Plummer's mariposa-lily

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G4
	State:	None		**State:**	S4
	Other:	Rare Plant Rank - 4.2, SB_RSABG-Rancho Santa Ana Botanic Garden			
Habitat:	**General:**	COASTAL SCRUB, CHAPARRAL, VALLEY AND FOOTHILL GRASSLAND, CISMONTANE WOODLAND, LOWER MONTANE CONIFEROUS FOREST.			
	Micro:	OCCURS ON ROCKY AND SANDY SITES, USUALLY OF GRANITIC OR ALLUVIAL MATERIAL. CAN BE VERY COMMON AFTER FIRE. 60-2500 M.			

Occurrence No.	45	**Map Index:** 27694	**EO Index:** 680	**Element Last Seen:**	1992-XX-XX
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	1992-XX-XX
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	1995-11-30

Quad Summary: Van Nuys (3411824), Canoga Park (3411825)

County Summary: Los Angeles

Lat/Long:	34.12989 / -118.49969	**Accuracy:**	nonspecific area
UTM:	Zone-11 N3777573 E361712	**Elevation (ft):**	1700
PLSS:	T01N, R15W (S)	**Acres:**	16.2

Location: MULHOLLAND DRIVE ABOUT 0.2 MILE EAST OF ENCINO ROAD (ENCINO HILLS DRIVE?), SANTA MONICA MOUNTAINS.

Detailed Location: NORTH SIDE OF MULHOLLAND DR ON EDGE OF ROADCUT ABOVE THE ROAD. SOURCE LISTS CROSS STREET AS ENCINO RD. ACCORDING TO AAA MAPS, THE ONLY "ENCINO RD" THAT INTERSECTS MULHOLLAND DR IS ENCINO HILLS DRIVE, ABOUT 2 MILES WEST OF I-405.

Ecological:

General: 7 PLANTS OBSERVED IN 1992. ONLY SOURCE OF INFORMATION IS 1992 OBSERVATION REPORTED BY MCDONALD AND STOKKINK (1992).

Owner/Manager: UNKNOWN

East West Valley Interceptor Sewer Project
Notice of Preparation-Initial Study
Repository Signatures – Libraries and Council District Field Offices
January 24, 2019

Van Nuys Branch Library, 6250 Sylmar Avenue, Van Nuys, CA 91401

Emily Lopez

Print Name | Signature

Valley Plaza Library, 12311 Vanowen Street, North Hollywood, CA 91605

Lesley Alexander

Print Name | Signature

Council District 2 Office, 5240 N. Lankershim Boulevard, Ste 200, North Hollywood, CA 91601

Morgan Sutton

Print Name | Signature

Council District 6 Office, 14410 Sylvan Street, Suite 215, Van Nuys, CA 91401

Ana Garcia

Print Name | Signature

Hand-Delivered By:

TSUI LI 01/24/2019

Print Name | Signature | Date

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Draft Eirs

DRAFT EIRS It has been determined that the following proposed projects have a significant effect on the environment and draft Environmental Impact Reports (EIRs) have been prepared. EIR-19-001-BE - NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROPOSED LOS ANGELES ZOO VISION PLAN PROJECT PROJECT LOCATION AND SETTING: The proposed Project area lies in the northeastern portion of Griffith Park at the base of the eastern foothills of the Santa Monica Mountains. Griffith Park is bordered by the cities of Burbank and Glendale to the northwest and northeast, respectively, as well as communities within the City, including Los Feliz, Hollywood Hills, and Cahuenga Park to the southwest. The Project area encompasses the entire existing 133-acre Zoo, located at 5333 Zoo Drive, Los Angeles, CA 90027. The Zoo is roughly bound by the Golden State Freeway or Interstate 5 (I-5) to the east and the Ventura Freeway or California State Route 134 (SR-134) to the north. The Los Angeles River also borders the north and east boundaries of Griffith Park before continuing south and eventually flowing into the Pacific Ocean at Long Beach. Regional vehicular access to the Zoo is provided via I-5, located approximately 0.2 miles east of the Zoo entrance, as well as SR-134, which is located approximately 0.35 miles north of the northern boundary of the Zoo. Local access to the Zoo entrance within Griffith Park is provided by Zoo Drive from the north and west and via Crystal Springs Drive from the south. PROJECT DESCRIPTION: The proposed Project involves long-term implementation of the proposed Vision Plan, which would fundamentally guide Zoo development and operations over the next 20 years. The Vision Plan would result in comprehensive redesign and redevelopment of the Zoo's existing 133-acre site to replace outdated buildings and infrastructure and upgrade animal care and guest amenities. Improvements would include new and revitalized immersive exhibit space, new support visitor-serving buildings, expanded and modernized administrative and services facilities and circulation improvements, for access roads, pedestrian walkways and paths, an enhanced entry way and plaza, and new parking facilities. Vision Plan implementation and improved exhibits, visitor experience and new visitor serving facilities (e.g., event rental spaces), is projected to substantially increase visitation by approximately 1.2 million visitors per year. This projected growth in visitation and expansion of facilities within the Zoo property would have commensurate increases in employment, including Zoo staff and vendors. You can download the Initial Study/Environmental Checklist and learn more about the EIR process for the proposed Project here: www.visionplan.lazoo.org. PUBLIC REVIEW PERIOD: The Notice of Preparation and Initial Study/Environmental Checklist will be circulated for a forty-five (45) day public review period, beginning on January 24, 2019 and ending on March 11, 2019. Please go to the City's webpage to view and download these materials: https://eng.lacity.org/los-angeles-zoo-vision-plan. Copies of the document are also available for review at the following locations: Los Angeles Central Library, 630 W. 5th Street, Los Angeles, CA 90071 Los Feliz Branch Library, 1874 Hillhurst Avenue, Los Angeles, CA 90027 Atwater Village Library, 3379 Glendale Blvd., Los Angeles, CA 90039 Cahuenga Branch Library, 4591 Santa Monica Blvd., Los Angeles, CA 90029 Burbank Central Library, 110 N. Glenoaks Blvd., Burbank, CA 91502 Glendale Downtown Central Library, 222 E. Harvard St., Glendale, CA 91205 North Hollywood (Amelia Earhardt Regional) Library, 5211 Tujunga Ave., North Hollywood, CA 91601 Buena Vista Branch Library, 300 N. Buena Vista, Burbank, CA 91506 LA Zoo Administration Offices, 5333 Zoo Drive, Los Angeles, CA 90027 City of Los Angeles, Bureau of Engineering, 1149 S. Broadway, Suite 600, Los Angeles, CA 90015 A copy of the document may also be obtained by contacting Amanda Amaral of the Bureau of Engineering at (213) 485-5733 or by visiting the office address listed below. All comments must be submitted in writing no later than 4:00 p.m. on March 11, 2019 by mailing, emailing (please include "LA Zoo Vision Plan EIR Comments" in the subject line), or hand delivery to: Amanda Amaral, Environmental Specialist III, Los Angeles Bureau of Engineering, Environmental Management Group, 1149 S. Broadway, Suite 600, Mail Stop 939, Los Angeles, CA 90015 Amanda.Amaral@lacity.org PUBLIC MEETINGS: Two (2) public meetings will be held during the public review period to solicit comments from interested parties on the content of the EIR. These meetings will be held at the following dates, times, and location: Thursday, February 7, 6:00 pm – 8:00 pm, Los Angeles Zoo, Withebee Auditorium, 5333 Zoo Drive, Los Angeles, California 90027 Saturday, February 9, 11:00 am – 1:00 pm, Los Angeles Zoo, Withebee Auditorium, 5333 Zoo Drive Los Angeles, California 90027 The City will consider all comments, written and oral, in determining the scope of the analysis in the Draft EIR. EIR-19-003-BS - NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE EAST WEST VALLEY INTERCEPTOR SEWER PROJECT LEAD AGENCY: City of Los Angeles, Department of Public Works, Bureau of Sanitation SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report PROJECT TITLE: East West Valley Interceptor Sewer Project PROJECT LOCATION: The Project alignment is located in the San Fernando Valley east of the Sepulveda Basin Recreational Area near the San Diego Freeway/Interstate 405 (I-405) and extends east through the North Hollywood area. The proposed Project alignment is along Victory Boulevard between Vineland Avenue on the east and Haskell Avenue on the west within the Southeast Valley communities of North Hollywood – Valley Village and Van Nuys – North Sherman Oaks. PROJECT DESCRIPTION: The City is proposing to construct a new force main sewer to divert wastewater from existing sewers in the North Hollywood area, and convey that wastewater to the west for treatment at the Donald C. Tillman Water Reclamation Plant (DCTWRP). Implementation of the proposed Project would include constructing a force main sewer and six diversion structures (to divert wastewater from existing sewers), one junction structure (to connect the force main to an existing sewer that connects with the DCTWRP), and six pumping stations (to pump the diverted wastewater through the force main to DCTWRP). The proposed Project would also include ancillary components, such as access structures, electrical vaults, and control boxes. Construction of the proposed Project components would utilize several construction methods, including open cut, open pit methods, and trenchless methods such as microtunneling or jack and bore. The primary purpose of the proposed Project is to increase the production and use of recycled water in the City to help address concerns over the long-term reliability of imported water. The proposed Project would divert and convey wastewater from the eastern portions of the San Fernando Valley to the DCTWRP, where it would be used to generate recycled water that would be distributed through the existing recycled water distribution system that extends from DCTWRP. PUBLIC SCOPING MEETING: As part of the scoping process, a public scoping meeting will be held on: Meeting Date: Wednesday, February 13, 2019, Time: 6:00 pm to 7:30 pm, Location: Valley Plaza Library Meeting Room 12311 Vanowen Street, North Hollywood, CA 91605 PUBLIC REVIEW AND COMMENTS: The NOP is available online at LASAN's website [www.lacitysan.org/sewerprojects] and will be posted at the Los Angeles City Clerk and Los Angeles County Clerk. A copy of the Initial Study prepared for the proposed Project is also available for review at www.lacitysan.org/sewerprojects and in the following locations: Van Nuys Branch Library, 6250 Sylmar Avenue, Van Nuys, CA 91401 Valley Plaza Library, 12311 Vanowen Street, North Hollywood, CA 91605 Council District 2 Office, 5240 N. Lankershim Boulevard, Ste 200, North Hollywood, CA 91601 Council District 6 Office, 14410 Sylvan Street, Suite 215, Van Nuys, CA 91401 City of Los Angeles Department of Public Works, Bureau of Sanitation. (LA Sanitation/Wastewater Engineering Services Division), 2714 Media Center Drive, Los Angeles, CA 90065 Comments will be accepted from January 25, 2019 to February 25, 2019. Please send your comments by mail to: Mr. Eduardo Perez, Project Manager, City of Los Angeles, Department of Public Works, Bureau of Sanitation LA Sanitation/Wastewater Engineering Services Division, 2714 Media Center Drive, Los Angeles, CA 90065 Comments may also be submitted by e-mail to Eduardo.Perez@lacity.org (please include "East West Valley Interceptor Sewer" in the subject line) or by fax to (323) 342-6210. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Alternative

Additional Information

Posted: 4 days, 15 hours ago
Category: Public & Legal Notices

EWVIS IS-NOP Mailing List
City Departments/Elected Officials

Agency	Last	First	Title	Address	City	State	Zip	Tel.	Fax	E-mail	Notice	Notice & Hard Copy of IS-NOP via overnight mail	Flash Drive	Comments
City of Los Angeles Council District 2	Krekorian	Paul	Councilmember	200 N. Spring Street, Room 435	Los Angeles	CA	90012	(213) 473-7002			1		1	
City of Los Angeles Council District 2 - Field Office	Krekorian	Paul	Councilmember	5240 N. Lankershim Blvd. Ste 200	North Hollywood	CA	91601	(818) 755-7676				1		Repository-Hand Deliver 1/24
City of Los Angeles Council District 6	Martinez	Nury	Councilmember	200 N. Spring Street, Room 470	Los Angeles	CA	90012	(213) 473-7006			1		1	
City of Los Angeles Council District 6 - Field Office	Martinez	Nury	Councilmember	14410 Sylvan St. Ste 215	Van Nuys	CA	91401	(818) 778-4999				1		Repository-Hand Deliver 1/24
City of Los Angeles Department of Building & Safety	Bush	Frank	General Manager	201 N. Figueroa Street	Los Angeles	CA	90012	(213) 482-6800			1			
City of Los Angeles Department of City Planning	Bertoni	Vince	Planning Director	200 N. Spring Street, 5th Floor	Los Angeles	CA	90012	(213) 978-1271		vince.bertoni@lacity.org	1			
City of Los Angeles, Department of General Services, Asset Mgmt. Division	McCormick	Melody	Asset Management Director	111 E First St, 5th floor	Los Angeles	CA	90012	(213) 922-8500		Melody.McCormick@lacity.org	1			
City of Los Angeles Department of Public Works, Bureau of Engineering	Martin	Maria	Environmental Group Manager	1149 S. Broadway, 6th Floor, Suite 600	Los Angeles	CA	90015-2213				1		1	FedEx
City of Los Angeles Department of Public Works, Bureau of Street Services	Hagekhalil, P.E.	Adel H.	General Mgr. & Executive Director	1149 S. Broadway, 4th Floor	Los Angeles	CA	90015				1		1	FedEx
City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division				1149 S. Broadway, 4th Floor	Los Angeles	CA	90015				1		1	
City of Los Angeles Department of Public Works, Bureau of Street Lighting	Isahakian	Norma	Executive Director	1149 S. Broadway, Suite 200	Los Angeles	CA	90015				1		1	
City of Los Angeles Department of Transportation	Mustafa	Zaki M	Principal Transportation Engineer	100 S. Main Street, 10th Floor	Los Angeles	CA	90012	(213) 972-8436	(213) 928-9611	zaki.mustafa@lacity.org	1		1	
City of Los Angeles Department of Transportation			Valley Development Review	6262 Van Nuys Boulevard, 3rd Floor	Van Nuys	CA	91401			ladot.planprocessing@lacity.org	1		1	FedEx
City of Los Angeles Department of Transportation	Reynolds	Seleta	General Manager, Department of Transportation	100 S. Main Street, 10th Floor	Los Angeles	CA	90012				1			
City of Los Angeles Department of Water & Power - Environmental Assessment	Parker	Nadia Jeannine	Supervisor of Environmental Assessment	111 N. Hope Street, Room 1044	Los Angeles	CA	90012	(213) 367-1745		nadia.parker@ladwp.com	1		1	
City of Los Angeles Mayors Office	Leon	Borja	Director, Transportation Services	200 N. Spring Street, Room 303	Los Angeles	CA	90012	(213) 978-0641	(213) 978-0719		1			
Los Angeles Fire Department			Construction Services Unit	200 N. Main Street	Los Angeles	CA	90012				1		1	
Los Angeles Fire Department - Fire Station 39				14415 Sylvan Street	Los Angeles	CA	91401	(818) 756-8639			1		1	FedEx
Los Angeles Fire Department Valley Bureau	Richmond	Trevor	Deputy Chief	4960 Balboa Blvd.	Encino	CA	91316	818-728-9921			1		1	FedEx
Los Angeles Police Department Valley Bureau	Pritcher	Kris	Deputy Chief	7870 Nollan Place	Panorama	CA	91345	(818) 644-8080		ComPolicing@lapd.lacity.org	1		1	FedEx
North Hollywood Community Police Station	Valenzuela	Craig	Captain I	11640 Burbank Blvd.	North Hollywood	CA	91601	(818) 754-8300			1		1	FedEx
Van Nuys Community Police Station	Brockway	Billy	Captain II	6240 Sylmar Avenue	Van Nuys	CA	91401	(818) 374-9500			1		1	FedEx
City of Los Angeles Department of Cultural Affairs	Avanesian	Haroot	Architectural Associate	201 N. Figueroa Street, Suite 1400	Los Angeles	CA	90012	(213) 202-5500		haroot.avanesian@lacity.org	1			
City of Los Angeles Office of Historic Resources	Bernstein	Ken	Principal City Planner	200 N. Spring Street, Room 601	Los Angeles	CA	90012				1			
City of Los Angeles Office of Historic Resources	Giessinger	Lambert	Historic Preservation Architect	200 N. Spring Street, Room 559	Los Angeles	CA	90012	(213) 978-1183		lambert.giessinger@lacity.org	1			

TOTALS	**23**	**2**	**15**

EWVIS IS-NOP Mailing List
Other Agencies

Agency	Last	First	Title	Address	City	State	Zip	Tel.	Fax	E-mail	Mailer	Notice	Notice & Hard Copy of IS-NOP via overnight mail	Flash Drive	Comments
Cal Trans - District 7	Watson	DiAnna	IGR/CEQA Program Manager	100 S. Main Street Transportation Planning Office, 1-1-C	Los Angeles	CA	90012	(213) 897-9140		dianna.watson@dot.ca.gov		1		1	FedEx
U.S. Army Corps of Engineers, Los Angeles District	Barta	Col. Aaron	District Commander	915 Wilshire Blvd.	Los Angeles	CA	90017	(213) 452-3333				1		1	FedEx 1/28 delivery (govt shutdown-reopened)
Cal/OSHA Mining and Tunneling Van Nuys District Office	Switzer	Matthew	Acting Senior Safety Engineer	6150 Van Nuys, Blvd. Room 310	Van Nuys	CA	91401	(818) 901-5420				1		1	FedEx
County of Los Angeles	Hamai	Sachi A.	Chief Executive Officer	500 West Temple Street.	Los Angeles	CA	90012	(213) 974-1311		info@ceo.lacounty.gov		1			
County of Los Angeles Department of Public Works	Nyivih	Anthony	Land Development Division	P.O. Box 1460	Alhambra	CA	91802-1460	(626) 458-4921 (626) 458-4900		anyivih@dpw@lacounty.gov		1			
County of Los Angeles Department of Regional Planning			Impact Analysis Section	320 W. Temple Street, Room 1356	Los Angeles	CA	90012	(213) 974-6411	(213) 626-0434			1			
Los Angeles Flood Control District				900 South Fremont Avenue	Alhambra	CA	91803					1		1	FedEx 1/28 delivery (closed Fridays)
Los Angeles County Metropolitan Transportation Authority			Metro CEQA Review Coordination	One Gateway Plaza	Los Angeles	CA	90012	(213) 922-2000				1		1	FedEx
South Coast Air Quality Management District	Wong	Dr. Jillian	Manager	21865 Copley Drive	Diamond Bar	CA	91765	(909) 396-2000				1		1	FedEx
Los Angeles Regional Water Quality Control Board	Smith	Deborah	Executive Officer	320 West Fourth St. Suite 200	Los Angeles	CA	90013	(213) 576-6600				1		1	FedEx
California Dept. of Fish and Wildlife, Region 5	Pert	Ed	Regional Manager	3883 Ruffin Road	San Diego	CA	92123					1		1	FedEx
U.S. Fish and Wildlife Service			Field Supervisor	2177 Salk Avenue, Suite 250	Carlsbad	CA	92008-7385					1		1	FedEx
California Department of Toxic Substances Control, Chatsworth Regional Office			Environmental	9211 Oakdale Avenue	Chatsworth	CA	91311-6505					1		1	FedEx
Southern California Association of Governments	Hall	Ryan	Inter-Governmental Review	900 Wilshire Blvd., Ste. 1700	Los Angeles	CA	90017	(213) 236-1800				1		1	FedEx
County Clerk												2	1		Hand Delivered
USEPA Region III	McCurdy	Alaina	WIFIA	1650 Arch Street, Mail Code 3EA30	Philadelphia	PA	19103	(215)814-2741		mccurdy.alaina@epa.gov		1		1	FedEx 2/7/19
Office of Planning and Research	Morgan	Scott	State Clearinghouse	1400 10th Street	Sacramento	CA	95814						15		FedEx - Send 1/23/19
										TOTALS	0	17	16	12	

FedEx 1/24/19

EWVIS IS-NOP Mailing List
Other Parties/Organizations

Agency/Organization	Last	First	Title	Address	City	State	Zip	Tel.	Fax	E-mail	Notice	Notice & Hard Copy of IS-NOP via overnight mail	Flash Drive	Comments
NoHo Neighborhood Council	Storiale	Paul	President	P.O. Box 152	North Hollywood	CA	91601			NoHoPresident@gmail.com	1		1	PO Box so USPS
Van Nuys Neighborhood Council	Thomas	George	President	P.O. Box 3118	Van Nuys	CA	91404				1		1	PO Box so USPS
Greater Valley Glen Council	Myrick	Sloan	President	13654 Victory Boulevard #136	Valley Glen	CA	91401				1		1	FedEx
Encino Neighborhood Council	Garay	Alex	President	4924 Paso Robles Avenue	Encino	CA	91316				1		1	FedEx
Lake Balboa Neighborhood Council	Gravani	Linda	President	P.O. Box 7720	Lake Balboa	CA	91409				1		1	PO Box so USPS
Greater San Fernando Valley Chamber of Commerce	Hoffman Vanyek	Nancy	Chief Executive Officer	7120 Hayvenhurst Avenue, Suite 114	Van Nuys	CA	91406	(818) 989-3836			1		1	FedEx
Los Angeles Conservancy	Dishman	Linda	President and CEO	523 W. Sixth Street, Suite 826	Los Angeles	CA	90014	(213) 623-2489			1			
SoCal Gas			Builder Services	P.O. Box 3150	San Dimas	CA	91773				1			
Charter Spectrum - East SF Valley				12405 Powerscourt Dr.	St. Louis	MO	63131				1			
										TOTALS	**9**	**0**	**6**	

Notices to be sent via regular mail unless otherwise noted

FedEx 1/24/19

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Libraries

Agency	Last	First	Title	Address	City	State	Zip	Tel.	Fax	E-mail	Notice	Notice & Hard Copy of IS-NOP via hand delivery	Flash Drive
Van Nuys Branch Library			Sr. Librarian	6250 Sylmar Avenue	Van Nuys	CA	91401					1	
Valley Plaza Library			Sr. Librarian	12311 Vanowen Street	North Hollywood	CA	91605					1	
										TOTALS	**0**	**2**	**0**

Note: Hand Deliver 1/24/19

EWVIS IS-NOP Mailing List
Tribes

Tribes	Last	First	Title	Address	City	State	Zip	Tel.	Fax	E-mail	NOP	Notice & Hard Copy of IS-NOP via overnight mail	Flash Drive
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Morales	Anthony	Chairperson	P.O. Box 693	San Gabriel	CA	91778	(626) 483-3564	(626) 286-1262	GTTribalcouncil@aol.com	1		
Gabrielino/Tongva Nation	Goad	Sandonne	Chairperson	106 1/2 Judge John Aiso Street, #231	Los Angeles	CA	90012	(951) 807-0479		sgoad@gabrielino-tongva.com	1		
Gabrielino Tongva Indians of California Tribal Council	Dorame	Robert F.	Chairman	P.O. Box 490	Bellflower	CA	90707	(562) 761-6417	(562) 761-6417	gtongva@gmail.com	1		
Gabrielino-Tongva Tribe	Alvarez	Charles	Councilmember	23454 Vanowen Street	West Hills	CA	91307	(310) 403-6048		roadkingcharles@aol.com	1		
Gabrielino-Tongva Tribe	Candelaria	Linda	Chairperson	80839 Camino Santa Juliana	Indio	CA	92203			lcandelaria1@gabrielinotribe.org	1		
Gabrieleno Band of Mission Indians - Kizh Nation	Salas	Andrew	Chairperson	P.O. Box 393	Covina	CA	91723	(626) 926-4131		admin@gabrielenoindians.org	1		
Native American Heritage Commission	Sanchez	Katy	Associate Environmental Planner	1550 Harbor Blvd., Suite 100	West Sacramento	CA	95691	(916) 373-3712		Katy.Sanchez@nahc.ca.gov	1		
										TOTALS	**7**	**0**	**0**

Notices to be sent via regular mail unless otherwise noted

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: East West Valley Interceptor Sewer Project

Lead Agency: City of LA, Dept. of Public Works, Bureau of Sanitation | Contact Person: Mr. Eduardo Perez

Mailing Address: LA Sanitation/Wastewater 2714 Media Center Drive | Phone: (323) 342-6206

City: Los Angeles | Zip: 90065 | County: Los Angeles

Project Location: County: Los Angeles | City/Nearest Community: San Fernando Valley

Cross Streets: Victory Boulevard between Vineland Avenue and Haskell Avenue | Zip Code: 91606

Longitude/Latitude (degrees, minutes and seconds): 34 ° 11 ′ 11 ″ N / 118 ° 23 ′ 11 ″ W | Total Acres: 6 miles

Assessor's Parcel No.: N/A - Public Right of Way | Section: | Twp.: TN1 | Range: R15W | Base:

Within 2 Miles: State Hwy #: I-405, SR-170 | Waterways: Tujunga Wash, Los Angeles River

Airports: Hollywood Burbank,Van Nuys | Railways: Union Pacific | Schools: Victory Blvd Elem., et al

Document Type:

CEQA: ☒ NOP ☐ Draft EIR | NEPA: ☐ NOI | Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR | ☐ EA | ☐ Final Document
☐ Neg Dec (Prior SCH No.) | ☐ Draft EIS | ☐ Other:
☐ Mit Neg Dec ☐ Other: | ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☒ Other: sewer improvements

Development Type:

☐ Residential: Units Acres
☐ Office: Sq.ft. Acres Employees
☐ Commercial: Sq.ft. Acres Employees
☐ Industrial: Sq.ft. Acres Employees
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type MGD

☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☒ Other: new force main sewer to divert wastewater for treatment

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☒ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☒ Other: GHG,Tribal, Energy

Present Land Use/Zoning/General Plan Designation:

N/A - public right of way

Project Description: *(please use a separate page if necessary)*

A new force main sewer to divert wastewater from existing sewers in the North Hollywood area, and convey that wastewater to the west for treatment at the Donald C. Tillman Water Reclamation Plant (DCTWRP). The proposed Project would include constructing a force main sewer and six diversion structures (to divert wastewater from existing sewers), one junction structure (to connect the force main to an existing sewer that connects with the DCTWRP), and six pumping stations (to pump the diverted wastewater through the force main to DCTWRP). The proposed Project would also include ancillary components, such as access structures, electrical vaults, and control boxes.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

____	Air Resources Board	____	Office of Historic Preservation
____	Boating & Waterways, Department of	____	Office of Public School Construction
____	California Emergency Management Agency	____	Parks & Recreation, Department of
____	California Highway Patrol	____	Pesticide Regulation, Department of
X	Caltrans District # 7	____	Public Utilities Commission
____	Caltrans Division of Aeronautics	S	Regional WQCB # 4
S	Caltrans Planning	____	Resources Agency
____	Central Valley Flood Protection Board	____	Resources Recycling and Recovery, Department of
____	Coachella Valley Mtns. Conservancy	____	S.F. Bay Conservation & Development Comm.
____	Coastal Commission	____	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
____	Colorado River Board	____	San Joaquin River Conservancy
____	Conservation, Department of	____	Santa Monica Mtns. Conservancy
____	Corrections, Department of	____	State Lands Commission
____	Delta Protection Commission	____	SWRCB: Clean Water Grants
____	Education, Department of	____	SWRCB: Water Quality
____	Energy Commission	____	SWRCB: Water Rights
S	Fish & Game Region # 5	____	Tahoe Regional Planning Agency
____	Food & Agriculture, Department of	S	Toxic Substances Control, Department of
____	Forestry and Fire Protection, Department of	____	Water Resources, Department of
____	General Services, Department of		
____	Health Services, Department of	____	Other:
____	Housing & Community Development	____	Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date January 25, 2019 Ending Date February 25, 2019

Lead Agency (Complete if applicable):

Consulting Firm: CDM Smith
Address: 46 Discovery, Suite 250
City/State/Zip: Irvine, CA 92618
Contact: Dorothy Meyer
Phone: (949) 930-7259

Applicant: City of LA, Dept of PW, Bureau of Sanitation
Address: LA Sanitation/Wastewater 2714 Media Center Drive
City/State/Zip: Los Angeles, CA 90065
Phone: (323) 342-6206

Signature of Lead Agency Representative: _____ Date: 1/25/19

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Scoping Meeting Materials

Notice of Preparation of a Draft Environmental Impact Report (EIR)

East West Valley Interceptor Sewer (EWVIS) Project

February 13, 2019

6:00 p.m.

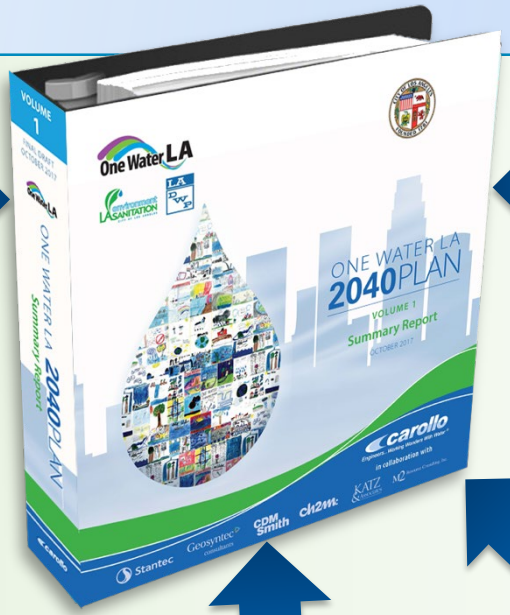
EWVIS Project Scoping Meeting

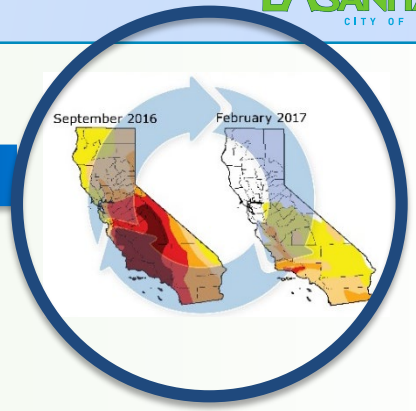
Introduction and Agenda

- Introductions
- One Water LA 2040 Plan
- Project Purpose and Overview
- Notice of Preparation (NOP) and EIR Process
- Project Construction and Potential Impacts
- How to Provide Input

A collaborative and holistic approach to integrated water management

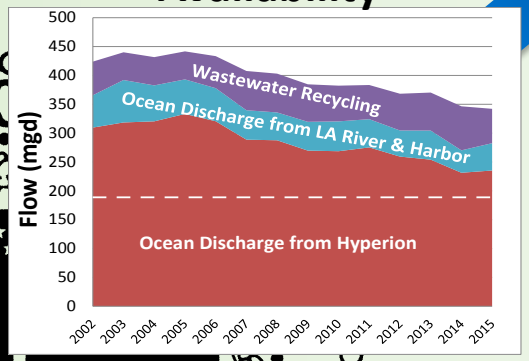
New Plans & Goals

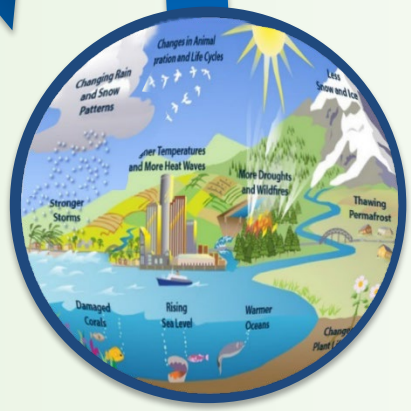




Recurring Droughts

Declining Wastewater & Reduced Recycled Water Availability

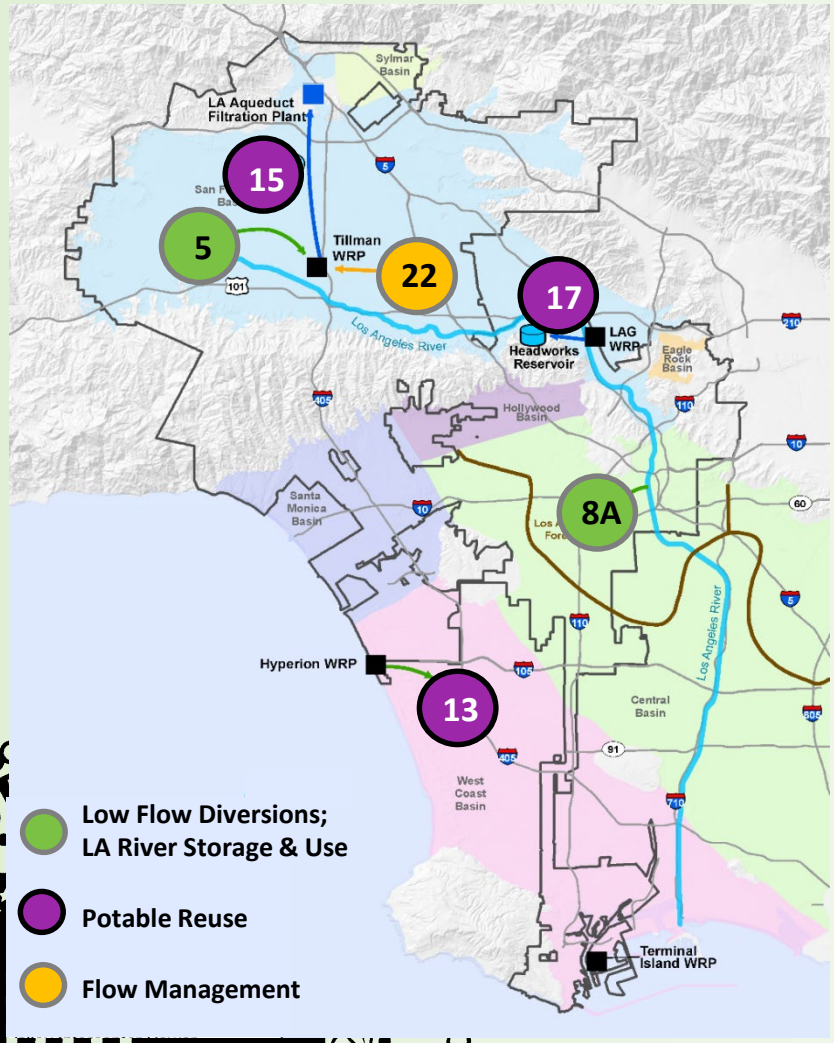




Climate Change

New Stormwater & Receiving Water Quality Regulations

The One Water LA 2040 Plan Preferred Portfolio



#5: Dry Weather Low Flow Diversions

#8A: LA River recharge into LA Forebay with injection wells

#13: MBR at Hyperion WRP to Regional System

#15: Potable Reuse with raw water augmentation from Tillman to LAAFP

#17: Potable Reuse with treated water augmentation from LAG to Headworks Reservoir

#22: East-West Valley Interceptor Sewer

One Water LA .org

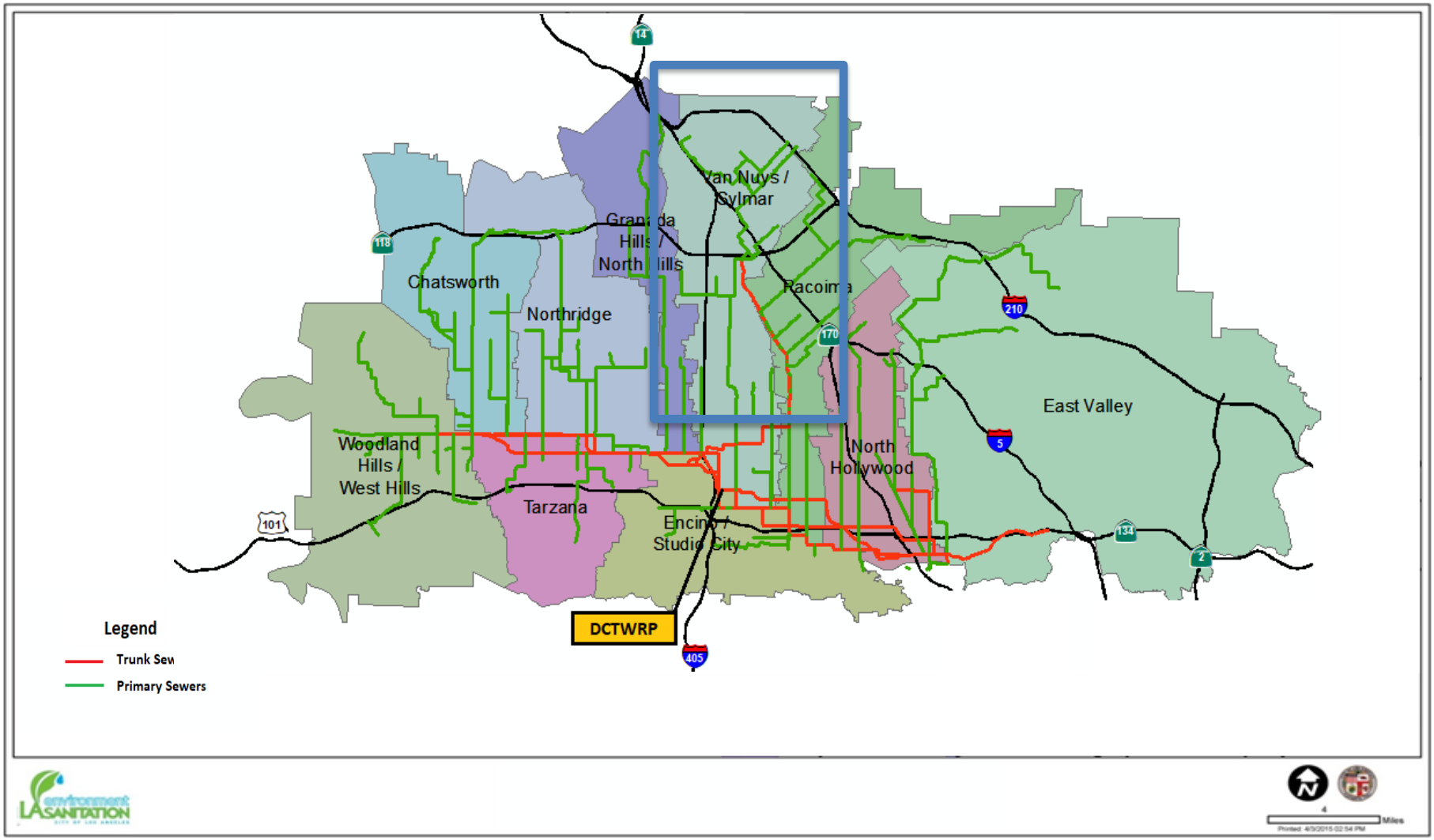
EWVIS Project Scoping Meeting

Project Purpose

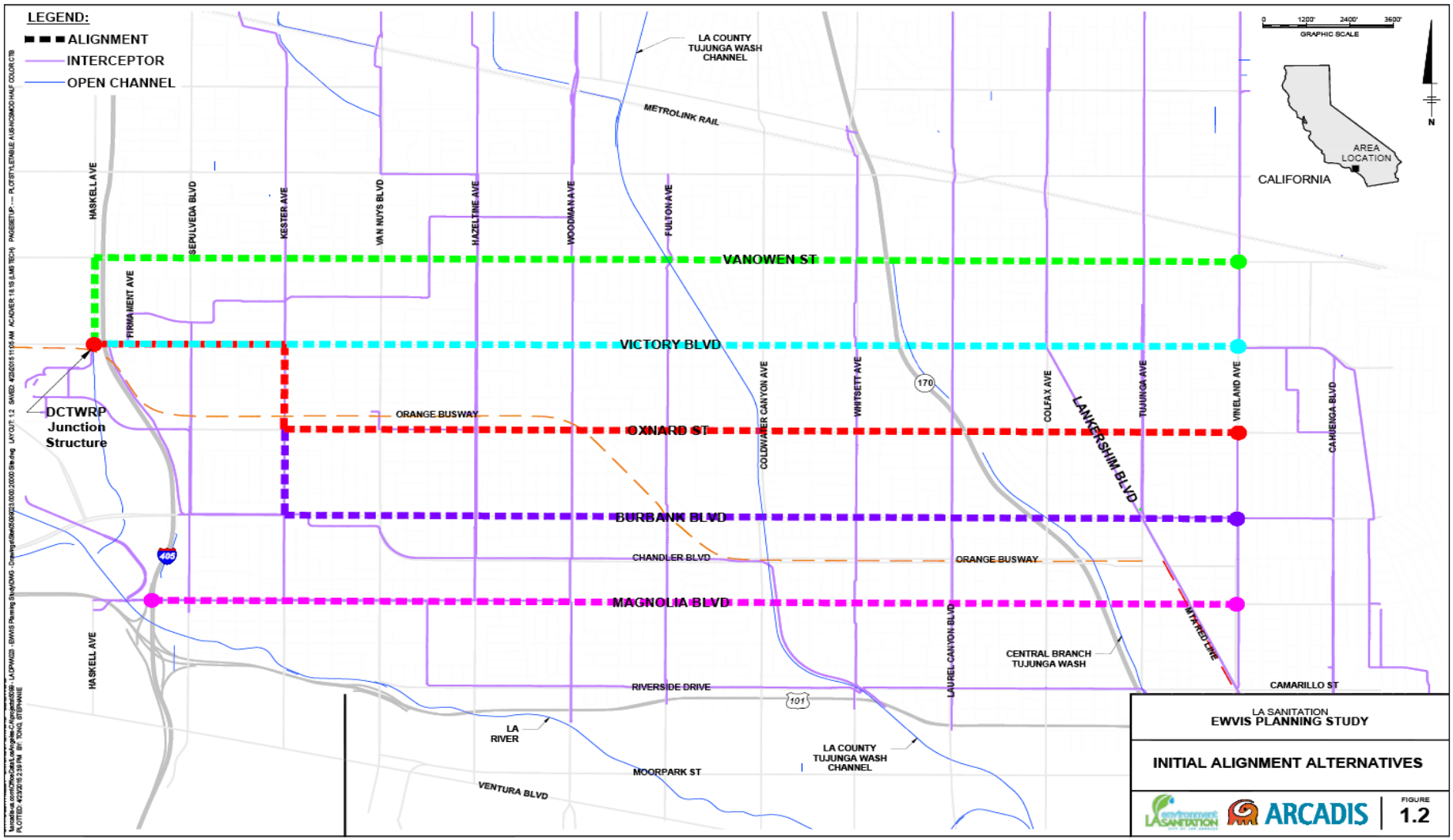
The proposed Project would:

- **Divert and convey wastewater**
- **Increase Flows to DCTWRP**
- **Maximize Recycled Water Production**
- **Optimize & Maximize Plant's Operation**

DCTWRP Service Area



Initial Alignment Evaluation



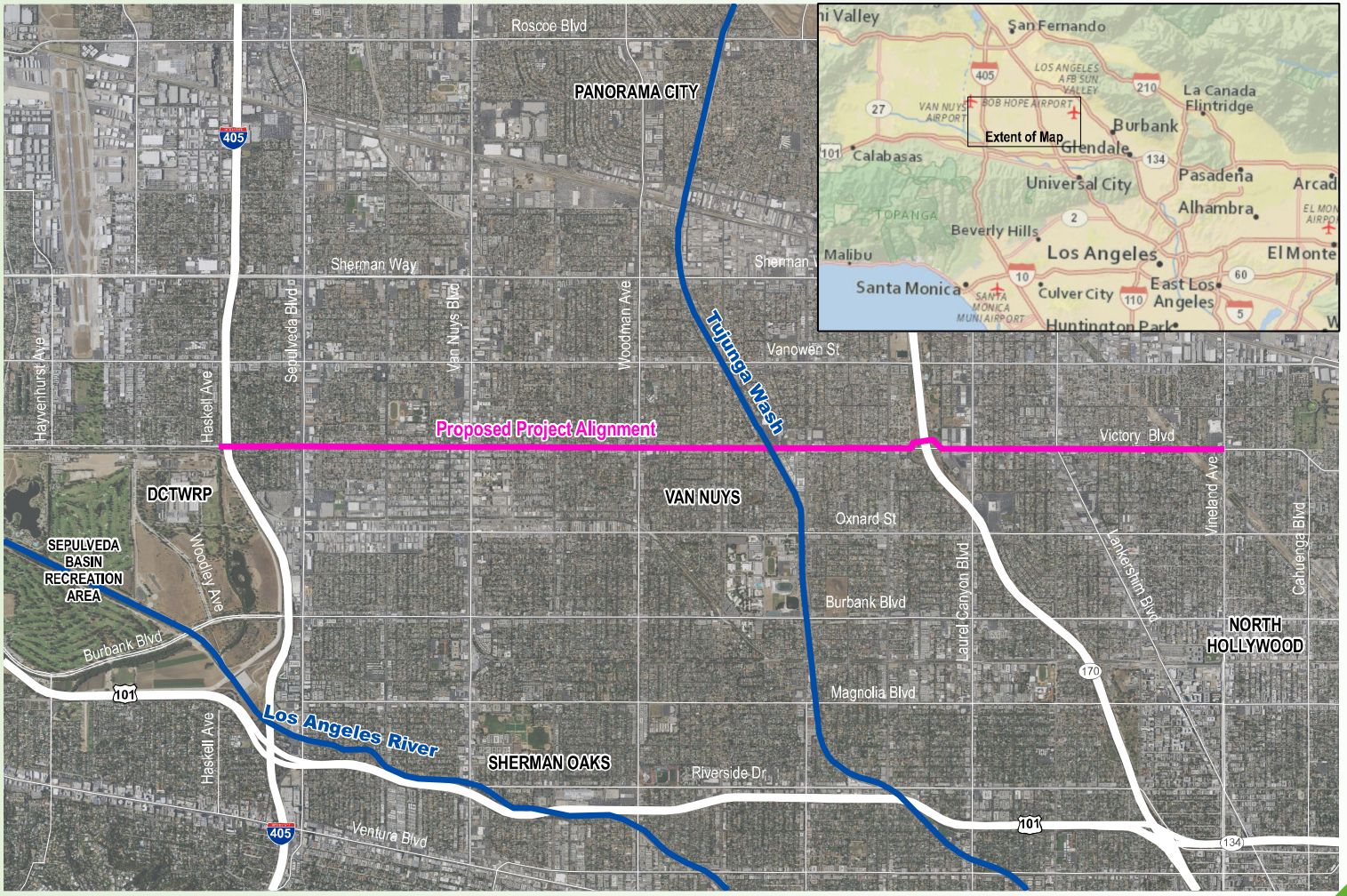
Alignment Evaluation Scoring

Table 3.1 EWVIS Alignment Scoring and Ranking

Alignment	Residential Impacts	Business Impacts	Traffic Impacts	Environmental Impacts	Right-of-Way	Existing Utilities	Comments	Total Score	Rank
Vanowen Street	1	3	3	3	3	1	Valley Hospital; LADWP GW Treatment Center	13	4
Victory Boulevard	6	3	3	6	9	9	Large power lines; 1 school; Busy commercial street	36	1
Oxnard Street	6	6	3	6	6	3	Electrical Substation; Valley College; Chevron Terminal	30	2
Burbank Boulevard	3	1	3	6	3	3	1 school; Radio Tower; Valley College; Overpass @ Sepulveda	19	6
Magnolia Boulevard	1	1	3	3	3	1	5 schools; Metro Red Line	12	5
Cahuenga Boulevard/Valley Spring Lane Pump Station	1	6	3	3	6	6	1 school; Radio Tower; Valley College; Overpass @ Sepulveda	25	3

EWVIS Project Scoping Meeting

Project Overview – Location - Alignment



EWVIS Project Scoping Meeting

Project Elements

The proposed Project involves:

- Force Main,
- Diversion/Junction Structures and Connecting Sewers,
- Pump Stations,
- Access Structures,
- Others (electrical connections and operation control system, air release valves, etc.).

EWVIS Project Scoping Meeting

Project Construction Key Locations

- Vineland Avenue – pump station and diversion structure
- Tujunga Avenue – pump station and diversion structure
- Lankersham Boulevard – pump station and diversion structure
- Laurel Canyon Boulevard – pump station and diversion structure
- Whitsett Avenue – pump station and diversion structure
- Fulton Avenue – pump station and diversion structure

and

- Haskell Avenue/East Valley Interceptor Sewer Junction

EWVIS Project Scoping Meeting

Project Construction Techniques

Open Cut Construction:

- Force Main,
- Diversion/Junction Structures and Connecting Sewers,
- Pump Stations
- Access Structures

Microtunneling/Jack and Bore:

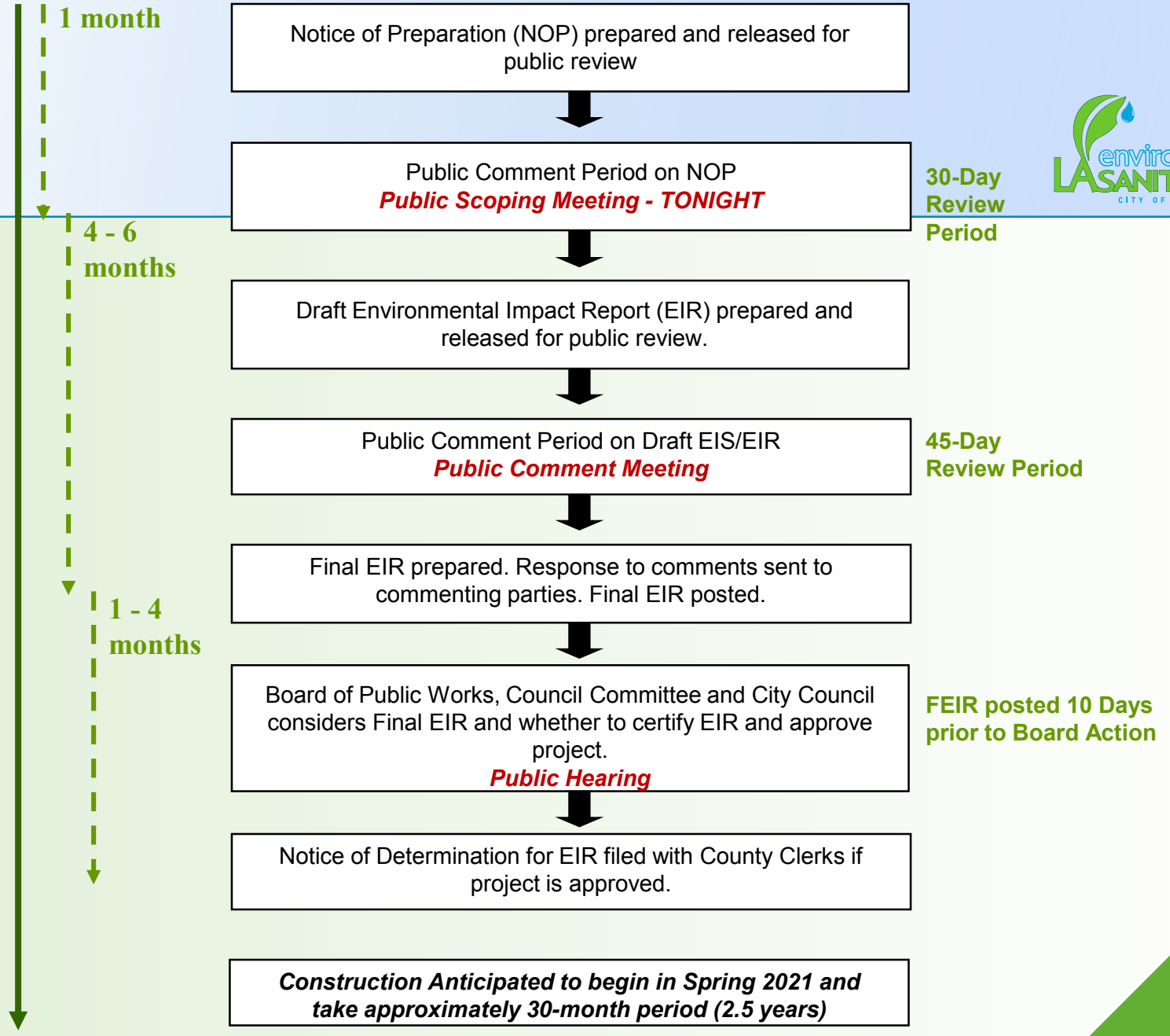
- State Route 170
- Tujunga Wash
- Kester Avenue Storm Drain
- Possibly: Sepulveda Boulevard and Interstate 405

EWVIS Project Scoping Meeting

NOP and EIR Overview

Purpose of an NOP:

- An NOP is the **first step** in the EIR process. It is a document stating that an EIR will be prepared for a particular project.
- The NOP is released for public review **to solicit feedback** (*i.e. we need your help*).
- This feedback helps identify the potential
  - **Environmental impacts** to be addressed in the EIR.
  - **Alternatives** to be addressed in the EIR.


1 month
Notice of Preparation (NOP) prepared and released for public review
Public Comment Period on NOP
Public Scoping Meeting - TONIGHT
30-Day Review Period
4 - 6 months
Draft Environmental Impact Report (EIR) prepared and released for public review.
Public Comment Period on Draft EIS/EIR
Public Comment Meeting
45-Day Review Period
Final EIR prepared. Response to comments sent to commenting parties. Final EIR posted.
1 - 4 months
Board of Public Works, Council Committee and City Council considers Final EIR and whether to certify EIR and approve project.
Public Hearing
FEIR posted 10 Days prior to Board Action
Notice of Determination for EIR filed with County Clerks if project is approved.
Construction Anticipated to begin in Spring 2021 and take approximately 30-month period (2.5 years)

EWVIS Project Scoping Meeting

Possible Project Impacts

Initial Study Checklist determined the potential impacts associated with the proposed Project are primarily due to its construction.

The NOP identifies potential project impacts in the following resource areas:

- Air Quality
- Cultural Resources
- Hazardous Materials
- Noise
- Greenhouse Gas Emissions
- Tribal Cultural Resources
- Transportation
- Cumulative

Possible Alternatives

- No Project
- Alternative Alignment – Oxnard Street

EWVIS Project Scoping Meeting

How to Provide Input

Comments Due:

- February 25, 2019

Submit Comments:

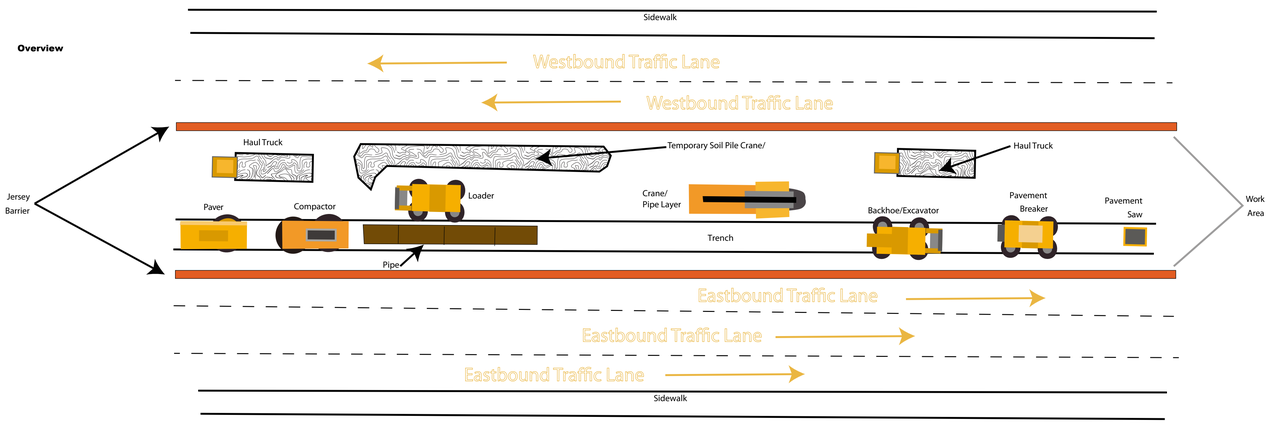
- TONIGHT at the Scoping Meeting – Comment Card
- Email: Eduardo.Perez@lacity.org (please include “East West Valley Interceptor Sewer” in the subject line)
- FAX: (323) 342-6210
- Mail:

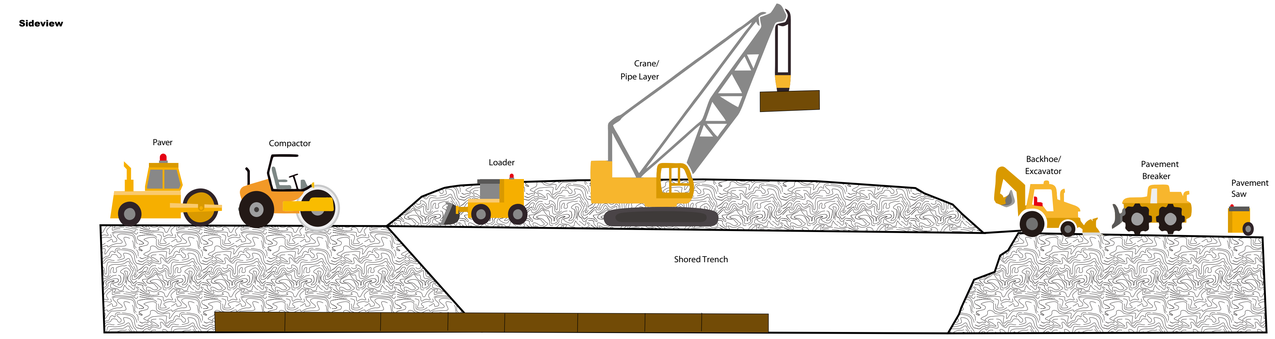
Mr. Eduardo Perez, Project Manager
City of Los Angeles, Department of Public Works
Bureau of Sanitation
LA Sanitation/Wastewater Engineering Services Division
2714 Media Center Drive
Los Angeles, CA 90065

EWVIS Project Scoping Meeting

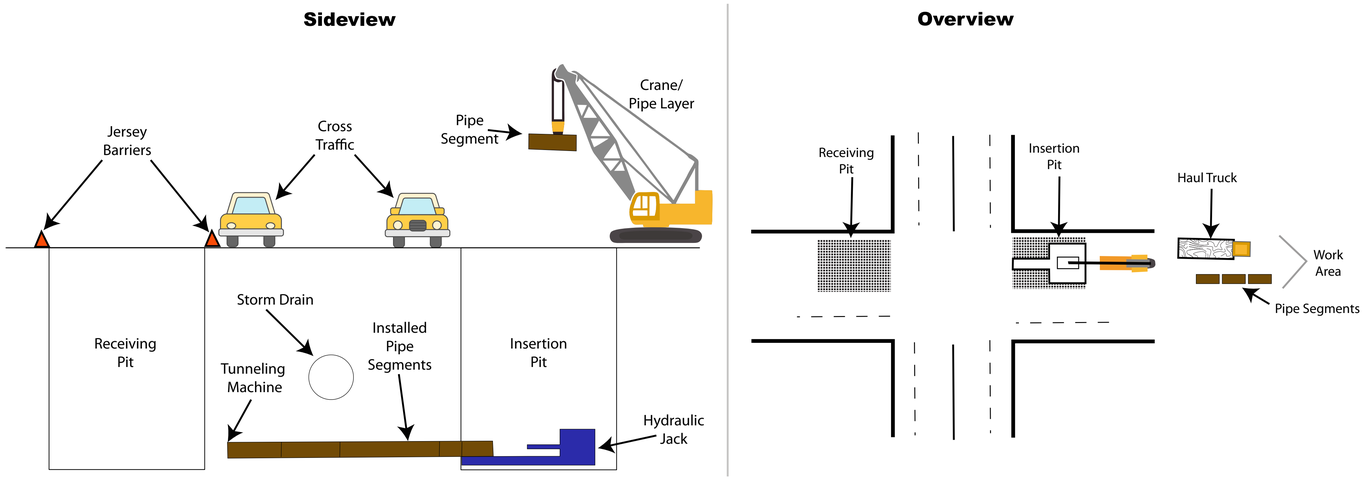
THANK YOU FOR COMING!

EWVIS Project - Construction Methods

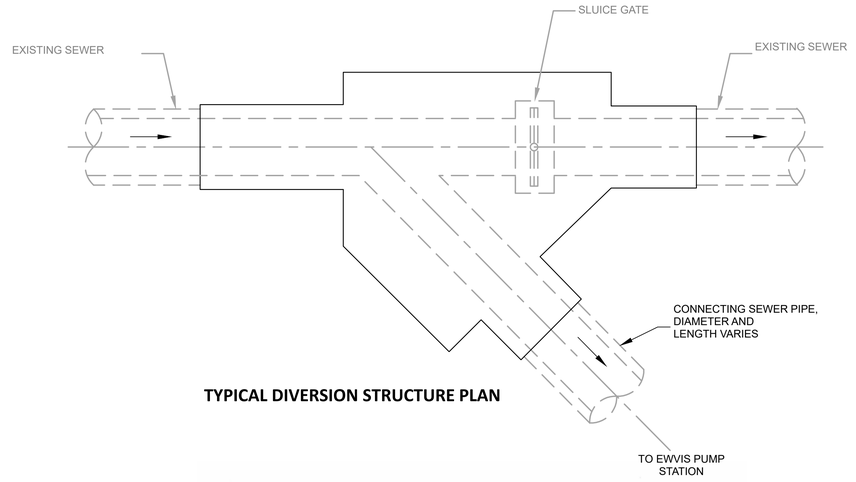




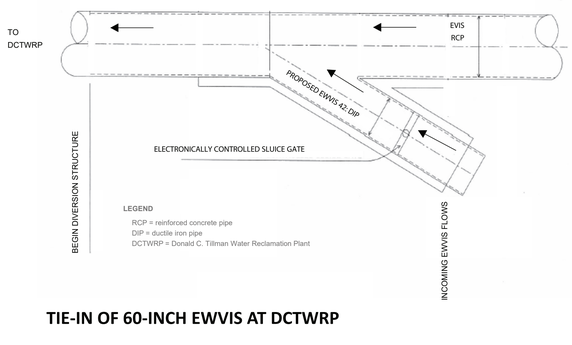
TYPICAL OPEN CUT



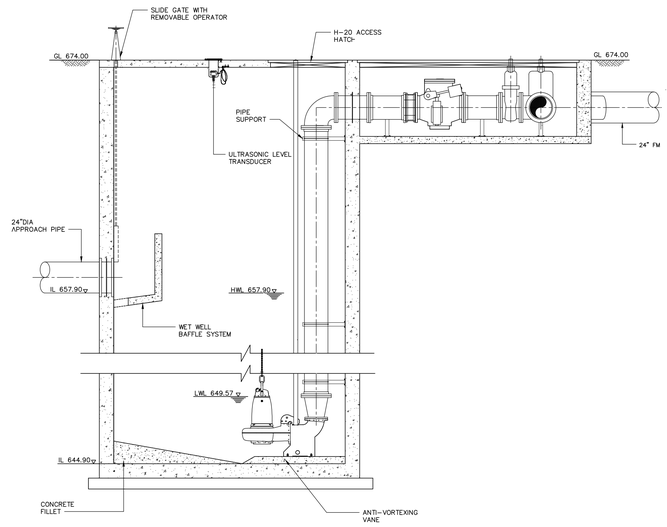
TYPICAL MICROTUNNELING



TYPICAL DIVERSION STRUCTURE PLAN



TIE-IN OF 60-INCH EWVIS AT DCTWRP



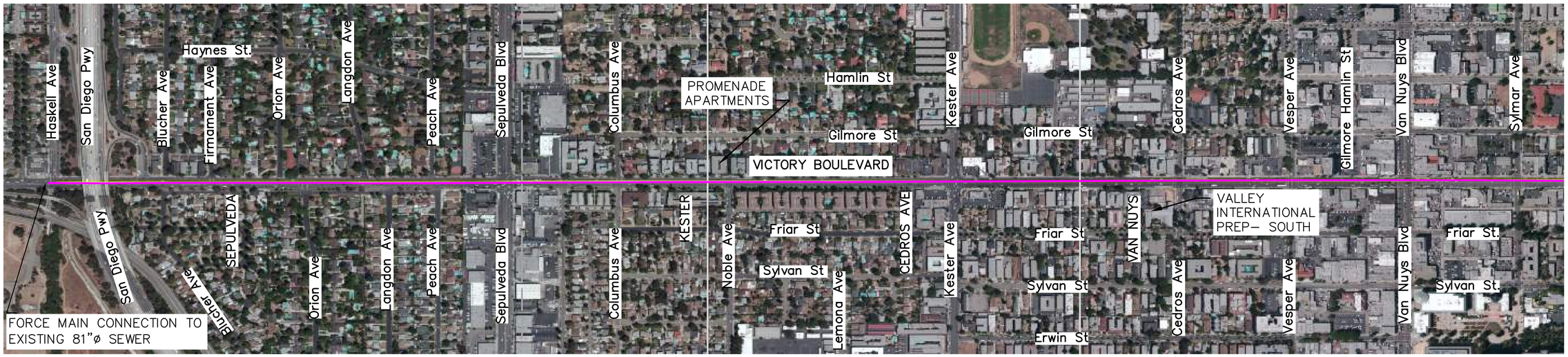
SECTION

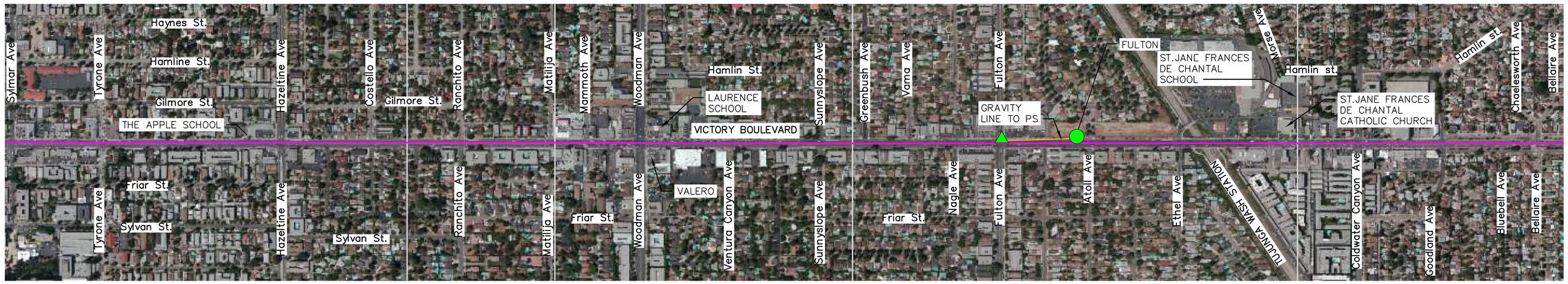
TYPICAL PUMP STATION USING A WET PIT APPLICATION

FOR INFORMATIONAL PURPOSES ONLY

EWVIS Project – Alignment and Features

West





East

LEGEND

Proposed Force Main

Diversion Structure

Pump Station

FOR INFORMATIONAL PURPOSES ONLY

PUBLIC SCOPING MEETING
for the
EAST WEST VALLEY INTERCEPTOR SEWER PROJECT
FEBRUARY 13, 2019
Valley Plaza Library Meeting Room, 12311 Vanowen Street, North Hollywood, CA 91605

SIGN-IN SHEET

Name (Please Print Clearly)	Organization	Address	Zip Code	Phone and/or e-mail
Anne Mosbergen	Self	13131 Barbara Ann St. #318 North Hollywood	91605	Wordsanne @gmail.com

EAST WEST VALLEY INTERCEPTOR SEWER PROJECT

WHAT IS THE EAST WEST VALLEY INTERCEPTOR SEWER PROJECT?

The City of Los Angeles owns, operates and maintains one of the largest wastewater collection systems in the nation. The collection system conveys approximately 400 million gallons per day of sewage through a network of 6,700 miles of sewer pipes to one of the City's four water reclamation plants. In order to serve the City's need to increase the production of recycled water, LA Sanitation and Environment (LASAN), would convey additional wastewater from the North Hollywood, Van Nuys/Sylmar, and Pacoima sewer basin areas to the Donald C. Tillman Water Reclamation Plant (DCTWRP).

The East West Valley Interceptor Sewer Project (proposed Project) includes a new force main sewer, as well as six diversion structures, one junction structure, and six pumping stations.

The proposed Project would include the following components:

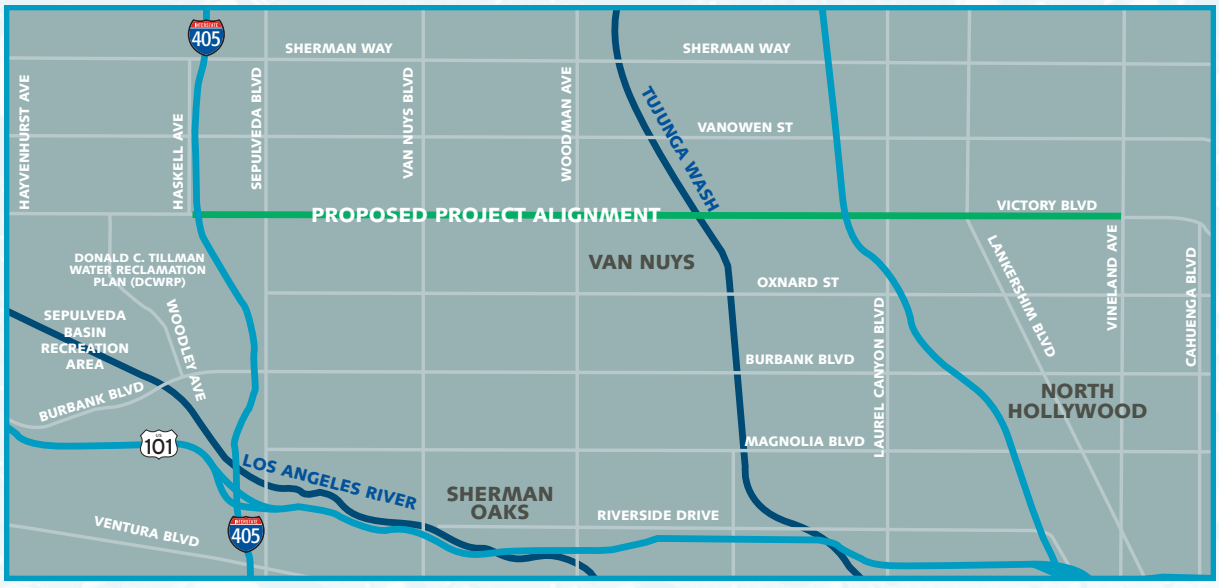
- Force Main
- Diversion/Junction Structures and Connecting Sewers
- Pump Stations
- Access Structures
- Others—electrical connections and operation control system, air release valves, etc.

WHY IS THE SEWER NEEDED?

The primary purpose of the proposed Project is to increase the production and use of recycled water in the City to help address concerns over the long-term reliability of imported water.

PROJECT LOCATION:

The proposed Project is located in the San Fernando Valley east of the Sepulveda Basin Recreational Area near the San Diego Freeway/Interstate 405 (I-405) and extend east through the North Hollywood area.



PROPOSED PROJECT CONSTRUCTION:

- Construction Hours:
  Monday through Friday 7:00 a.m. to 9:00 p.m.;
  Saturdays and National Holidays 8:00 a.m. to 6:00 p.m.;
  Sundays, no construction.
- Force main sewer in Victory Boulevard:
  Open cut construction (50 to 100 feet per day).
- Six pump stations: Open Cut construction
  (12 to 18 months each).
- Six diversion structures: Open Cut construction
  (6 to 8 months each).
- Junction structure at Haskell Avenue (up to 12 months).
- Six connecting sewers: Open cut construction (several months each).
- Microtunneling at SR-170, Tujunga Wash, and Kester Avenue storm drain (6 to 9 months each).
- Possible microtunneling at I-405 and Sepulveda Boulevard.
- Staging areas would be located along the alignment.

WHEN WILL CONSTRUCTION TAKE PLACE?

As currently planned, construction of the proposed Project would occur over a 30-month period (2.5 years) from approximately April 2021 through November 2023.

STATUS AND ESTIMATED SCHEDULE:

As dictated by the California Environmental Quality Act, LASAN is preparing a Draft Environmental Impact Report (EIR) for the proposed Project.

Notice of Preparation
Public Review
30 days
January 25, 2019

Draft EIR
Public Review
45 days

Final EIR

Certification of EIR

1ST QUARTER 2019	2ND QUARTER 2019	3RD QUARTER 2019	4TH QUARTER 2019

STAY CONNECTED

www.lacitysan.org/sewerprojects

Mr. Eduardo Perez, Project Manager
City of Los Angeles, Department of Public Works, LA Sanitation and Environment
LASAN/Wastewater Engineering Services Division
2714 Media Center Drive
Los Angeles, CA 90065
eduardo.perez@lacity.org

environment LASANITATION
CITY OF LOS ANGELES

Comments Received on the NOP/IS

---------- Forwarded message ---------
From: **Administration Gabrieleno** <admin@gabrielenoindians.org>
Date: Tue, Jan 29, 2019 at 12:02 PM
Subject: Notice of Preparation of a Draft Environmental Impact Report for the East West Valley Interceptor Sewer Project
To: <eduardo.perez@lacity.org>

Dear Eduardo Perez,

Thank you for your letter dated January 25,2019. If there will be any ground disturbance taking place at the above project our tribal government would like to consult with your lead agency.
Thank you,

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

Attachments area

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL: February 19, 2019

Eduardo.Perez@lacity.org
Eduardo Perez, Project Manager
City of Los Angeles, Department of Public Works
Bureau of Sanitation
LA Sanitation/Wastewater Engineering Services Division
2714 Media Center Drive
Los Angeles, CA 90065

Notice of Preparation of a Draft Environmental Impact Report for the Proposed East West Valley Interceptor Sewer Project

South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[1]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance[2] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project

[2] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 "Mitigating the Impact of a Project" of SCAQMD'S *CEQA Air Quality Handbook.* SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits and SCAQMD Rules

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the Draft EIR will be the basis for permit conditions and limits. For more information on permits, please visit SCAQMD's webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage at: http://www.aqmd.gov.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC190125-03
Control Number

2/20/2019

Eduardo Perez
City of LA
2714 Media Center Dr.
Los Angeles, CA 90065

Requester Project:	Map Request
Project Name	Notice of Preparation
DOCK/PRISM Project Name:	Victory Blvd.& Haskell Avenue
Conflict:	YES

Thank you for your recent Utility Request to Charter Communications for: Notice of Preparation

Please review the attached maps for any possible conflicts with Charter facilities.
There ***ARE*** existing Charter aerial/or underground facilities within the project limits.

We have provided maps showing where our services are located but cannot make any comment on how to deal with possible conflicts during construction. This type of information should come from the Construction Manager, Supervisor or Construction Coordinator for the area in question.

If you should require any field meet or any further coordination of the project with Charter please contact the Construction Manager listed below.

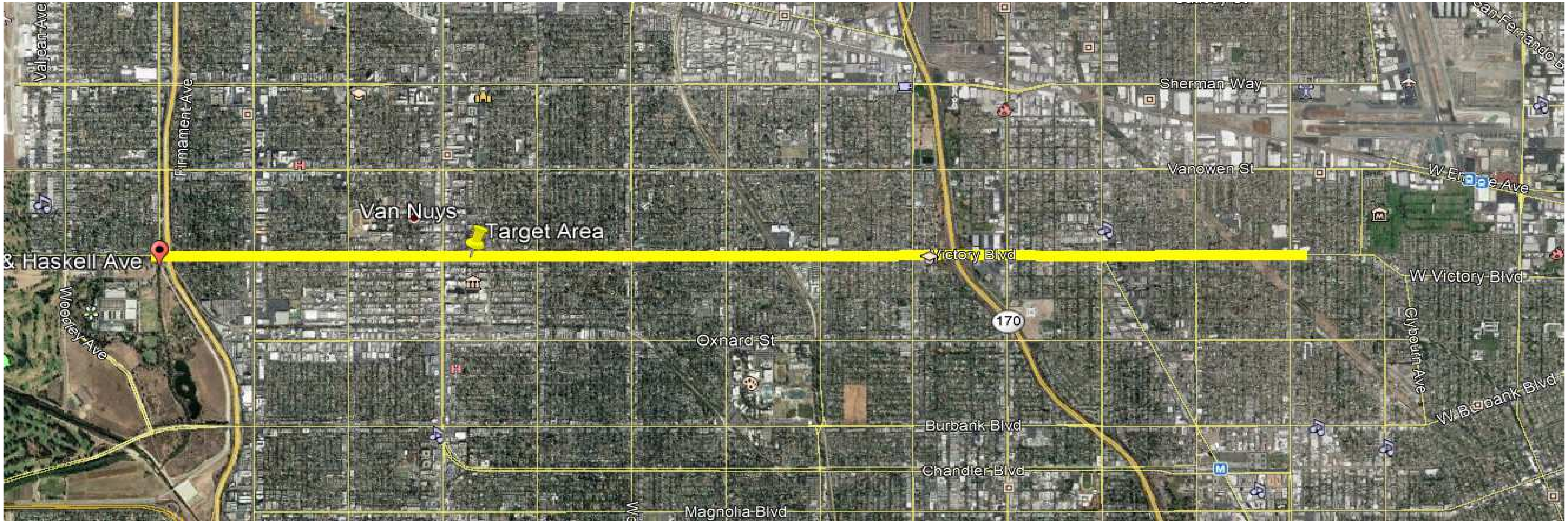
Construction Manager Contact:
Reihs, Robert J
Construction Manager - Zones 1 and 4
14221 Covello St
Van Nuys, CA 91405
818-922-6176
Robert.Reihs@charter.com

If you have any questions about the maps provided, please contact DL-socal-charter-engineering@charter.com. This communication is for a project being handled by Charter Communications or Spectrum, a Charter Communications brand name, or Legacy Time Warner Cable.

Sincerely,

Dave Dolney

Dave Dolney
Sr. Manager, PACWEST Construction
Charter Communications
12051 Industry Street
Garden Grove, CA 92841



Valjean Ave
Firmament Ave
Sherman Way
Vanowen St
W Erwin Ave
Van Nuys
Target Area
& Haskell Ave
Victory Blvd
W Victory Blvd
Woodley Ave
170
Oxnard St
Clybourn Ave
Burbank Blvd
W Burbank Blvd
Chandler Blvd
Magnolia Blvd

Victory Blvd. & Haskell
Map 1
Van Nuys, CA

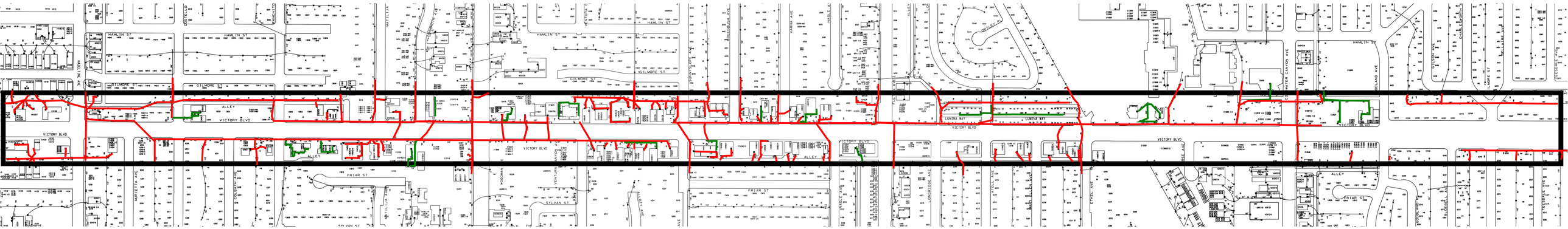
Red-existing Charter aerial facilities within project limits.

Green-existing Charter underground facilities within project limits.

Victory Blvd. & Haskell
Map 2
Van Nuys, CA

Red-existing Charter aerial facilities within project limits.

Green-existing Charter underground facilities within project limits.



Victory Blvd. & Haskell
Map 3
Van Nuys, CA

Red-existing Charter aerial facilities within project limits.

Green-existing Charter underground facilities within project limits.

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

February 21, 2019

Eduardo Perez
LA Sanitation/Wastewater Engineering Services Division
Department of Public Works, Bureau of Sanitation
City of Los Angeles
2714 Media Center Drive
Los Angeles, CA 90065

RE: East West Valley Interceptor Sewer Project EWVIS– Notice of Preparation of a Draft Environmental Impact Report

Dear Mr. Perez:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed East West Valley Interceptor Sewer Project (EWVIS Project) located along Victory Boulevard between Vineland Avenue on the east and Haskell Avenue on the west in the City of Los Angeles (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

The purpose of this letter is to outline recommendations from Metro concerning issues that are germane to our agency's statutory responsibility in relation to several existing Metro Bus facilities and services and a planned future transit project, which may be affected by the proposed Project. In addition to the specific comments outlined below, Metro would like to provide the Project Sponsor with two resources: 1) the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro-owned right-of-way (ROW) and 2) the Adjacent Construction Manual with technical information (also attached). These documents and additional resources are available at www.metro.net/projects/devreview/.

Project Description

The EWVIS Project includes constructing a new force main sewer, as well as six diversion structures, one junction structure and six pumping stations to pump the diverted wastewater through the force main to Donald C. Tillman Water Reclamation Plant. The EWVIS Project would also include ancillary components such as access structures, electrical vaults and control boxes. Construction of proposed Project components would utilize several construction methods, including open cut, open pit methods, and trenchless methods such as micro tunneling or jack and bore.

The EWVIS Project area is adjacent to Metro Bus Lines and service along Victory Blvd and an intersection included in the future East San Fernando Valley light-rail transit (LRT) Corridor Project.

Metro Comments

Existing Bus Service: Several Metro Bus Lines operate along Victory Blvd, between Vineland Ave and Haskell Ave, parallel to the proposed Project alignment. Over 50 Metro Bus stops are located directly adjacent to the proposed Project at various intersections along Victory Blvd. The EWVIS Project will significantly impact Metro 164 Bus Line Service. Metro 233, 236/237, 734, 744 and, 788 Bus Lines are also impacted by the EWVIS Project. Metro encourages the City to seek early and collaborative coordination regarding bus service impacts. Other transit operators may provide service in this area and should be consulted.

Final Bus Stop Condition: All existing Metro bus stops must be maintained as part of the final Project. During construction, the stops must be maintained or relocated consistent with the needs of Metro Bus operations. Final design of the bus stop and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the bus stop from the proposed development.

Bus Operations Contacts: Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 and Metro's Stops and Zones Department at 213-922-5190 with any questions and at least 30 days in advance of initiating construction activities. Other municipal buses may also be impacted and should be included in construction outreach efforts.

East San Fernando Valley Transit Corridor: Metro is in the process of designing a light-rail transit line that will operate in the center of Van Nuys Blvd from the Van Nuys Orange Line Station to San Fernando Road, and onward to the Sylmar/San Fernando Metrolink Station. The EWVIS Project intersects with the rail alignment at Victory Blvd and Van Nuys Blvd. Metro would like to coordinate with the City on the design and construction of the Project as it relates to the rail line. Please contact Walt Davis, Senior Manager at DavisWa@metro.net. More information on the ESFV LRT line can be found online at: https://www.metro.net/projects/east-sfv/.

Sepulveda Transit Corridor: Metro is evaluating a transit corridor connecting the Westside to the San Fernando Valley. One of the alignment options considers tunneling under Van Nuys Blvd, which would require further coordination. Please contact Peter Carter, Senior Manager at CarterP@metro.net for more information on this project and the project website at https://www.metro.net/projects/sepulvedacorridor/.

If you have any questions regarding this response, please contact Eddi Zepeda by phone at 213-418-3484, by email at DevReview@metro.net, or by mail at the following address:

Metro Development Review
One Gateway Plaza MS 99-22-3
Los Angeles, CA 90012-2952

Sincerely,

Georgia Sheridan, AICP
Senior Manager, Transit Oriented Communities

Attachments and links:

- Adjacent Construction Design Manual
- Adjacent Development Handbook: https://www.metro.net/projects/devreview/

ADJACENT CONSTRUCTION DESIGN MANUAL

1.0 INTRODUCTION

1.1 Parties planning construction over, under or adjacent to ~~a~~ Metropolitan Transportation Authority (MTA) facilit**ies**~~y~~ or structure**s** are advised to submit for review ~~seven (7)~~**two (2) hard** copies **and one (1) electronic copy** of their **design** drawings and ~~four (4) copies of their~~ calculations showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.

1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments ~~(usually includes Construction, Operations, Maintenance, and Real Estate)~~**for MTA departments review**. Parties shall be responsible for all costs related to **MTA**~~drawing~~ review**s** ~~by MTA~~. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:

A. Site Plan

B. Drainage Area Maps and Drainage Calculations

C. Architectural drawings

D. Structural drawings and calculations

E. Civil Drawings

F. Utility Drawings

G. Sections showing Foundations and MTA Structures

H. Column Load Tables

I. Pertinent Drawings and calculations detailing an impact on MTA facilities

J. A copy of the Geotechnical Report.

K. Construction zone traffic safety and detour plans: Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.

L. Drawings and calculations should be sent to:

MTA Third Party Administration (Permits Administration)
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits). The Party shall review the complexity of the project, and **contact MTA to** receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to **Engineering,** Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.

1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.

1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro **Transit**~~Rail~~ System

1.6 The following items must be completed before starting any construction:

A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.

B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.

1.7 Qualified Seismic, Structural and Geotechnical Oversight

The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

2.0 REVIEW PROCEDURE

2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.

2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.

2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.

2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.

2.5 The calculations submitted for review shall include the following:

A. A concise statement of the problem and the purpose of the calculation.

B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.

C. References to articles, manuals and source material shall be furnished with the calculations.

D. Reference to pertinent codes and standards.

E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.

F. The source or derivation of all equations shall be shown where they are introduced into the calculations.

G. Numerical calculations shall clearly indicate type of measurement unit used.

H. Identify results and conclusions.

I. Calculations shall be neat, orderly, and legible.

2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:

A. Program Name.

B. Program Abstract.

C. Program Purpose and Applications.

D. Complete descriptions of assumptions, capabilities and limitations.

E. Instructions for preparing problem data.

F. Instructions for problem execution.

G. List (and explanation) of program acronyms and error messages.

H. Description of deficiencies or uncorrected errors.

I. Description of output options and interpretations.

J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.

K. Computer printout of all supporting calculations.

L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.

2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.

2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. The soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions shall be used to analyze the existing MTA structures.

2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

3.0 MECHANICAL CRITERIA

3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted nor disturbed without written approval of MTA.

3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.

3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.

3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.

3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.

4.0 OPERATIONAL REQUIREMENTS

4.1 GENERAL

A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.

B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:

1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.

2. Construction activities which involve swinging a crane and suspended loads over pedestrian areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis**, with the approval of Construction Work Plan by MTA Construction Safety Department**.

3. All cranes must be stored and secured facing away from energized tracks, when appropriate.

4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity. **All members of the work crew will be required to attend MTA Safety Training.**

5. In order to provide a safe zone to maintain adjacent developments. All developments adjacent to Metro At-Grade Stations, Aerial Stations or Track Guideways shall provide a minimum 5 foot setback from the Metro and developer's shared property line to the outside face of the proposed structure at Metro or the developer's property for maintenance to be performed or installed from within the zone created by this setbacks.

4.2 OVERHEAD PROTECTION - Station Entrances

A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.

1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.

2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the

shield shall be constructed and maintained watertight.

B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.

C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.

D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:

1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".
2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.
3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.
4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.

E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be constructed of four (4") inch thick Portland cement concrete or four (4") inches of asphaltic concrete placed **over a minimum four (4") inches of untreated base material,** and finished by a machine.

4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage

A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.

B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.

C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.

D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.-

4.4 OTHER METRO FACILITIES

A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See Exhibit A for details.

B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.

C. Flammable liquids shall not to be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.

D. Isolation of MTA Facilities from Blast

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.

E. Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non-Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.

4.5 SAFETY REGULATIONS

A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations; and/or the Construction Safety and Health Manual (Part F) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required

B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, (Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.

C. Party and contractor personnel while within the operating MTA right-of-way shall coordinate all safety rules and procedures with MTA Rail Operations Control Center.

D. When support functions and electrical power outages are required, the approval MUST be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

5.0 CORROSION

5.1 STRAY CURRENT PROTECTION

A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.

B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.

C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

End of Section

Los Angeles County
Metropolitan Transportation Authority

METRO ADJACENT DEVELOPMENT HANDBOOK

A GUIDE FOR CITIES AND DEVELOPERS

MAY 2018

Metro

Table of Contents

Table of Contents

Introduction

The Metro Adjacent Development Handbook provides guidance to local jurisdictions and developers constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities to support transit-oriented communities, reduce potential conflicts, and facilitate clearance for building permits. The Handbook should be used for guidance purposes only. The Metro Adjacent Construction Design Manual and Metro Rail Design Criteria are documents that shall be strictly adhered to for obtaining approval for any construction adjacent to Metro facilities.

Who is Metro?

The Los Angeles County Metropolitan Transportation Authority (Metro) plans, funds, builds, and operates rail and bus service throughout Los Angeles County. Metro moves close to 1.3 million riders on buses and trains daily, traversing many jurisdictions in Los Angeles County. With funding from the passage of *Measure R* (2008) and *Measure M* (2016), the Metro system will expand significantly, adding over 100 miles of new transit corridors and up to 60 new stations. New and expanded transit lines will improve mobility across Los Angeles County, connecting riders to more destinations and expanding opportunities for adjacent construction and *Transit Oriented Communities (TOCs).* Metro's bus and rail service spans over 1,433 square miles and includes the following transit service:

Metro Rail connects close to 100 stations along 98.5 miles of track and operates underground in tunnels, at grade within roadways and dedicated *rights-of-way (ROW),* and above grade on aerial guideways. The Metro Rail fleet includes *heavy rail* and *light rail* vehicles. Heavy rail vehicles are powered by a third rail through a conductor along the tracks and light rail vehicles are powered by an *overhead catenary system (OCS).* To operate rail service, Metro owns traction power substations, maintenance yards and shops, and supporting infrastructure.

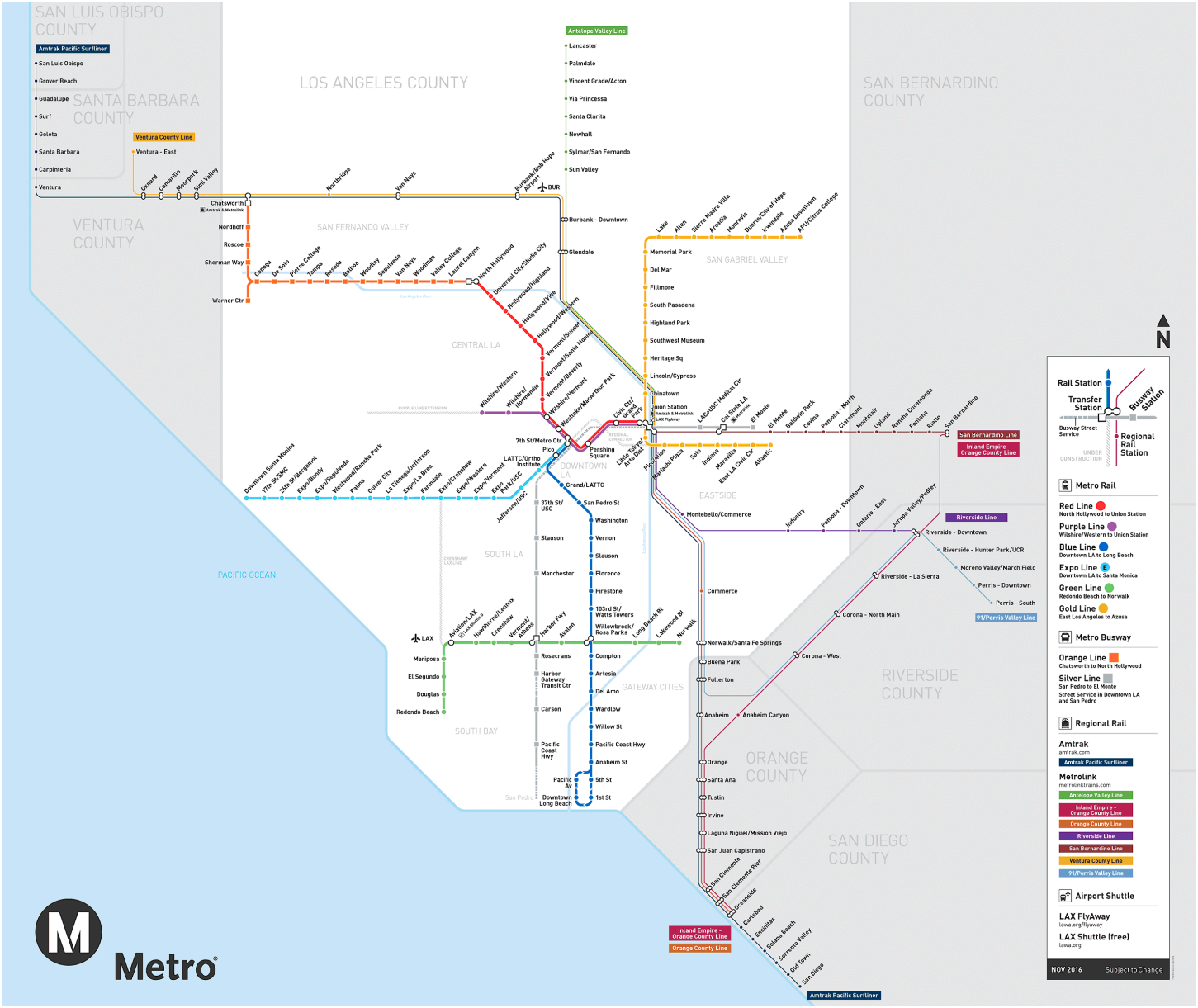
Metro Bus-Rapid-Transit (BRT) operates accelerated bus transit, which serves as a hybrid between rail and traditional bus service. *BRT* operates along a dedicated ROW, separated from vehicular traffic to provide rapid service. Metro BRT may run within the center of a freeway or may be separated from traffic in its own corridor. BRT station footprints vary from integrated, more spacious stations to compact boarding areas along streets.

Metro Bus serves 15,967 bus stops, operates 170 routes and covers 1,433 square miles with a fleet of 2,228 buses. Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes. Metro bus stops are typically located on sidewalks within the public right-of-way, which is owned and maintained by local jurisdictions.

Metrolink/Regional Rail: Metro owns much of the ROW within Los Angeles County on which the *Southern California Regional Rail Authority (SCRRA)* operates *Metrolink* service. Metrolink is a commuter rail system with seven lines that span 388 miles throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties. As a SCRRA member agency and property owner, Metro reviews development activity adjacent to Metrolink ROW.

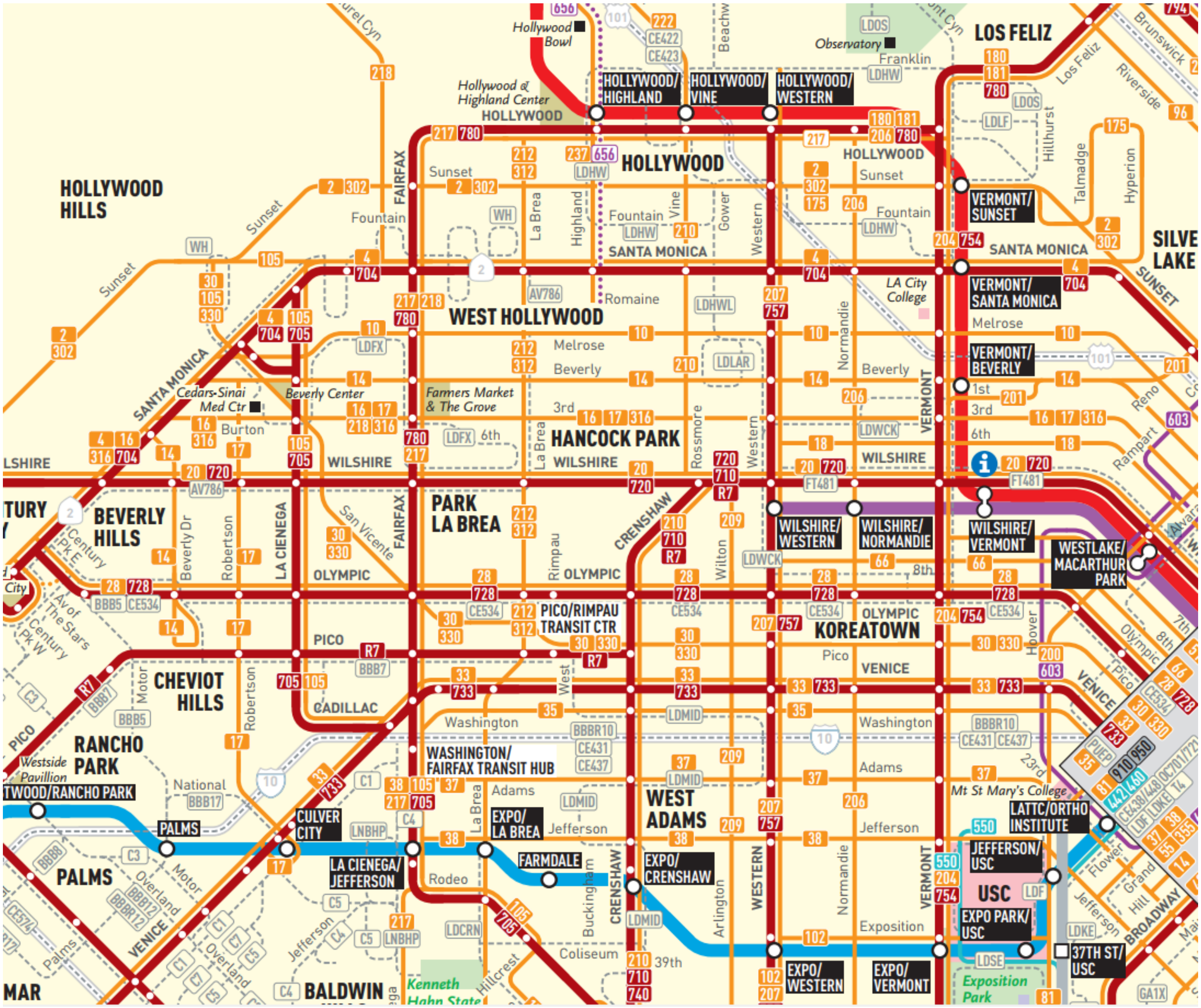
Introduction

Metro and Regional Rail Map



Metro is currently undertaking the largest rail infrastructure expansion effort in the United States. A growing fixed guideway system presents new adjacency challenges, but also new opportunities to catalyze land use investment and shape livable communities along routes and around stations.

Metro Bus and Rail System Map (Excerpt)



As a street-running transit service, Metro's "Rapid" and "Local" buses share the public ROW with other vehicles, cyclists, and pedestrians, and travel through the diverse landscapes of Los Angeles County's 88 cities and unincorporated areas.

Introduction

Why is Metro Interested in Adjacent Development?

Metro Supports Transit Oriented Communities

Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout Los Angeles County. Leading in this effort is Metro's vision to create TOCs, a mobility and development approach that is community-focused and context-responsive at its core. The TOC approach goes beyond the traditional transit oriented development (TOD) model to focus on shaping vibrant places that are compact, walkable, and bikeable community spaces, and acknowledge mobility as an integral part of the urban fabric.

Adjacent Development Leads to Transit Oriented Communities

Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options for users of developments. By connecting communities, destinations, and amenities through improved access to public transit, adjacent developments have the potential to reduce car dependency and greenhouse gas emissions; promote walkable and bikeable communities that accommodate more healthy and active lifestyles; improve access to jobs and economic opportunities; and create more opportunities for mobility – highly desirable features in an increasingly urbanized environment.

Metro is committed to working with stakeholders across the County to support the development of a sustainable, welcoming, and well-designed environment around its transit services and facilities. Acknowledging an unprecedented opportunity to influence how the built environment throughout Los Angeles County develops along and around transit and its facilities, Metro has created this Handbook – a resource for municipalities, developers, architects, and engineers to use in their land use planning, design, and development efforts. This Handbook presents a crucial first step in active collaboration with local stakeholders; finding partnerships that leverage Metro initiatives and support TOCs across Los Angeles County; and ensuring compatibility with transit infrastructure to minimize operational, safety, and maintenance issues.

Metro Adjacent Development Handbook

What are the Goals of the Handbook?

Metro is committed to partnering with local jurisdictions and providing information to developers early in project planning to identify potential synergies associated with building next to transit and reduce potential conflicts with transit infrastructure and services. Specifically, the Handbook is intended to guide the design, engineering, construction, and maintenance of structures within 100 feet of Metro ROW, including underground easements, on which Metro operates or plans to operate service, as well as in close proximity to or on Metro-owned non-revenue property and transit facilities.

Metro is interested in reviewing projects within 100 feet of its ROW – measured from the edge of the ROW outward – both to maximize integration opportunities with adjacent development and to ensure the structural safety of existing or planned transit infrastructure. As such, the Handbook seeks to:

- Improve communication, coordination, and understanding between developers, municipalities, and Metro.
- Streamline the development review process by coordinating a seamless, comprehensive agency review of all proposed developments near Metro facilities and properties.
- Highlight Metro operational needs and requirements to ensure safe, continuous service.
- Identify common concerns associated with developments adjacent to Metro ROW.
- Prevent potential impacts to Metro transit service or infrastructure.
- Maintain access to Metro facilities for patrons and operational staff.
- Avoid preventable conflicts resulting in increased development costs, construction delays, and safety impacts.
- Make project review transparent, clear, and more efficient.
- Assist in the creation of overall marketable and desirable developments.

Who Should Use the Handbook?

The Handbook is intended to be used by:

- Local jurisdictions who review, entitle, and permit development projects and/or develop policies related to land use, development standards, and mobility
- Developers, Project sponsors, architects, and engineers
- Entitlement consultants
- Property owners
- Builders/contractors
- Real estate agents
- Utility owners
- Environmental consultants

Metro Adjacent Development Handbook

How Should the Handbook be Used?

The Handbook complements requirements housed in the *Metro Adjacent Construction Design Manual*, which accompanies the *Metro Rail Design Criteria (MRDC)* and other governing documents that make up the *Metro Design Criteria and Standards*. This Handbook provides an overview and guide related to opportunities, common concerns, and issues for adjacent development and is organized into three categories to respond to different stages of the development process:

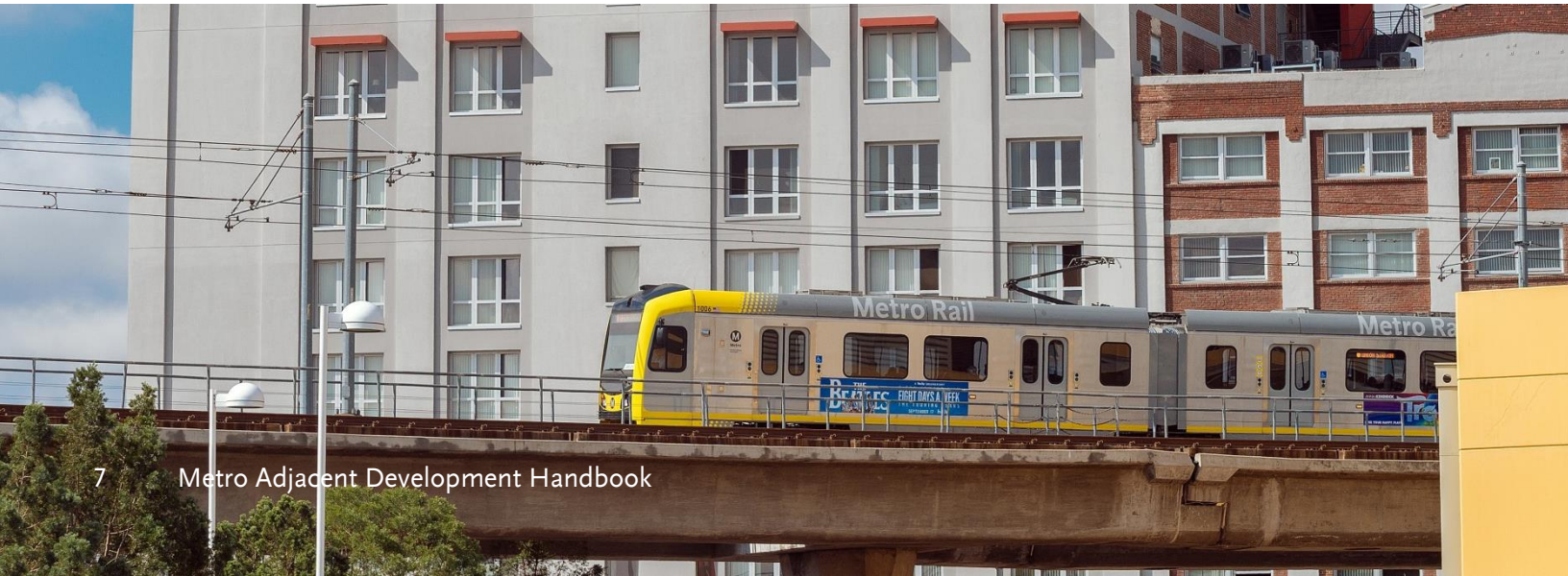
1 Site Planning & Design

2 Engineering

3 Construction Safety & Monitoring

Each page of the Handbook focuses on a specific issue and provides best practices to avoid potential conflicts and/or create compatibility with the Metro transit system. Links to additional resources listed at the bottom of each page may be found under Resources at the end of the Handbook. Definitions for words listed in *italics* may also be found at the end of this Handbook in the Glossary.

Metro will continue to revise the Handbook, as needed, to capture input from all parties and reflect evolving Best Practices in safety, operations, and transit-supportive development.



Types of Metro ROW & Transit Assets

Conditions	Description	Common Concerns for Metro with Adjacent Development
 UNDERGROUND ROW	Transit operates below ground in tunnels.	• Excavation support/tiebacks • Underground utilities • Shoring and structures • Ventilation shafts and street/sidewalk surface penetrations • Appendages (emergency exits, vents, etc.) • Surcharge loading of adjacent construction • Explosions • Noise and vibration/ground movement
 ELEVATED ROW	Transit operates on elevated structures, typically supported by columns.	• Upper level setbacks • Excavation support/tiebacks • Clearance from the OCS • Crane swings & overhead protection • Column foundations
 OFF-STREET ROW	Transit operates in dedicated ROW at street level, typically separated from private property or roadway by a fence or wall.	• Building setbacks from ROW • Travel sight distance/cone of visibility • Clearance from OCS • Crane swings & overhead protection • Storm water drainage for low impact development • Noise/vibration • Trackbed stability
 ON-STREET ROW	Transit operates within roadway at street level and is separated by fencing or a mountable curb.	• Setbacks from ROW • Travel sight distance/cone of visibility impeded by structures near ROW • Clearance from OCS • Crane swings & overhead protection • Driveways near ROW crossings • Noise/vibration • Trackbed stability
 ON-STREET BUSES	Metro buses operate on city streets. Bus stops are located on public sidewalks.	• Lane closures and re-routing • Bus stop access and temporary relocation
 NON-REVENUE/ OPERATIONAL ASSETS	Metro owns and maintains non-operational ROW and property used to support the existing and planned transit system (e.g. bus and rail maintenance facilities, transit plazas, traction power substations, park-and-ride lots).	• Adjacent structure setbacks • Adjacent excavation support/tiebacks • Ground movement • Underground utilities • Drainage • Metro access

Metro Review Phases

To facilitate early and continuous coordination with development teams and municipalities, and to maximize opportunities for project-transit synergy, Metro employs a four-phase development review process for projects within 100 feet of its ROW and properties:

PRELIMINARY CONSULTATION

2 Weeks

Project sponsor submits Metro In-Take Form and conceptual plans. Metro reviews and responds with preliminary considerations.

1. Project information is routed to impacted Metro departments for review and comment.
2. Metro coordinates a meeting at the request of the project sponsor or if Metro determines it necessary following preliminary review.
3. Metro submits comment letter with preliminary considerations for municipality and/or project sponsor. Metro recorded drawings and standards are provided as necessary.

ENTITLEMENT

2-4 Weeks

Metro receives CEQA notice from local municipality and responds with comments and considerations.

1. If project has not previously been reviewed, Metro routes project information to stakeholder departments for review and comment. If Project has been reviewed, Metro transmits the correspondence to departments to determine if additional comments are warranted. Municipality and project sponsor are contacted if additional information is required.
2. Metro coordinates design review meetings at the request of the project sponsor or if Metro determines them necessary following drawings review.
3. Metro prepares comment letter in response to CEQA notice and submits to municipality. Metro Engineering coordinates with project sponsor as necessary to approve project drawings.

ENGINEERING & REFINEMENT

2-4 Weeks

Dependent on the nature of the adjacent development, project sponsor submits architectural plans and engineering calculations for Metro review and approval.

1. Metro Engineering reviews project plans, calculations, and other materials. Review fees are paid as required.
2. Metro Engineering provides additional comments for further consideration or approves project drawings.
3. If required, Metro and project sponsor host additional meetings and maintain on-going coordination to ensure project design does not adversely impact Metro operations and facilities.

CONSTRUCTION SAFETY & MONITORING

Varies

Dependent on the nature of the adjacent development, Metro coordinates with project sponsor to facilitate and monitor construction near transit services and structures.

1. As requested by Metro, project sponsor submits a Construction Work Plan for review and approval.
2. Project sponsor coordinates with Metro to temporarily relocate bus stops, reroute bus service, allocate track, and/or complete safety procedures in preparation for construction.
3. Metro representative monitors construction and maintains communication with project sponsor to administer the highest degree of construction safety provisions near Metro facilities.

Metro Coordination

Best Practices for Municipality Coordination

Metro suggests that local jurisdictions take the following steps to streamline the coordination process:

1. **Update GIS instruments with Metro ROW**: Integrate Metro ROW files into City GIS and/or Google Earth Files for all planning and development review staff.
2. **Flag Parcels**: Create an overlay zone through Specific Plans and/or Zoning Ordinance that "tags" parcels within 100' from Metro ROW to require coordination with Metro early during the development process [e.g. City of Los Angeles Zone Information and Map Access System (ZIMAS)].
3. **Provide Resources**: Direct all property owners and developers interested in parcels within 100' from Metro ROW to Metro resources (e.g. website, Handbook, In-Take Form, etc.).

Best Practices for Developer Coordination

Metro suggests that developers of projects adjacent to Metro ROW take the following steps to facilitate Metro project review and approval:

1. **Review Metro resources and policies**: The Metro Adjacent Development Review webpage and Handbook provide important resources for those interested in constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities. Developers should familiarize themselves with these resources and keep in mind common adjacency concerns when planning a project.
2. **Contact Metro early during design process**: Metro welcomes the opportunity to provide feedback early in project design, allowing for detection and resolution of important adjacency issues, identification of urban design and system integration opportunities, and facilitation of permit approval.
3. **Maintain communication**: Frequent communication with stakeholder Metro departments during project design and construction will reinforce relationships and allow for timely project completion.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1 Site Planning & Design

1 Site Planning & Design

1.1 Supporting Transit Oriented Communities

Adjacent development plays a crucial role in shaping TOCs along and around Metro transit services and facilities. TOCs require an intentional orchestration of physical, aesthetic, and operational elements, and close coordination by all stakeholders, including Metro, developers, and municipalities.

The Wilshire/Vermont Metro Joint Development project leveraged existing transit infrastructure to catalyze a dynamic and accessible urban environment. The project accommodates portal access into the Metro Rail system and on-street bus facilities.

Recommendation: Conceive projects as an integrated system that acknowledges context, builds on user needs and desires, and implements elements of placemaking. Metro is interested in collaborating with projects and teams that, in part or wholly:

- Integrate a mix of uses to create lively, vibrant places that are active day and night.
- Include a combination of buildings and public spaces to define unique and memorable places.
- Explore a range of densities and massing to optimize building functionality while acknowledging context-sensitive scale and architectural form.
- Activate ground floor with retail and outdoor seating/activities to bring life to the public environment.
- Prioritize pedestrian scaled elements to create spaces that are comfortable, safe, and enjoyable.
- Provide seamless transitions between uses to encourage non-motorized mobility, improve public fitness and health, and reduce road congestion.
- Reduce and hide parking to focus on pedestrian activity.
- Prevent crime through environmental design.
- Leverage regulatory TOD incentives to design a more compelling project that capitalizes on transit adjacency and economy of scales.
- Utilize Metro policies and programs supporting a healthy, sustainable, and welcoming environment around transit service and facilities.

Links to Metro policies and programs may be found in the Resources Section of this Handbook.

1 Site Planning & Design

1.2 Enhancing Access to Transit

Metro seeks to create a comprehensive, integrated transportation network and supports infrastructure and design that allows safe and convenient access to its multimodal services. Projects in close proximity to Metro's services and facilities present an opportunity to enhance the public realm and connections to/from these services for transit patrons as well as users of the developments.

Recommendation: Design projects with transit access in mind. Project teams should capitalize on the opportunity to improve the built environment and enhance the public realm for pedestrians, bicyclists, persons with disabilities, seniors, children, and users of green modes. Metro recommends that projects:

- Orient major entrances to transit service, making access and travel intuitive and convenient.
- Plan for a continuous canopy of shade trees along all public right-of-way frontages to improve pedestrian comfort to transit facilities.
- Add pedestrian lighting along paths to transit facilities and nearby destinations.
- Integrate wayfinding and signage into project design.
- Enhance nearby crosswalks and ramps.
- Ensure new walkways and sidewalks are clear of any obstructions, including utilities, traffic control devices, trees, and furniture.
- Design for seamless, multi-modal pedestrian connections, making access easy, direct, and comfortable.

The City of Santa Monica leveraged investments in rail transit and reconfigured Colorado Avenue to form a multi-modal first/last mile gateway to the waterfront from the Expo Line Station.

Additional Resources:
Metro Active Transportation Strategic Plan
Metro Complete Streets Policy
Metro First/Last Mile Strategic Plan
Metro Transit Supportive Planning Toolkit

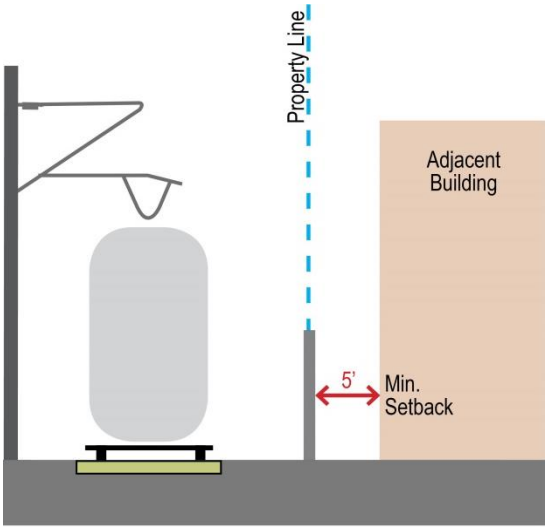
1.3 Building Setback

Buildings and structures with a zero lot setback abutting Metro ROW are of prime concern to Metro. Encroachment onto Metro property to construct or maintain buildings is strongly discouraged as this presents safety hazards and may disrupt transit service and/or damage Metro infrastructure.

Recommendation: Metro strongly encourages development plans include a minimum setback of five (5) feet to buildings from the Metro ROW property line to accommodate the construction and maintenance of structures without the need to encroach upon Metro property. As local jurisdictions also have building setback requirements, new developments should comply with the greater of the two requirements.

Entry into the ROW by parties other than Metro and its affiliated partners requires written approval. Should construction or maintenance of a development necessitate temporary or ongoing access to Metro ROW, a Metro *Right of Entry Permit* must be requested and obtained from Metro Real Estate for every instance access is required. Permission to enter the ROW is granted solely at Metro's discretion.

Refer to Section 3.2 –Track Access and Safety for additional information pertaining to ROW access in preparation for construction activities.



A minimum setback of five (5) feet between an adjacent structure and Metro ROW is strongly encouraged.

Additional Resources:
Metro Adjacent Construction Design Manual

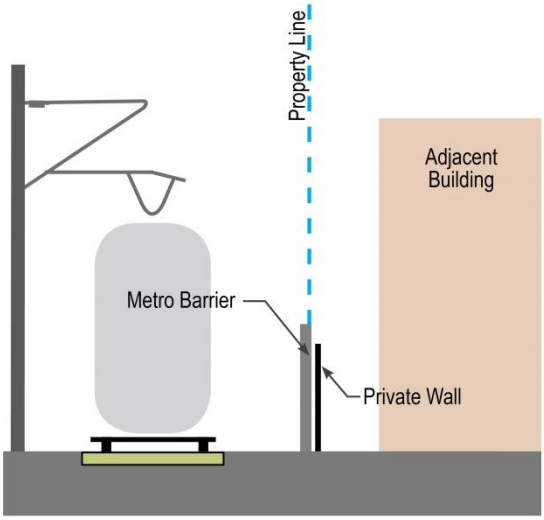
1.4 Shared Barrier Construction & Maintenance

In areas where Metro ROW abuts private property, barrier construction and maintenance responsibilities can rise to be a point of contention with property owners. When double barriers are constructed, the gap created between the Metro-constructed fence and a private property owner's fence can accumulate trash and make regular maintenance challenging without accessing the other party's property.

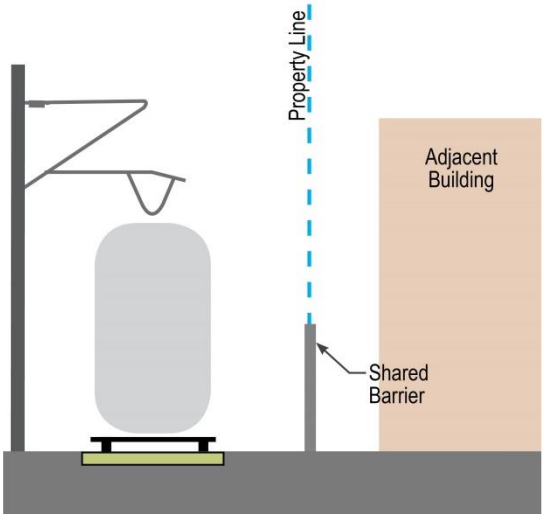
Recommendation: Metro strongly prefers a single barrier condition along its ROW property line. With an understanding that existing conditions along ROW boundaries vary throughout Los Angeles County, Metro recommends the following, in order of preference:

1. Enhance existing Metro barrier: if structural capacity allows, private property owners and developers should consider physically affixing improvements onto and building upon Metro's existing barrier. Metro is amenable to barrier enhancements such as increasing barrier height and allowing private property owners to apply architectural finishes to their side of Metro's barrier.
2. Replace existing barrier(s): if conditions are not desirable, remove and replace any existing barrier(s), including Metro's, with a new single barrier built on the property line.

Metro is amenable to sharing costs for certain improvements that allow for clarity in responsibilities and adequate ongoing maintenance from adjacent property owners without entering Metro's property. Metro Real Estate should be contacted with case-specific questions and will need to approve shared barrier design, shared-financing, and construction.



Double barrier conditions allow trash accumulation and create maintenance challenges for Metro and adjacent property owners.



Metro prefers a single barrier condition along its ROW property line.

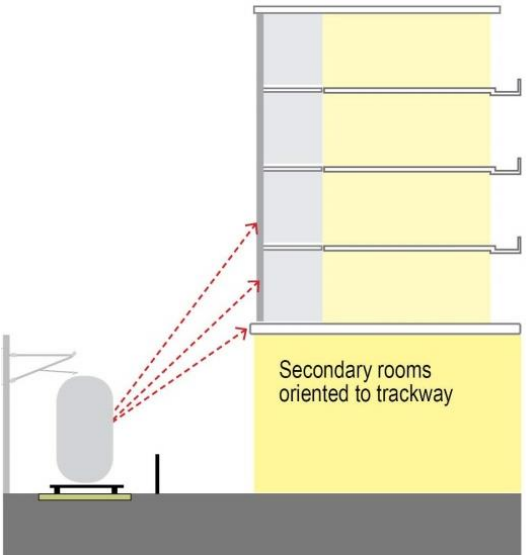
1.5 Project Orientation & Noise Mitigation

Metro may operate in and out of revenue service 24 hours per day, every day of the year, and can create noise and vibration (i.e. horns, power washing). Transit service and maintenance schedules cannot be altered to avoid noise for adjacent developments. However, noise and vibration impacts can be reduced through building design and orientation.

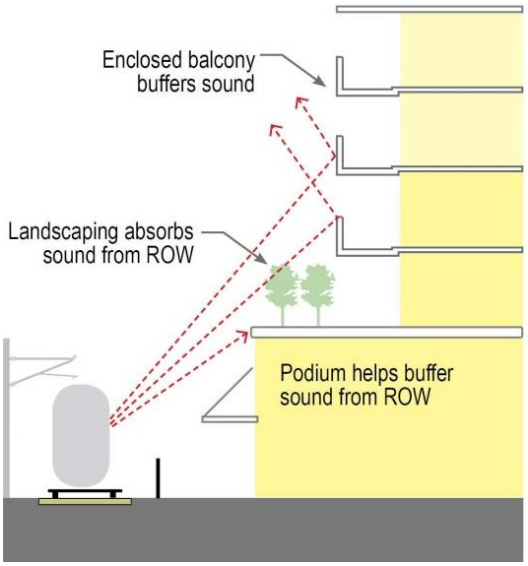
Recommendations: Use building orientation, programming, and design techniques to reduce noise and vibration for buildings along Metro ROW:

- Locate "back of house" rooms (e.g. bathrooms, stairways, laundry rooms) along ROW, rather than noise sensitive rooms (e.g. bedrooms and family rooms)
- Use upper level setbacks and locate living spaces away from ROW.
- Enclose balconies.
- Install double-pane windows.
- Include language disclosing potential for noise, vibration, and other impacts due to transit proximity in terms and conditions for building lease/sale agreements to protect building owners/sellers from tenant/buyer complaints.

Developers are responsible for any noise mitigation required, which may include engineering designs for mitigation recommended by Metro or otherwise required by local municipalities. A recorded *Noise Easement Deed* in favor of Metro may be required for projects within 100' of Metro ROW to ensure notification to tenants and owners of any proximity issues.



Building orientation can be designed to face away from tracks, reducing the noise and vibration impacts.



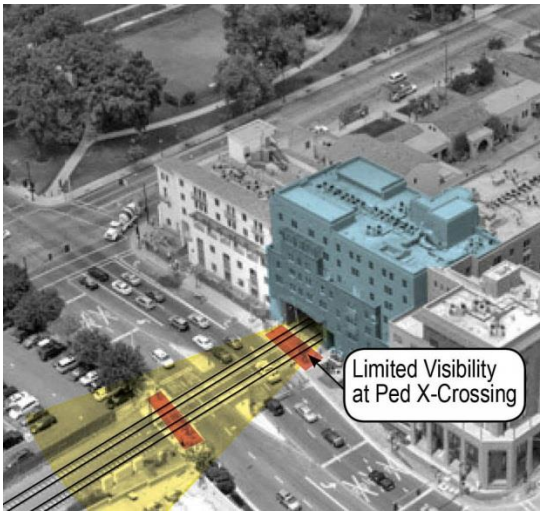
Strategic placement of podiums and upper-level setbacks on developments near Metro ROW can reduce noise and vibration impacts.

Additional Resources:
Noise Easement Deed
MRDC, Section 2 – Environmental Considerations

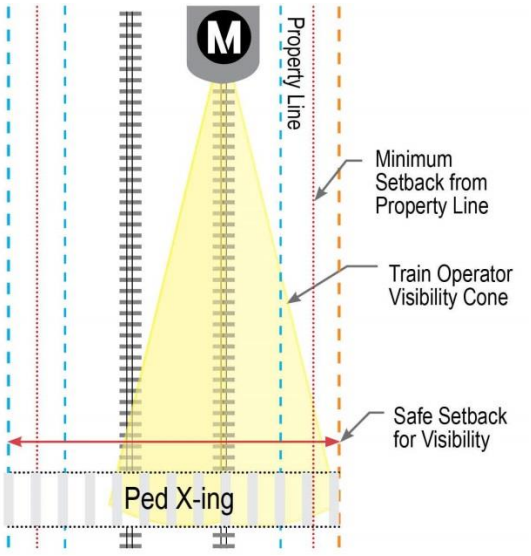
1.6 Sightlines at Crossings

Developments adjacent to Metro ROW can present visual barriers to transit operators approaching vehicular and pedestrian crossings. Buildings and structures in close proximity to transit corridors can reduce sightlines and create blind corners where operators cannot see pedestrians. This requires operations to reduce train speeds, which decreases the efficiency of transit service.

Recommendation: Design buildings to maximize transit service sightlines at crossings, leaving a clear *cone of visibility* to oncoming vehicles and pedestrians. Metro Operations will review, provide guidance, and determine the extent of operator visibility for safe operations. If the building envelope overlaps with the visibility cone near pedestrian and vehicular crossings, a building setback may be needed to ensure safe transit service. The cone of visibility at crossings and required setback will be determined based on vehicle approach speed.



Limited sightlines for trains approaching street crossings create unsafe conditions.



Visibility cones allow train operators to respond to safety hazards.

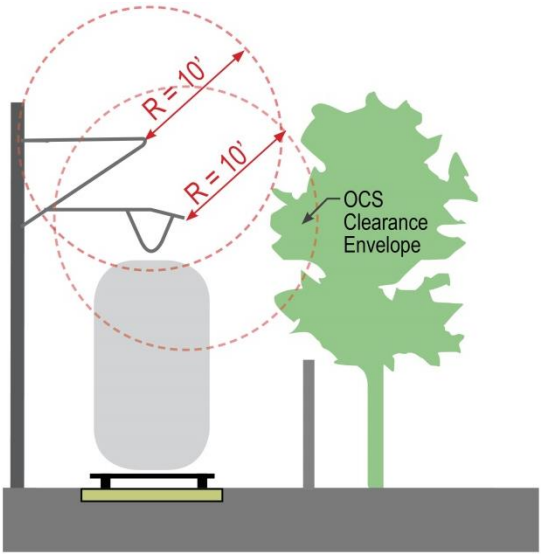
Additional Resources:
MRDC, Section 4 – Guideway and Trackwork
MRDC, Section 12 – Safety, Security, & System Assurance

1.7 Transit Envelope Clearance

Metro encourages density along and around transit service as well as greening of the urban environment through the addition of street trees and landscaping. However, building appurtenances, such as balconies, facing rail ROW may pose threats to Metro service as clothing or other décor could blow into the OCS. Untended landscaping and trees can also grow into the OCS above light rail lines, creating electrical safety hazards as well as visual and physical impediments for trains.

Recommendation: Project elements facing or located adjacent to the ROW should be designed to avoid potential conflicts with Metro transit vehicles and infrastructure. Metro recommends that projects:

- Maintain building appurtenances and landscaping at a minimum distance of ten (10) feet from the OCS and support structures.
- Plan for landscape maintenance from private property and not allow growth into the Metro ROW. Property owners will not be permitted to access Metro property to maintain private development.
- Design buildings such that balconies do not provide direct access to ROW access.



Adjacent structures and landscaping should be sited to avoid conflicts with the rail OCS.

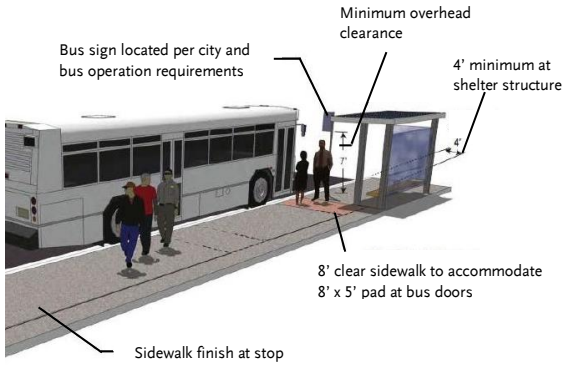
Additional Resources:
MRDC, Section 4 – Guideway and Trackwork
MRDC, Section 6 – Architectural
MRDC, Section 12 – Safety, Security, & System Assurance

1.8 Bus Stops & Zones Design

Metro Bus serves 15,967 bus stops throughout the diverse landscape that is Los Angeles County. Typically located on sidewalks within the public right-of-way owned and maintained by local jurisdictions, existing bus stop conditions vary from well-lit and sheltered spaces to uncomfortable and unwelcoming zones. Metro is interested in working with developers and local jurisdiction to create a vibrant public realm around new developments by strengthening multi-modal access to/from Metro transit stops and enhancing the pedestrian experience.

Recommendation: When designing around existing or proposed bus stops, Metro recommends project teams:

- Review Metro's Transit Service Policy: Appendix D, which provides standards for design and operation of bus stops and zones for near-side, far-side, and mid-block stops. In particular, adjacent projects should:
  - Accommodate 6' x 8' landing pads at bus doors.
  - Install a concrete bus pad within each bus stop zone to avoid asphalt damage.
- Replace stand-alone bus stop signs with bus shelters that include benches and adequate lighting.
- Design wide sidewalks (15' preferred) that accommodate bus landing pads as well as street furniture, landscape, and user travel space.
- Ensure final design of stops and surrounding sidewalk allows passengers with disabilities a clear path of travel.
- Place species of trees in quantities and spacing that will provide a continuous shade canopy in paths of travel to access transit stops. These must be placed far enough away from the curb and adequately maintained to prevent visual and physical impediments for buses when trees reach maturity.
- Locate and design driveways to avoid conflicts with on-street services and pedestrian traffic.



Well-designed and accessible bus stops are beneficial amenities for both transit riders and users of adjacent developments.

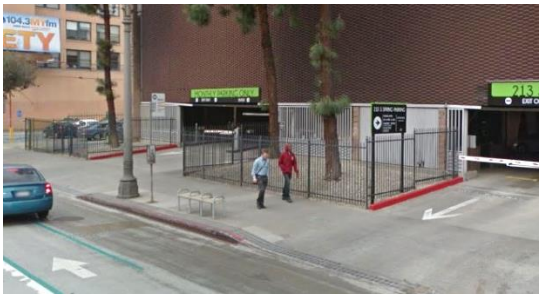
Additional Resources:
Metro Transit Service Policy

1.9 Driveways/Access Management

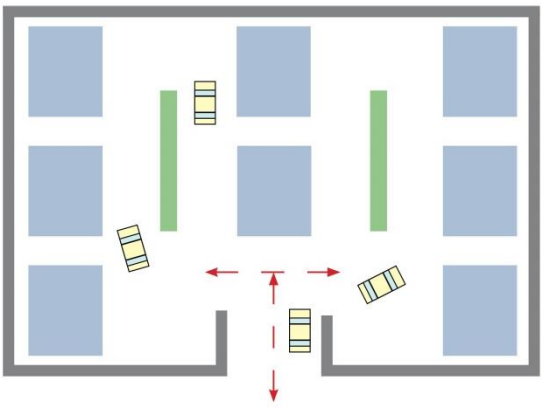
Driveways adjacent to on-street bus stops can create conflict for pedestrians walking to/from or waiting for transit. Additionally, driveways accessing parking and loading at project sites near Metro Rail and BRT crossings can create queuing issues along city streets and put vehicles in close proximity with fast moving trains and buses.

Recommendation: Metro encourages new developments to promote a lively public space mutually beneficial to the project and Metro by providing safe, comfortable, convenient, and direct connections to transit. Metro recommends that projects:

- Place driveways along side streets and alleys, away from on-street bus stops and transit crossings to minimize safety conflicts between active tracks, transit vehicles, and people, as well as queuing on streets.
- Locate vehicular driveways away from transit crossings or areas that are likely to be used as waiting areas for transit services.
- Program loading docks away from sidewalks where transit bus stop activity is/will be present.
- Consolidate vehicular entrances and reduce width of driveways.
- Raise driveway crossings to be flush with the sidewalk, slowing automobiles entering and prioritizing pedestrians.
- Separate pedestrian walkways to minimize conflict with vehicles and encourage safe non-motorized travel.



Driveways in close proximity to each other compromise safety for those walking to/from transit and increase the potential for vehicle-pedestrian conflicts.



A consolidated vehicular entrance greatly reduces the possibility for vehicle-pedestrian conflicts.

Additional Resources:
Metro First/Last Mile Strategic Plan
MRDC, Section 3 – Civil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To Union S

2 Engineering

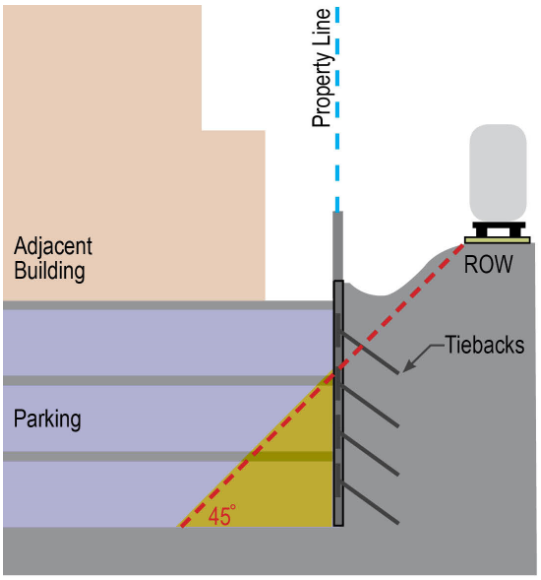
2 Engineering

2.1 Excavation Support System Design

Excavation near Metro ROW has the potential to disturb adjoining soils and jeopardize the support of existing Metro infrastructure. Any excavation which occurs within the geotechnical *foul zone* is subject to Metro review and approval. The geotechnical zone of influence shall be defined as the area below the track-way as measured from a 45-degree angle from the edge of the rail track ballast. Construction within this vulnerable area poses a potential risk to Metro service and safety and triggers additional safety regulations.

Recommendation: Coordinate with Metro Engineering staff for review and approval of structural and support of excavation drawings prior to the start of excavation or construction. Tie backs encroaching into Metro ROW may require a tie back easement or license, at Metro's discretion.

Any excavation/shoring within Metrolink operated and maintained ROW would require compliance with Metrolink Engineering standards and guidelines.



An underground structure located within the ROW foul zone would require additional review by Metro.

Additional Resources:
Metrolink Engineering & Construction Requirements
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical

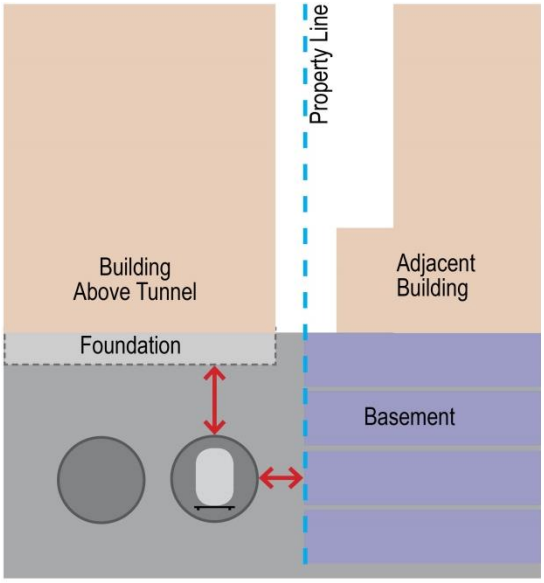
2 Engineering

2.2 Proximity to Stations & Tunnels

Metro supports development of commercial and residential properties near transit services and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of the developments. However, construction adjacent to, over, or under underground Metro facilities (tunnels, stations and appendages) is of great concern and should be coordinated closely with Metro Engineering.

Recommendation: Dependent on the nature of the adjacent construction, Metro will need to review the geotechnical report, structural foundation plans, sections, shoring plan sections and calculations. Metro typically seeks to maintain a minimum eight (8) foot clearance from existing Metro facilities to new construction (shoring or tiebacks). It will be incumbent upon the developer to demonstrate, to Metro's satisfaction, that both the temporary support of construction and the permanent works do not adversely affect the structural integrity, safety or continued efficient operation of Metro facilities.

Metro may require monitoring where such work will either increase or decrease the existing overburden (i.e. weight) to which the tunnels or facilities are subjected. When required, the monitoring will serve as an early indication of excessive structural strain or movement. Additional information regarding monitoring requirements, which will be determined on a case-by-case basis, may be found in Section 3.4, Excavation Drilling/Monitoring.



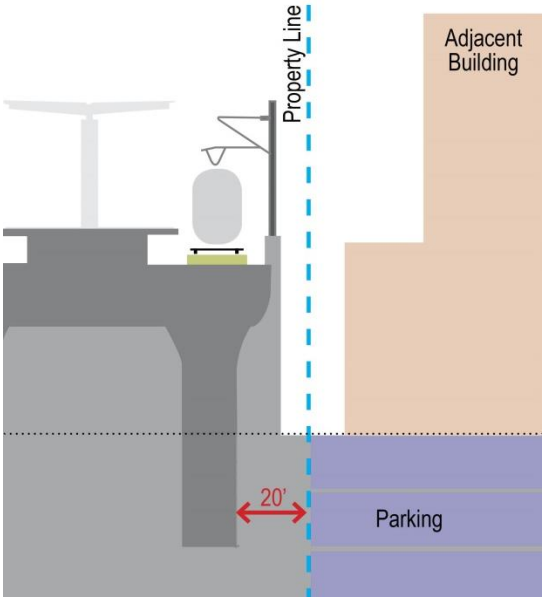
Underground tunnels in close proximity to adjacent basement structure.

Additional Resources:
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical

2.3 Protection from Explosion/Blast

Metro is obligated to ensure the safety of public transit infrastructure from potential explosive sources which could originate from adjacent underground structures or from at grade locations, situated below elevated *guideways* or stations. Blast protection setbacks or mitigation may be required for large projects constructed near critical Metro facilities.

Recommendation: Avoid locating underground parking or basement structures within twenty (20) feet from an existing Metro tunnel or facility (exterior face of wall to exterior face of wall). Adjacent developments which are within this 20-foot envelope may be required to undergo a *Threat Assessment and Blast/Explosion Study* subject to Metro review and approval.



An underground structure proposed within twenty (20) feet of a Metro structure may require a threat assessment and blast/explosion study.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical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3 Construction Safety & Monitoring

3 Construction Safety & Monitoring

3.1 Pre-Construction Coordination

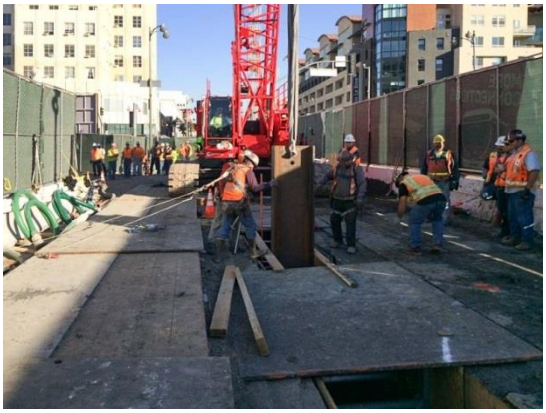
Metro is concerned with impacts on service requiring single tracking, line closures, speed restrictions, and *bus bridging* occurring as a result of adjacent project construction. Projects that will require work over, under, adjacent, or on Metro property or ROW and include operation of machinery, scaffolding, or any other potentially hazardous work are subject to evaluation in preparation for and during construction to maintain safe operations and passenger wellbeing.

Recommendation: Following an initial screening of the project, additional coordination may be determined to be necessary. Dependent on the nature of the adjacent construction, developers may be requested to perform the following as determined on a case-by-case basis:

- Submit a construction work plan and related project drawings and specifications for Metro review.
- Submit a contingency plan, show proof of insurance coverage, and issue current certificates.
- Provide documentation of contractor qualifications.
- Complete pre-construction surveys, perform baseline readings, and install movement instrumentation.
- Complete readiness review and perform practice run of shutdown per contingency plan.
- Confirm a ROW observer or other safety personnel and an inspector from the parties.
- Establish a coordination process for access and work in or adjacent to ROW for the duration of construction.

Project teams will be responsible for the costs of adverse impacts on Metro transit operations caused by work on adjacent developments, including remedial work to repair damage to Metro property, facilities, or systems. Additionally, a review fee may be assed based on an estimate of required level of effort provided by Metro.

All projects adjacent to Metrolink infrastructure will require compliance with SCRRA Engineering Standards and Guidelines.



Metro staff oversees construction for the Purple Line extension.

Additional Resources:

Metrolink Engineering & Construction Requirements

Metro Adjacent Construction Design Manual

3 Construction Safety & Monitoring

3.2 Track Access and Safety

Permission is needed from Metro to enter Metro property for construction and maintenance along, above, or under Metro ROW as these activities can interfere with Metro utilities and service and pose a safety hazard to construction teams and transit riders. Track access is solely at Metro's discretion and is discouraged to prevent electrocution and collisions with construction workers or machines.

Recommendation: To work in or adjacent to Metro ROW, the following must be obtained and/or completed:

- Right-of-Entry Permit/Temporary Construction Easement: All access to and activity on Metro property, including easements necessary for construction of adjacent projects, must be approved through a Right-of-Entry Permit and/or a Temporary Construction Easement obtained from Metro Real Estate and may require a fee.

- Track Allocation: All work on Metro Rail ROW must receive prior approval from Metro Rail Operations Control. Track Allocation identifies, reserves, and requests changes to normal operations for a specific track section, line, station, location, or piece of equipment to allow for safe use by a non-Metro entity.

- Safety Training: All members of the project construction team will be required to attend Metro Safety Training in advance of work activity.

- Construction Work Plan: Dependent on the nature of adjacent construction, Metro may request a construction work plan, which describes means and methods and other construction plan details, to ensure the safety of transit operators and patrons.

Trained flaggers ensure the safe crossing of pedestrians and workers of an adjacent development.

Additional Resources:
Metro Adjacent Construction Design Manual
Safety Training
Track Allocation

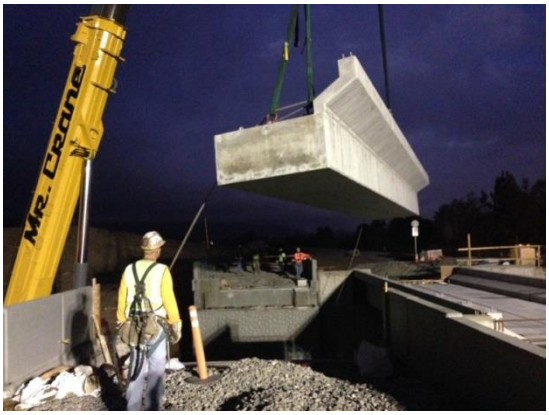
3 Construction Safety & Monitoring

3.3 Construction Hours

To maintain public safety and access for Metro riders, construction should be planned, scheduled, and carried out in a way to avoid impacts to Metro service and maintenance. Metro may limit hours of construction which impact Metro ROW to night or off-peak hours so as not to interfere with Metro revenue service.

Recommendations: In addition to receiving necessary construction approvals from the local municipality, all construction work on or in close proximity to Metro ROW must be scheduled through the Track Allocation Process, detailed in Section 3.2.

Metro prefers that adjacent construction that has the potential to impact normal, continuous Metro operations take place during non-revenue hours (approximately 1:00a.m.-4:00a.m.) or during non-peak hours to minimize impacts to service. The project sponsor may be responsible for additional operating costs resulting from disruption to normal Metro service.



Construction during approved hours ensures the steady progress of adjacent development construction as well as performance of Metro's transit service.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 10 – Operations
Track Allocation

3.4 Excavation/Drilling Monitoring

Excavation is among the most hazardous construction activities and can pose threats to the structural integrity of Metro's transit infrastructure.

Recommendation: Excavation and shoring plans adjacent to the Metro ROW shall be reviewed and approved by Metro Engineering prior to commencing construction.

Geotechnical instrumentation and monitoring will be required for all excavations occurring within Metro's *geotechnical zone of influence,* where there is potential for adversely affecting the safe and efficient operation of transit vehicles. Monitoring of Metro facilities due to adjacent construction may include the following as determined on a case-by-case basis:

- Pre- and post-construction condition surveys
- Extensometers
- Inclinometers
- Settlement reference points
- Tilt-meters
- Groundwater observation wells
- Movement arrays
- Vibration monitoring

Rakers and tiebacks provide temporary support during construction.

A soldier pile wall supports adjacent land during construction.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 3 – Civil
MRDC, Section 5 – Structural/Geotechnical

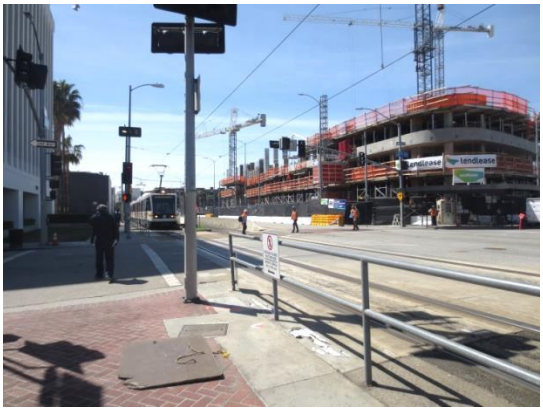
3 Construction Safety & Monitoring

3.5 Crane Operations

Construction activities adjacent to Metro ROW will often require moving large, heavy loads of building materials and machinery by cranes. Cranes referred to in this section include all power operated equipment that can hoist, lower, and horizontally move a suspended load. There are significant safety issues to be considered for the operators of crane devices as well as Metro patrons and operators.

Recommendations: Per California Occupational Safety and Health Administration (Cal/OSHA) standards, cranes operated near the OCS must maintain a twenty (20) foot clearance from the OCS. In the event that a crane or its load needs to enter the 20-foot envelope, OCS lines must be de-energized.

Construction activities which involve swinging a crane and suspended loads over Metro facilities or bus passenger areas shall not be performed during revenue hours. The placement and swing of this equipment are subject to Metro review and possible work plan.



Construction adjacent to the Pico Rail Station in Downtown Los Angeles.

Construction adjacent to the Chinatown Rail Station.

Additional Resources:
Metro Adjacent Construction Design Manual
Cal/OSHA

3 Construction Safety & Monitoring

3.6 Construction Barriers & Overhead Protection

During construction, falling objects can damage Metro facilities, and pose a safety concern to the patrons accessing them.

Recommendations: Vertical construction barriers and overhead protection compliant with Metro and Cal OSHA requirements shall be constructed to prevent objects from falling into the Metro ROW or areas designed for public access to Metro facilities. A protection barrier shall be constructed to cover the full height of an adjacent project and overhead protection from falling objects shall be provided over Metro ROW as necessary. Erection of the construction barriers and overhead protection for these areas shall be done during Metro non-revenue hours.

A construction barrier is built at the edge of the site to protect tracks from adjacent work.

Additional Resources:
Metro Adjacent Construction Design Manual

3 Construction Safety & Monitoring

3.7 Pedestrian & Emergency Access

Metro's ridership relies on the consistency and reliability of access and *wayfinding* to/from stations, stops, and facilities. Construction on adjacent developments must not obstruct fire department access, emergency egress, or otherwise present a safety hazard to Metro operations, its employees, patrons, and the general public. Fire access and safe escape routes within all Metro stations, stops, and facilities must be maintained.

Sidewalk access is blocked for construction project, forcing pedestrians into street or to use less direct paths to the Metro facility.

Recommendations: The developer shall ensure pedestrian access to Metro stations, stops, and transit facilities is compliant with the Americans with Disabilities Act (ADA) and maintained during construction:

- Temporary fences, barricades, and lighting should be installed and watchmen provided for the protection of public travel, the construction site, adjacent public spaces, and existing Metro facilities.
- Temporary signage should be installed where necessary and in compliance with the latest California Manual on Uniform Traffic Control Devices and in coordination with Metro Art and Design Standards.
- Emergency exists shall be provided and be clear of obstructions at all times.
- Access shall be maintained for utilities such as fire hydrants, stand pipes/connections, and fire alarm boxes as well as Metro-specific infrastructure such as fan and vent shafts.

Additional Resources:
California Manual on Uniform Traffic Control Devices
Metro Adjacent Construction Design Manual
Metro Signage Standards

3 Construction Safety & Monitoring

3.8 Impacts to Bus Routes & Stops

During construction, bus stops and routes may need to be temporarily relocated. Metro needs to be informed of activities that require removal and/or relocation in order to ensure uninterrupted service.

Recommendations: During construction, existing bus stops must be maintained or relocated consistent with the needs of Metro Bus Operations. Design of temporary and permanent bus stops and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the transit service. Metro Bus Operations Control Special Events and Metro Stops & Zones Department should be contacted at least 30 days in advance of initiating construction activities

Temporary and permanent relocation of bus stops and layover zones will require coordination between developers, Metro, and other municipal bus operators, and local jurisdictions.

Additional Resources:
Metro Transit Service Policy
MRDC, Section 3 – Civil

3 Construction Safety & Monitoring

3.9 Utility Coordination

Construction has the potential to interrupt utilities that Metro relies on for safe operations and maintenance. Utilities of concern to Metro include but are not limited to: condenser water piping, potable/fire water, and storm and sanitary sewer lines, as well as electrical/telecommunication services.

Recommendations: Temporary and permanent utility impacts and relocation near Metro facilities should be addressed during project design and engineering to avoid conflicts during construction.

The contractor shall protect existing aboveground and underground Metro utilities during construction and coordinate with Metro to receive written approval for any utilities pertinent to Metro facilities that may be verified, used, interrupted, or disturbed.

When electrical power outages or support functions are required, the approval must be obtained through Metro Track Allocation.

Coordination of underground utilities is critical.

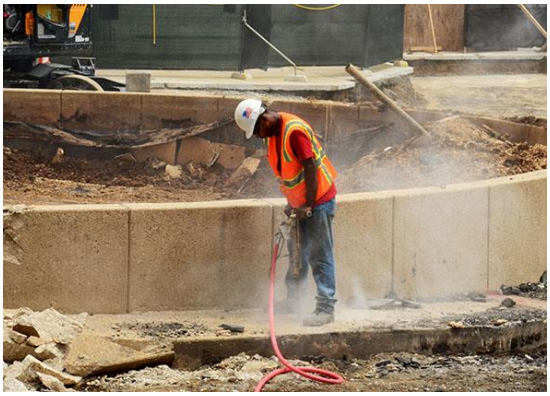
Additional Resources:
Metro Adjacent Construction Design Manual

3 Construction Safety & Monitoring

3.10 Air Quality & Ventilation Protection

Hot or foul air, fumes, smoke, steam, and dust from adjacent construction activities can negatively impact Metro facilities, service, and users.

Recommendation: Hot or foul air, fumes, smoke, and steam from adjacent facilities must not be discharged within 40 feet of existing Metro facilities, including but not limited to: ventilation system intake shafts or station entrances. Should fumes be discharged within 40 feet of Metro intake shafts, a protection panel around each shaft shall be required.



A worker breaks up concrete creating a cloud of silica dust.

Additional Resources:
Metro Adjacent Construction Design Manual
MRDC, Section 8 – Mechanical

Resources

The following provides Metro contact information and a list of programs, policies, and online resources that should be considered when planning projects within 100 feet of Metro ROW – including underground easements – and in close proximity to non-revenue transit facilities and property:

Metro encourages developers and municipalities to leverage digital resources and data sets to maximize opportunities inherent in transit adjacency.

Metro Adjacent Development Contact Information & Resources

Please direct any questions to the Metro Adjacent Development team at:

- 213-418-3484
- DevReview@metro.net

Metro Adjacent Development Review Webpage:
https://www.metro.net/projects/devreview/

Metro Right-of-Way GIS Data

Metro maintains a technical resource website housing downloadable data sets and web services. Developers and municipalities should utilize available Metro right-of-way GIS data to appropriately plan and coordinate with Metro when proposing projects within 100' of Metro right-of-way:
https://developer.metro.net/portfolio-item/metro-right-of-way-gis-data/

Metro Design Criteria & Standards

Metro standard documents are periodically updated and are available upon request:

- Metro Adjacent Construction Design Manual
- Metro Rail Design Criteria (MRDC)
- Metro Rail Directive Drawings
- Metro Rail Standard Drawings
- Metro Signage Standards

Metrolink Standards & Procedures

Engineering & Construction
https://www.metrolinktrains.com/about/agency/engineering--construction/

Major construction at the Metrolink San Bernardino Station.

Metro Policies & Plans

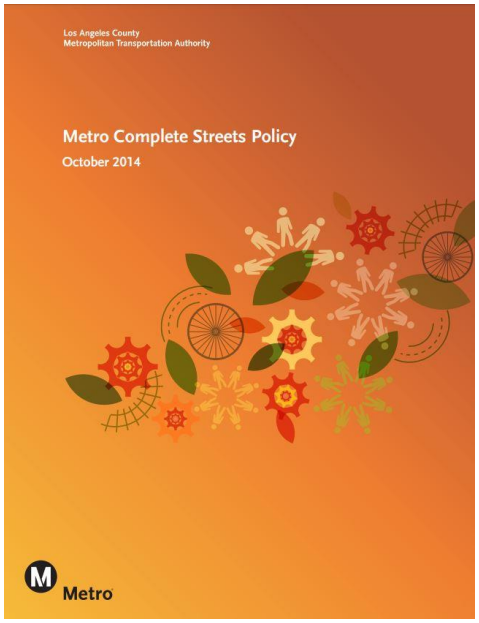
Active Transportation Strategic Plan, 2016
https://www.metro.net/projects/active-transportation-strategic-plan/

Complete Streets Policy, 2014
https://www.metro.net/projects/countywide-planning/metros-complete-streets-policy-requirements/

Countywide Sustainability Planning Policy & Implementation Plan, 2012
https://media.metro.net/projects_studies/sustainability/images/countywide_sustainability_planning_policy.pdf

First/Last Mile Strategic Plan, 2014
https://media.metro.net/docs/First_Last_Mile_Strategic_Plan.pdf

Transit Service Policy, 2015
https://media.metro.net/images/service_changes_transit_service_policy.pdf



Metro Complete Streets Policy

Resources

Metro Bike Hub at Los Angeles Union Station

Metro Programs & Toolkits

Bike Hub
https://bikehub.com/metro/

Bike Share for Business
https://bikeshare.metro.net/for-business/

Green Places Toolkit
https://www.metro.net/interactives/greenplaces/index.html

Transit Oriented Communities
https://www.metro.net/projects/transit-oriented-communities/

Transit Passes
Annual and Business Access Passes
https://www.metro.net/riding/eapp/

College/Vocational Monthly Pass
https://www.metro.net/riding/fares/collegevocational/

Transit Supportive Planning Toolkit
https://www.metro.net/projects/tod-toolkit/

Useful Policies & Resources

ADA Standards for Accessible Design, 2010
U.S. Department of Justice.
https://www.ada.gov/2010ADAstandards_index.htm

California Manual on Uniform Traffic Control Devices.
State of California Department of Transportation
http://www.dot.ca.gov/trafficops/tcd/signcharts.html

California Occupational Safety and Health Administration (Cal/OSHA)
State of California Department of Industrial Relations
http://www.dir.ca.gov/dosh/


Speak Up,
Listen Up!
Metro

Glossary

Cone of Visibility – a conical space at the front of moving transit vehicles allowing for clear visibility of travel way and/or conflicts.

Construction Work Plan (CWP) – project management document outlining the definition of work tasks, choice of technology, estimation of required resources and duration of individual tasks, and identification of interactions among the different work tasks.

Flagger/Flagman – person who controls traffic on and through a construction project. Flaggers must be trained and certified by Metro Rail Operations prior to any work commencing in or adjacent to Metro ROW.

Geotechnical Foul Zone – area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast.

Guideway – a channel, track, or structure along which a transit vehicle moves.

Heavy Rail Transit (HRT) – Metro HRT systems include exclusive ROW (mostly subway) trains up to six (6) cars long (450') and utilize a contact rail for traction power distribution (e.g. Metro Red Line).

Light Rail Transit (LRT) – Metro LRT systems include exclusive, semi-exclusive, or street ROW trains up to three (3) cars long (270') and utilize OCS for traction power distribution (e.g. Metro Blue Line).

Measure R – half-cent sales tax for Los Angeles County approved in November 2008 to finance new transportation projects and programs. The tax expires in 2039.

Measure M – half-cent sales tax for LA County approved in November 2016 to fund transportation improvements, operations and programs, and accelerate projects already in the pipeline. The tax will increase to one percent in 2039 when Measure R expires.

Metrolink – a commuter rail system with seven lines throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties governed by the Southern California Regional Rail Authority.

Metro Adjacent Construction Design Manual – Volume III of the Metro Design Criteria & Standards which outlines the Metro adjacent development review procedure as well as operational requirements when constructing over, under, or adjacent to Metro facilities, structures, and property.

Metro Bus – Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes.

Metro Bus Rapid Transit (BRT) – high quality bus service that provides faster and convenient service through the use of dedicated ROW, branded vehicles and stations, high frequency and intelligent transportation systems, all door boarding, and intersection crossing priority. Metro BRT generally runs within the center of freeways and/or within dedicated corridors.

Metro Design Criteria and Standards – a compilation of documents that govern how Metro transit service and facilities are designed, constructed, operated, and maintained.

Metro Rail – urban rail system serving Los Angeles County consisting of six lines, including two subway lines (Red and Purple Lines) and four light rail lines (Blue, Green, Gold, and Expo Lines).

Metro Rail Design Criteria (MRDC) – Volume IV of the Metro Design Criteria & Standards which establishes design criteria for preliminary engineering and final design of a Metro Project.

Metro Transit Oriented Communities – land use planning and community development program that seeks to

maximize access to transportation as a key organizing principle and promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements and first/last mile facilities that support ridership and reduce auto dependency.

Noise Easement Deed – easement completed by property owners abutting Metro ROW acknowledging use and possible results of transit vehicle operation on the ROW.

Overhead Catenary System (OCS) – one or more electrified wires (or rails, particularly in tunnels) situated over a transit ROW that transmit power to light rail trains via pantograph, a current collector mounted on the roof of an electric vehicle. Metro OCS is supported by hollow poles placed between tracks or on the outer edge of parallel tracks.

Right of Entry Permit – written approval granted by Metro Real Estate to enter Metro ROW and property.

Right of Way (ROW) –the composite total requirement of all interests and uses of real property needed to construct, maintain, protect, and operate the transit system.

Southern California Regional Rail Authority (SCRRA) – a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCRRA governs and operates Metrolink service.

Threat Assessment and Blast/Explosion Study – analysis performed when adjacent developments are proposed within twenty (20) feet from an existing Metro tunnel or facility.

Track Allocation/Work Permit – permit granted by Metro Rail Operations Control to allocate a section of track and perform work on Metro Rail ROW. This permit should be submitted for any work that could potentially foul the envelope of a train.

Wayfinding – signs, maps, and other graphic or audible methods used to convey location and directions to travelers.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DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

February 21, 2019

Eduardo Perez
City of Los Angeles, Dept of Public Works, Bureau of Sanitation
2714 Media Center Drive
Los Angeles, CA 90065

RE: East West Valley Interceptor Sewer Project
– Notice of Preparation (NOP)
SCH # 2019011054
GTS # 07-LA-2019-02237
Vic. LA-405/PM: 41.378 -
LA-170/PM: R15.76

Dear Mr. Perez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's Notice of Preparation (NOP). The primary purpose of the East West Valley Interceptor Sewer is to increase the production and use of recycled water in the City to help address concerns over the long-term reliability of imported water. The proposed project would address the following project objective: Divert and convey wastewater from the eastern portions of the San Fernando Valley to the Donald C. Tillman Reclamation Water Plant (DCTWRP), where it would be used to generate recycled water.

Caltrans has reviewed the NOP and has the following comments:

- The project alignment crosses underneath State Route 170 (SR-170) and Interstate 405 (I-405). Caltrans recommends the Environmental Impact Report (EIR) please include a detailed Traffic Impact Study (TIS) for SR-170 and I-405, and the ramps affected by this project.

- Please submit all construction designs underneath the freeways and Caltrans' Right of Way for Caltrans' review/approval.

- Please inform Caltrans of any freeway or ramp closures that are to be expected during the construction period. Any closures/impacts to State facilities will require review/approval from Caltrans.

Further information included for your consideration:

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and

other design elements.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2019-02237

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief

PUBLIC SCOPING MEETING
for the
EAST WEST VALLEY INTERCEPTOR SEWER PROJECT
FEBRUARY 13, 2019

COMMENT CARD

Mr. Eduardo Perez
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(please include "East West Valley Interceptor Sewer" in the subject line) or by fax to (323) 342-6210

The purpose of the scoping process is to hear from the public and responsible agencies what significant environmental issues and alternatives they think should be analyzed in the Draft EIR for the East West Valley Interceptor Sewer Project. Written comments can be submitted at the Public Scoping meeting, emailed, faxed or mailed to be received no later than 5:00 p.m. on February 25, 2019. In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed Project. Your comments will then be considered during preparation of the Draft EIR.

Name: Anne Mosberger

Organization: self

Address: 13131 Barbara Ann St., #315, No. Ho.

Zip Code: 91605

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COMMENTS:

Very good meeting.
very good information.
Thank you for the presentation!

East West Valley Interceptor Sewer Project

Summary

SCH Number	2019011054
Lead Agency	Los Angeles, City of *(City of Los Angeles)*
Document Title	East West Valley Interceptor Sewer Project
Document Type	NOP - Notice of Preperation
Received	1/24/2019
Document Description	A new force main sewer to divert wastewater from existing sewers in the North Hollywood area, and convey that wastewater to the west for treatment at the Donald C. Tillman Water Reclamation Plant (DCTWRP). The proposed project would include constructing a force main sewer and six diversion structures (to divert wastewater from existing sewers), one junction structure (to connect the force main to an existing sewer that connects with the DCTWRP), and six pumping stations (to pump the diverted wastewater through the force main to DCTWRP). The proposed project would also include ancillary components, such as access structures, electrical vaults, and control boxes.
Contact Information	Eduardo Perez City of Los Angeles, Dept of Public Works, Bureau of Sanitation 2714 Media Center Drive Los Angeles, CA 90065 323-342-6206

Location

Coordinates	34°11'11"N 118°23'11"W
Cities	San Fernando
Counties	Los Angeles
Cross Streets	Victory Blvd between Vineland Ave and Haskell Ave
Zip	91606
Total Acres	6 mi
Parcel #	n/a
State Highways	I-405, SR 170
Railways	UPRR
Airports	Hollywood Burbank, Van Nuys
Schools	Victory Blvd ES, et al
Waterways	Tujunga Wash, LA River
Township	N1
Range	15W

Notice of Completion

Review Period Start	1/24/2019

Review Period End 2/22/2019

Development Type
- Other (new force main sewer to divert wastewater for treatment)

Local Action
- Other Action
- Other Action: sewer improvement

Project Issues
- Other Issues
- Cumulative Effects
- Landuse
- Growth Inducing
- Wetland/Riparian
- Water Supply
- Water Quality
- Vegetation
- Tribal Cultural Resources
- Traffic/Circulation
- Toxic/Hazardous
- Solid Waste
- Soil Erosion/Compaction/Grading
- Sewer Capacity
- Septic System
- Schools/Universities
- Recreation/Parks
- Public Services
- Population/Housing Balance
- Noise
- Minerals
- Geologic/Seismic
- Forest Land/Fire Hazard
- Flood Plain/Flooding
- Drainage/Absorption
- Coastal Zone
- Biological Resources
- Archaeologic-Historic
- Air Quality
- Agricultural Land
- Aesthetic/Visual
- Other Issues: GHG, Energy

Reviewing Agencies
- Caltrans, District 7
- Cal Fire
- California Coastal Commission
- California Department of Parks and Recreation
- California Highway Patrol
- California Public Utilities Commission
- Caltrans, Division of Aeronautics
- Department of Fish and Wildlife, Region 5
- Native American Heritage Commission
- Regional Water Quality Control Board, Region 4
- Resources Agency
- Santa Monica Mountains Conservancy
- State Lands Commission
- State Water Resources Control Board, Division of Drinking Water
- State Water Resources Control Board, Divison of Financial Assistance

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