West Valley Feeder No. 1 Stage 3 Improvements Project

Proposed
Initial Study-Mitigated Negative Declaration

Metropolitan Report No. 1582

June 2024

West Valley Feeder No. 1 Stage 3 Improvements Project

Proposed Initial Study-Mitigated Negative Declaration

The Metropolitan Water District of Southern California
700 North Alameda Street
Los Angeles, California 90012

Report No. 1582

June 2024

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TABLES

EXHIBITS

APPENDICES

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LIST OF ACRONYMS

µg/m3	Micrograms per cubic meter
AAM	Annual Arithmetic Mean
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ALUC	Airport Land Use Commission
APEFZ	Alquist-Priolo Earthquake Fault Zone
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geological Survey
CMWD	Calleguas Municipal Water District
CNDDB	California Natural Diversity Database
CNEL	Community noise equivalent level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2e	Carbon dioxide equivalents
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
cy	Cubic yards
CYA	C. Young Associates
dB	Decibel
dBA	A-weighted decibel
DTSC	Department of Toxic Substances Control
EMD	Emergency Management Department
EMFAC	EMissions FACtor model
ESA	Endangered Species Act
Farmland	Farmland of Statewide Importance
FESA	Federal Endangered Species Act
GHG	Greenhouse gas
HCP	Habitat Conservation Plan
ID	Inside diameter

Km	Kilometer
LA100	Los Angeles 100% Renewable Energy Study
LACDPW	Los Angeles County Department of Public Works
LACM	Natural History Museum of Los Angeles County
LADRAP	Los Angeles Department of Recreation and Parks
LAFD	Los Angeles Fire Department
LAPD	Los Angeles Police Department
LAUSD	Los Angeles Unified School District
Lbs/day	Pounds per day
LCA	Land Conservation Act
Leq	Equivalent sound level
LST	Localized significance threshold
MEI	Maximally exposed individual
Metropolitan	The Metropolitan Water District of Southern California
Mg/m^3	Milligrams per cubic meter
MM	Mitigation Measure
MND	Mitigated Negative Declaration
MS4	Municipal separate storm sewer system
MT	Metric tons
MT/yr	Metric tons per year
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NO_2	Nitrogen Dioxide
NO_x	Nitrogen oxides
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	Ozone
OHWM	Ordinary High Water Mark
OPR	Office of Planning and Research
OS	Open Space
PCCP	Prestressed concrete cylinder pipe
PEIR	Program Environmental Impact Report
PI	Plasticity index
PM10	Particulate Matter with a diameter of 10 microns or less
PM2.5	Particulate Matter with a diameter of 2.5 micros or less
Ppm	Parts per million
ppv	Peak particle velocity
PRC	Public Resources Code
RAP	Remedial Action Plan
ROG	Reactive organic gas

ROW	Right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SMARA	Surface Mining and Reclamation Act
SO_2	Sulfur Dioxide
SO_x	Sulfur oxides
SR	State Route
STA	Station
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic air contaminants
TNW	Traditional Navigable Water
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VCP	Voluntary Cleanup Program
VDB	Velocity decibels
VMT	Vehicle miles travelled
VOC	Volatile organic compound
WPCP	Water Pollution Control Plan
WVF1	West Valley Feeder No. 1

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SECTION 1.0 PROJECT DESCRIPTION

1.1 PROJECT BACKGROUND AND PURPOSE

The Metropolitan Water District of Southern California (Metropolitan) is a regional wholesaler that provides water for 26 public member agencies that, in turn, provide drinking water to approximately 19 million people in Southern California in parts of Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura counties. The mission of Metropolitan is to provide its service area with an adequate and reliable supply of high-quality water to meet present and future needs in an environmentally and economically responsible way.

The West Valley Feeder No. 1 (WVF1) was constructed in 1962 by Calleguas Municipal Water District (CMWD) and acquired by Metropolitan in 1970. WVF1 is a 54-inch inside diameter (ID) prestressed concrete cylinder pipe (PCCP) that conveys treated water to two member agencies, the Las Virgenes Municipal Water District and the CMWD.

Improvements to the WVF1 have been divided into three stages. Stages 1 and 2 were completed outside of Chatsworth Park South as part of pipeline maintenance work; however, access to Chatsworth Park South was restricted for many years due to lead remediation conducted by the City of Los Angeles. The lead remediation efforts were completed in 2017. The purpose of the proposed Project is to complete Stage 3 of the pipeline maintenance work within Chatsworth Park South by completing pipeline valve modifications, including replacing valves, relocating valves, and modifying structures at four locations along the WVF1, making improvements to the existing access road, and constructing a new access road where no vehicular access currently exists.

1.2 PROJECT LOCATION

The WVF1 begins at the intersection of Hayvenhurst Avenue and Rinaldi Street in Granada Hills and travels westerly, terminating at the CMWD's Santa Susana Tunnel – East Portal in Chatsworth Park South. Exhibit 1 depicts the Regional Location and Exhibit 2 depicts the Local Vicinity. The Project Area includes four locations along the WVF1, improvements to the existing WVF1 access road, and construction of a new access road where no vehicular access currently exists. Exhibit 3 depicts existing Metropolitan facilities in the Project Area. The combined Project Area totals approximately 1.98 acre within the north/northwestern portion of Chatsworth Park South in the community of Chatsworth, in the city of Los Angeles, county of Los Angeles, California (refer to Exhibit 3, Existing Metropolitan Facilities). The Project is located on Assessor Parcel Numbers (APNs) 2723010904, 2723010270, and 2723010902. Exhibits 4a through 4c provide a visual overview of the Project Area, including temporary and permanent easements.

1.3 SURROUNDING LAND USE

The Project Area is surrounded by Chatsworth Park South to the south and southeast, single-family residences to the east, and undeveloped hillside terrain within the Santa Susana Pass State Historic Park to the north and west (refer to Exhibit 2, Local Vicinity). Railroad right-of-way (ROW) is located north of the Project Area, and informal multi-use trails are located throughout the Project Area that serve pedestrian, bicycling, and equestrian uses.

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Regional Location

Exhibit 1

WVF No.1 Stage 3 Improvements Project

N W E S

10 5 0 10 Miles

PSOMAS

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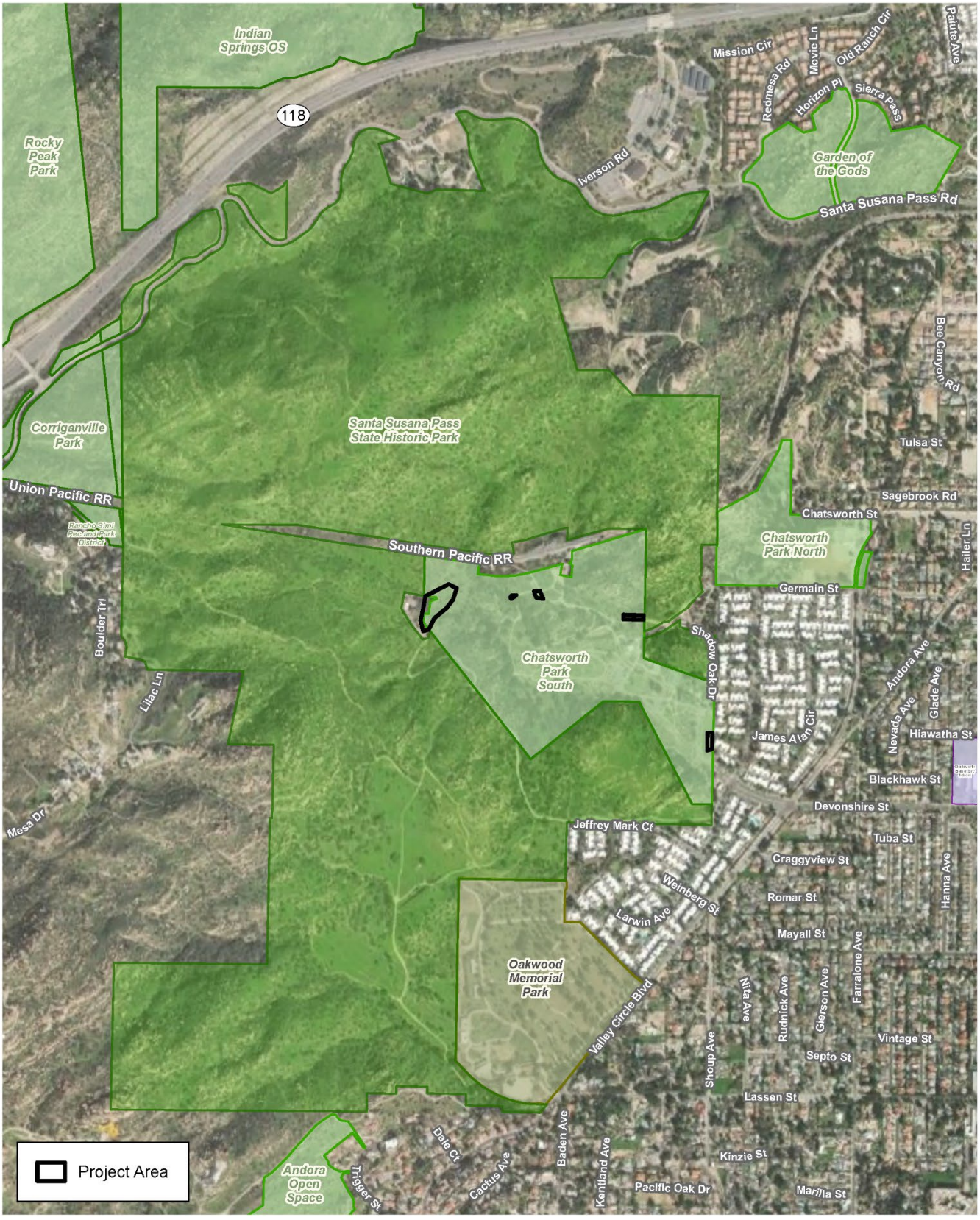

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Local Vicinity

Exhibit 2

WVF No.1 Stage 3 Improvements Project

N
W E
S

1,200 600 0 1,200

Feet

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Sta. 1415+37 and Sta. 1415+42
End Access Road
Sta. 1416+33
Santa Susana Tunnel Delivery Structure
Calleguas Hydropower Generating Facility
Existing Access Road to Larwin Avenue
Begin Access Road
Stream Crossing
Proposed MWD Temporary Construction Easement
Sta. 1407+45
Sta. 1405+23
Proposed MWD Temporary Construction Easement
Proposed MWD Temporary Construction Easement
Chatsworth Park South
Chatsworth Park North
Santa Susana Pass SHP
Southern Pacific RR
Shadow Oak Dr
Germain St
Boulder Ridge Ter
James Alan Cir
Virginia Watson Way
Larwin Ave

West Valley Feeder No. 1
West Valley Feeder No. 2
Proposed Access Road
Survey Area
Project Area
station
Chatsworth Park South
Chatsworth Park North
Santa Susana State Historic Park

Aerial Source: Nearmap 09/2023

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Existing Metropolitan Facilities

WVF No. 1 Stage 3 Improvements Project

Exhibit 3

N W E S

250 125 0 250 Feet

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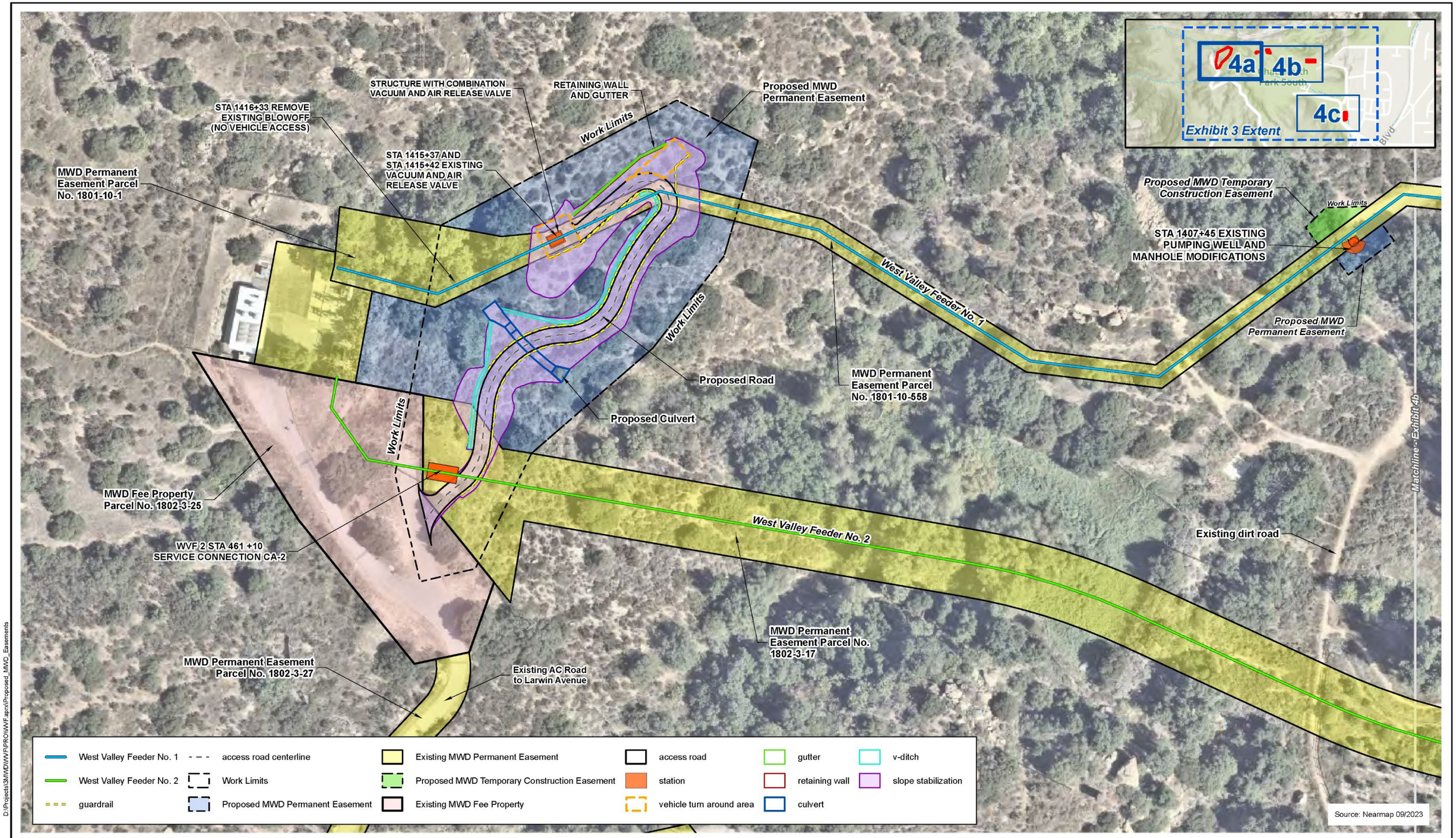

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Proposed Project Area and Easements

Exhibit 4a

WVF No. 1 Stage 3 Improvements Project

N W E S

80 40 0 80 Feet

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Proposed Project Area and Easements

Exhibit 4b

WVF No. 1 Stage 3 Improvements Project

N W E S

80 40 0 80 Feet

PSOMAS

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Proposed Project Area and Easements

Exhibit 4c

WVF No. 1 Stage 3 Improvements Project

N W E S

80 40 0 80 Feet

PSOMAS

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1.4 PROJECT DESCRIPTION

The Project proposes modifications to WVF1 structures at four locations along the pipeline alignment, improvements to the existing access road, and construction of a new access road and vehicle turn around areas within Chatsworth Park South. A detailed project description is below in Sections 1.4.1 and 1.4.2. Photographs of existing facilities are included in Exhibits 5a-5d.

1.4.1 STRUCTURE MODIFICATIONS

(1) **WVF1 Station 1405+23.** WVF1 Station 1405+23 is an existing valve enclosure surrounded by four concrete posts. This structure is located on a paved roadway area and includes an air valve, isolation valve, and buried gate valve with a valve stem protruding at ground surface as shown in Exhibit 5a.

The Project proposes to relocate and replace the valve enclosure and associated piping, located within the paved roadway, approximately seven feet south of its current location, also within the paved roadway. The new air valve would be installed within a cabinet on a concrete pad with protective guard posts (bollards) placed around it. Additionally, a new manhole structure with seven-foot interior diameter and a street type lid/cover would be constructed directly over the top of the WVF1 to house a new isolation valve plug valve, check valve, and associated piping. All construction activities would occur within the existing paved roadway. Bollards would be placed around the new manhole structure to protect it from vehicular traffic.

(2) **WVF1 Station 1407+45.** WVF1 Station 1407+45 is an existing manhole structure and below ground vault which houses a blow-off valve and pump well structure. The manhole interior is visible in Exhibit 5b. The manhole is located on the edge of an eroded asphalt pad and access road, adjacent to an ephemeral drainage with a loose riprap bank.

The Project proposes to replace the existing manhole structure by raising the access point of the structure and expanding the interior diameter of the manhole from six to seven feet. The Project would also replace the existing pump well valve and valve stem within the structure in kind and replace associated piping and fittings. The drainage side slope would be cleared of any vegetation within the riprap, and regraded and re-armored with riprap to protect the structure from direct water flow. Bollards would be placed around the existing manhole structure along the asphalt side of the structure, as needed, to protect the structure from vehicular traffic.

(3) **WVF1 Station 1415+37 and Station 1415+42.** WVF1 Station 1415+37 is an existing, enclosed air release and vacuum valve located next to a buried gate valve with a valve stem protruding at the surface. The valve enclosure is weathered and made of thin, metal sheeting as shown in Exhibit 5c. This structure is located on an unpaved, undeveloped hillside, and is only accessible by foot with no formal trails or access paths. The site is immediately adjacent to a chain-link fence and surrounded by ruderal shrubs and grasses.

The Project proposes to construct a new manhole and underground concrete vault structure to provide access to a buried 20-inch flanged outlet at Station 1415+37 and a buried 10-inch air release and vacuum valve at Station 1415+42. The flanged outlet and air release and vacuum valve are located approximately five feet apart, and the new vault structure would house both. The inside dimensions of the underground concrete vault structure would be approximately 13-feet-long by 9-feet-wide by 7-feet-high with the manhole structure extending at least 2 feet above the finish grade. An existing retaining wall would be protected in place. The flanged outlet would be converted to a pump well.

WVF1 Station 1405+23, facing south.

WVF1 Station 1405+23, Air Release and Vacuum Valve enclosure, facing north.

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Existing Facilities - WVF1 Station 1405+23

Exhibit 5a

WVF No.1 Stage 3 Improvements Project

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WVF1 Station 1407+45, facing south/west.

WVF1 Station 1407+45, manhole interior.

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Existing Facilities – WVF1 Station 1407+45

Exhibit 5b

WVF No.1 Stage 3 Improvements Project

PSOMAS

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WVF1 Station 1415+37 and 1415+42, exposed valve, facing north/west.

WVF1 Station 1415+37 and 1415+42, Air Release and Vacuum Valve enclosure, facing south.

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Existing Facilities – WVF1 Station 1415+37 and Station 1415+42 Exhibit 5c

WVF No.1 Stage 3 Improvements Project

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WVF1 Station 1416+33, exposed valve, facing west.

WVF1 Station 1416+33, exposed valve, facing north.

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Existing Facilities – WVF1 Station 1416+33

Exhibit 5d

WVF No.1 Stage 3 Improvements Project

PSOMAS

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(4) **WVF1 Station 1416+33.** WVF1 Station 1416+33 is an existing blow-off valve structure located on a concrete pedestal at ground level within a streambed, as shown in Exhibit 5d. The site is located at the base of a ravine and is accessible only by foot via a series of wooden stairs that descend along the southwestern wall of the ravine. The site is densely vegetated and surrounded by leaf litter and debris; the blow-off valve structure is exposed and periodically covered by debris.

The Project proposes to abandon the existing blow-off valve structure by removing or permanently capping the various valve components and converting the piping to a flange. Once the flange in installed, the area would be backfilled, and the finish grade restored to its present elevation. Conversion of the blow-off structure to a blind flange would require an approximate 10-foot by 10-foot construction work area. An existing 40-foot by 5-foot stairway would be used as a temporary route to access this site.

1.4.2 ACCESS ROAD IMPROVEMENTS, NEW ACCESS ROAD AND VEHICLE TURNAROUND

The proposed Project would repave portions of the existing access road and construct a new paved access road including two vehicle turnaround areas and access gates to accommodate a full-size maintenance truck (for continued operations, maintenance, and security). The new paved access road would be approximately 14 feet wide, 600 feet in length, and provide for one-way vehicle traffic. The new paved access road would start at a turn off from the existing paved access road (located along the west side of Chatsworth Park South), cross a stream, and end at the WVF1 proposed vault structure at Station 1415+37 and Station 1415+42 (see description in Section 1.4.1 and Exhibit 4a). The two vehicle turnaround areas would be located immediately adjacent to the Station 1415+37 and Station 1415+42 vault structure.

Construction of the new access road would require clearing and grubbing of the access road path, removal of rocks and debris, and grading the access road alignment. The new road would be constructed from a combination of asphalt and concrete with a cement treated base. Concrete-lined v-ditches would be installed along the shoulder of the road, as required, to direct runoff away from the access road. The construction would also include a 100-foot long by 6-foot-high retaining wall along the northwest section of the road and guard rails along the eastern portion of the road.

To construct the stream crossing, the drainage area would be cleared and grubbed of vegetation, and existing rocks or boulders would be removed. A 72-inch concrete pipe culvert with headwall would be installed within the streambed, and the drainage side slopes stabilized with compacted soil placed within a geogrid system. The areas adjacent to the culvert inlet and outlet would contain armored riprap to protect the pipe and roadway from erosion. As shown on Exhibit 4a, the constructed culvert would replace a 90-foot long section of the natural drainage, while vegetation removal and slope stabilization to support the new road would result in an additional disturbance of approximately 90 feet in length of the drainage. The total length of stream disturbance at the crossing would be approximately 229 feet.

Two vehicle turnaround areas are proposed. One turnaround area is an existing 15-foot by 15-foot dirt pad that would be expanded to approximately 30-foot by 30-foot and located directly adjacent to the new vault structure proposed for Station 1415+37 and 1415+42. A second, new vehicle turnaround area would be located approximately 60 feet directly east of the vault structure at Station 1415+37 and 1415+42 and would be approximately 20-foot by 30-foot with a concrete down drain and riprap apron along the eastern edge.

1.5 PROJECT CONSTRUCTION

1.5.1 TIMING AND DURATION

Construction of the proposed Project is anticipated to start in 2027 and would last approximately 9 months. During construction, a portion of the informal, multi-use trails within Chatsworth Park South may be closed to pedestrians and bicyclists to allow for construction activities within the Project Area. The closure would be temporary and coordinated with the City of Los Angeles and the park manager. Signage would be posted prior to start of construction to alert park users of impending closure of the area and include a detour map.

1.5.2 STAGING

Construction staging areas are shown on Exhibits 4b and 4c and would be used for storage of construction equipment and vehicles. Construction worker parking would be on Germaine Street northeast of the Chatsworth Park South entrance.

1.5.3 EQUIPMENT

Project construction would require a variety of equipment types typical for a construction project. The following is a list of equipment assumed as part of this analysis:

- Tractors
- Loaders
- Backhoes
- Excavators
- Crane
- Motor Grader
- Paver
- Paving equipment
- Rubber Tire Dozer

1.5.4 OPERATIONS

Operations and maintenance activities, including the frequency of staff visits, maintenance, and shutdowns, would be similar to existing conditions once construction activities are completed. The WVF1 and all pipelines and structures within the proposed Project Area are unmanned. Any operations and maintenance activities to the WVF1 or associated infrastructure would be performed by existing Metropolitan employees.

1.6 METROPOLITAN STANDARD PRACTICES

Metropolitan implements standard practices, in addition to stormwater Best Management Practices (BMPs), as part of its standard design and contractor specifications. Standard practices are implemented where applicable, regardless of project size. Metropolitan standard practices are described for each environmental impact category in Section 3, when applicable. Appendix A contains the complete list and description of Metropolitan standard practices.

SECTION 2.0 INITIAL STUDY

2.1 LEGAL AUTHORITY AND FINDINGS

Pursuant to Section 15367 of the State California Environmental Quality Act (CEQA) Guidelines, Metropolitan is the lead agency for the Project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment. Metropolitan, as the lead agency, has the authority for Project approval and adoption of the accompanying environmental documentation.

This proposed Mitigated Negative Declaration (MND) complies with Section 15071 of the *CEQA Guidelines*. The Initial Study, Environmental Checklist, and evaluation of the potential environmental effects were completed in accordance with Section 15063(d)(3) of the *CEQA Guidelines* to determine if the project would have a significant effect on the physical environment.

An MND may be used to satisfy the requirements of CEQA when a proposed project would have no significant, unmitigable effects on the environment. As discussed further in subsequent sections of this document, implementation of the proposed Project would not result in any significant effects on the environment that cannot be reduced to below a level of significance with the mitigation measures (MMs) included herein.

2.2 IMPACT ANALYSIS AND SIGNIFICANT CLASSIFICATION

The following sections of this document provide discussions of the possible environmental effects of the proposed Project for specific environmental factors as identified on the CEQA Environmental Checklist Form in Appendix G of the *CEQA Guidelines*. For each environmental factor, potential effects are discussed and evaluated.

A “significant effect on the environment” is defined by Section 15382 of the *CEQA Guidelines* as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.” According to the *CEQA Guidelines*, “an economic or social change by itself shall not be considered a significant effect on the environment but may be considered in determining whether the physical change is significant.”

Following the evaluation of each environmental effect determined to be potentially significant is a discussion of mitigation measures and the residual effects or level of significance remaining after the implementation of the measures.

2.3 INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM

1. Project Title:	West Valley Feeder No. 1 Stage 3 Project
2. Lead Agency Name and Address:	The Metropolitan Water District of Southern California 700 North Alameda Street, Los Angeles, California 90012
3. Contact Person and Phone Number:	Michelle Morrison, Environmental Planning Section Metropolitan Water District of Southern California 213.217.7906
4. Project Location:	The proposed Project Area is 1.98-acres, non-contiguous, and located in the community of Chatsworth, in the city of Los Angeles, within APNs 2723010904, 2723010270, and 2723010902.
5. Project Proponent's Name and Address:	The Metropolitan Water District of Southern California 700 North Alameda Street, Los Angeles, California 90012
6. General Plan Designation:	The General Plan and Community Plan land use designation is Open Space.
7. Zoning:	The Project Area is currently zoned Open Space (OS-1XL).
8. Description of Project:	Modifications to the existing infrastructure and new access road. Refer to Section 1.4 (Project Description).
9. Surrounding Land Uses and Setting:	Section 1.2 (Project Location) and Section 1.3 (Surrounding Land Use) describe the surrounding land uses and setting of the proposed Project.
10. Other Public Agencies Whose Approval May Be Required:	California Department of Fish and Wildlife (CDFW) Section 1602 Streambed Alteration Agreement California Regional Water Quality Control Board (RWQCB) Clean Water Act Section 401 Certification City of Los Angeles Temporary and Permanent Easements Unites States Army Corps of Engineers (USACE) Clean Water Act Section 404 Permit
11. Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?	Yes, Metropolitan has conducted consultation pursuant to *California Public Resources Code* (PRC) section 21080.3.1 and has made an impact determination. See Section 3.18 (Tribal Cultural Resources).

2.4 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the proposed Project, requiring implementation of mitigation as indicated by the checklist on the following pages that is "Less Than Significant With Mitigation Incorporated."

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

2.5 DETERMINATION:

On the basis of this initial evaluation:

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

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

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

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

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

Jennifer Harriger

Jennifer Harriger
Manager, Environmental Planning Section

06-05-2024

Date

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SECTION 3.0 EVALUATION OF ENVIRONMENTAL IMPACTS

This section includes the completed Environmental Checklist Form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed Project. The Environmental Checklist Form identifies potential Project effects as follows: (1) Potentially Significant Impact, (2) Less Than Significant With Mitigation Incorporated, (3) Less Than Significant Impact, and (4) No Impact. Substantiation and clarification for each checklist response is provided immediately following the checklist questions. Included in each discussion are mitigation measures, as appropriate, that are recommended for implementation as part of the proposed Project.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public view of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

IMPACT ANALYSIS

Would the Project:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. No, the proposed Project would not have a substantial adverse effect on a scenic vista. A scenic vista is defined as a viewpoint that provides panoramic or focused views of a highly valued landscape or scenic resource for the benefit of the general public. The Project is located within Chatsworth Park South and near the foothills of the Santa Susana Mountains. The Chatsworth-Porter Ranch Community Plan includes objectives directed at the preservation of views, natural character, and topography of mountainous parts of the Chatsworth-Porter Ranch Plan area (City of Los Angeles 1993), including the views of Chatsworth Peak ridgeline which are visible from the Project Area and surrounding vicinity. The proposed Project includes modification to existing valve structures, replacement of valves, access road improvements, and construction of a new access road and vehicle turnaround areas. There is existing Metropolitan aboveground infrastructure in the vicinity and improvements made as part of the proposed Project would look similar to what is currently existing. No new buildings would be constructed as part of the proposed Project. Although Project construction activities would be

temporarily visible in foreground views of the ridgeline, views of the ridgeline would not be obstructed. Therefore, impacts to scenic vistas would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

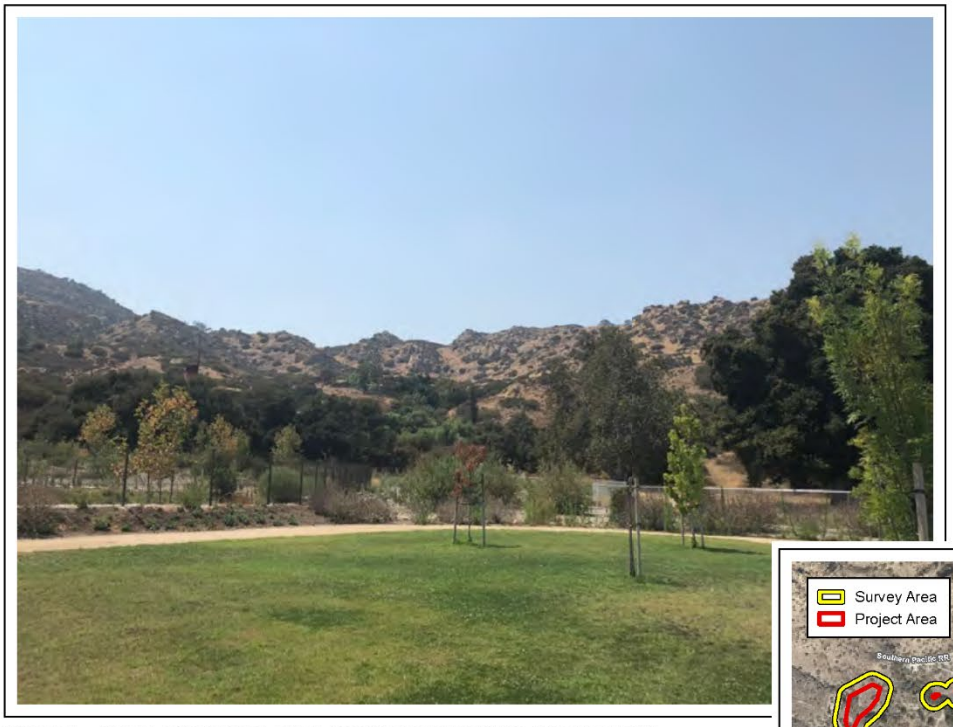
No Impact. No, the proposed Project would not substantially damage scenic resources within a State scenic highway. According to the California Department of Transportation (Caltrans), there are no officially designated or eligible State scenic highways within or in proximity to the Project (Caltrans 2024). The nearest Caltrans designated State Scenic Highway is State Route (SR) 27 Topanga Canyon Boulevard, located approximately 7.5 miles southwest of the Project Area. Therefore, there would be no impact to scenic resources within a State scenic highway.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public view of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?

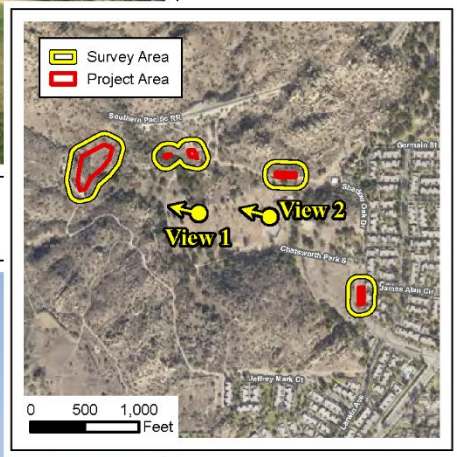
Less Than Significant Impact. No, the proposed Project would not conflict with applicable zoning or other regulations governing scenic quality. The proposed Project is located in an urbanized area. Exhibits 6a and 6b include photographs that show the existing site conditions at the proposed Project Area. The proposed project includes modification to existing valve structures, replacement of valves, access road improvements, and construction of a new access road and vehicle turnaround areas. No new buildings would be constructed as part of the proposed Project. The proposed access road would be constructed at grade or with a minor change in grade at the proposed 30-foot-wide turnaround area, and only be used when pipeline maintenance is required. As noted in I(a), the Project is located within Chatsworth Park South and near the foothills of the Santa Susana Mountains. The Chatsworth-Porter Ranch Community Plan includes objectives directed at the preservation of views, natural character, and topography of mountainous parts of the Chatsworth-Porter Ranch Plan area (City of Los Angeles 1993), including the views of Chatsworth Peak ridgeline which is visible from the Project Area and surrounding vicinity. However, no zoning changes are proposed as part of the Project, and the scenic quality will remain largely similar to existing conditions following Project construction because there is already pipeline infrastructure present and visible. Therefore, the Project would not substantially degrade the visual character of the site and its surroundings, and impacts would be less than significant.

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

No Impact. No, the proposed Project would not create new sources of substantial light or glare which would adversely affect day or nighttime views in the area. The Project would only involve periodic daytime work. Additionally, the Project does not propose to add any new lighting sources within the Project Area. No impacts related to new sources of lighting or glare would occur.



View 1 - View of project area looking west from Chatsworth Park South.



View 2 - View of project area looking west from parking lot at Chatsworth Park South.

Aerial Source: LAR-IAC 2014

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Site Photographs

Exhibit 6a

WVF No.1 Stage 3 Improvements Project

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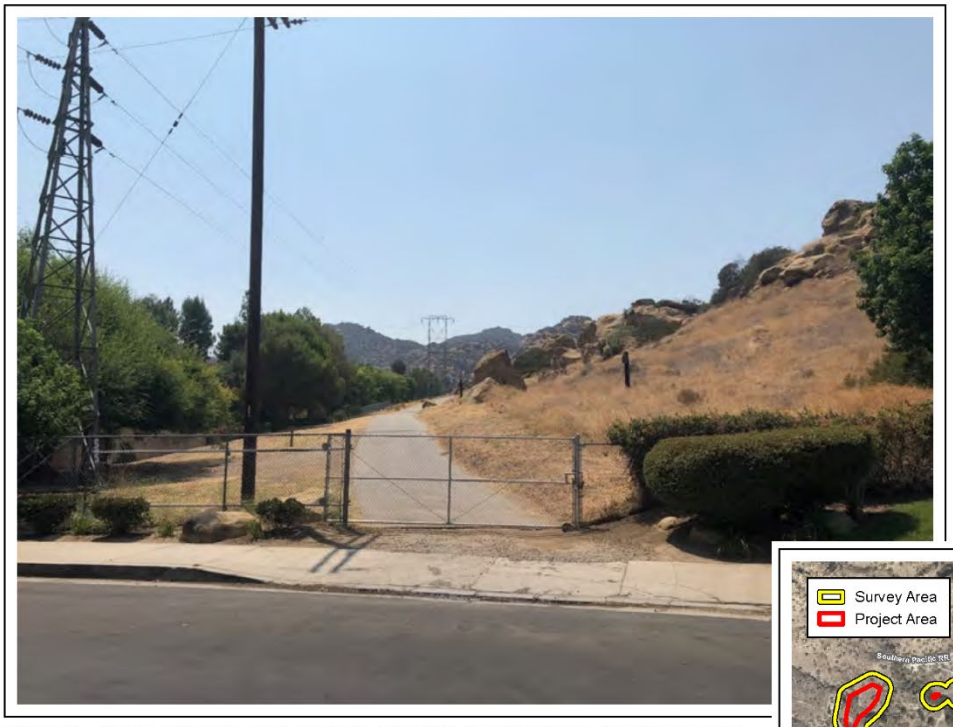
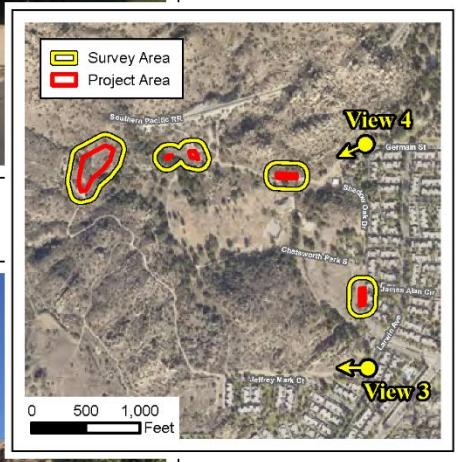


View 3 - View of gate and access road to project area looking west from Larwin Avenue.



View 4 - View of project area looking southwest from Germain Street/Boulder Ridge Terrace.

Aerial Source: LAR-IAC 2014

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Site Photographs

Exhibit 6b

WVF No.1 Stage 3 Improvements Project

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

IMPACT ANALYSIS

Would the Project:

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

No Impact. No, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The Project Area is located within Chatsworth Park South in Los Angeles County. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are mapped within the Project Area (California Department of

Conservation 2018). As such, no impact to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would occur as a result of the proposed Project.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. No, the proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The Project Area is located in Chatsworth Park South in Los Angeles County. According to the City of Los Angeles General Plan and Chatsworth-Porter Ranch Community Plan, the Project Area is zoned OS (Open Space) and the areas immediately surrounding the Project Area are zoned Open Space and low density residential (City of Los Angeles 1993). Additionally, based on a review of the Department of Conservation Land Conservation Act (LCA) maps for Los Angeles County, the Project Area is designated as non-enrolled land and is not covered under a Williamson Act Contract (California Department of Conservation 2022). The Project Area is neither zoned for agricultural use nor under a Williamson Act contract, and no zoning changes are proposed. No impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? and

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production. The Project Area is located within Chatsworth Park South in Los Angeles County and is zoned as Open Space. The Project Area is not located within a designated National Forest under the U.S. Forest Service (USFS 2024) nor is it zoned as forest land as defined by Section 1220(g) of the *California Public Resources Code* (PRC)*,* as timberland as defined by Section 4526 of the PRC*,* or as timberland zoned for timberland production as defined by Section 51104(g) of the PRC. The Project Area is not zoned for forest land or timberland, and no zoning changes are proposed. Therefore, no impact pertaining to zoning for forest land or timberland would occur.

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?

No Impact. No, the proposed Project does not 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. The Project Area is located in Chatsworth Park South. The Project Area and its surroundings do not contain farmland or forest land (California Department of Conservation 2018); therefore, the proposed Project would not result in the conversion or loss of agriculture or forest land, and no impact would occur.

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project**:**				
	a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
	b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
	c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
	d) Result in other emissions (such as those leading odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

OVERVIEW OF AIR POLLUTION, AIR QUALITY STANDARDS, ATTAINMENT STATUS, AND AIR QUALITY MANAGEMENT

The following discussion is based on CalEEMod calculations prepared for the Project and included in Appendix B.

The proposed Project is located within the South Coast Air Basin (SCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Regional air quality is defined by whether the area has attained or not attained State and federal air quality standards, as determined by air quality data from various monitoring stations. Areas that are considered in "nonattainment" are required to prepare plans and implement measures that will bring the region into "attainment." When an area has been reclassified from nonattainment to attainment for a federal standard, the status is identified as "maintenance," and a plan and measures must be established that will keep the region in attainment for the following ten years.

The effects from air pollution can be significant, both in the short-term during smog alerts, but also from long-term exposure to pollutants. Both the State of California and the United States Environmental Protection Agency (USEPA) have established health-based Ambient Air Quality Standards (AAQS) for air pollutants, which are known as "criteria pollutants" emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC)/reactive organic gases (ROG), nitrogen oxides, particulate matter with diameters of 10 microns or less (PM10) and 2.5 microns or less (PM2.5), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and nitrogen oxides. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The local air quality management agency, SCAQMD, is required to monitor air pollutant levels to ensure that the National AAQS and California AAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the SCAB is classified as being in "attainment" or "nonattainment." The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. The State and federal ambient air quality standards for various pollutants are shown in Table 1.

Table 2 summarizes the attainment status of the SCAB for the criteria pollutants.

TABLE 1
CALIFORNIA AND FEDERAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	Federal Standards Primary[a]	Federal Standards Secondary[b]
O_3	1 Hour	0.09 ppm (180 µg/m^3)	–	–
O_3	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as Primary
PM10	24 Hour	50 µg/m^3	150 µg/m^3	Same as Primary
PM10	AAM	20 µg/m^3	–	Same as Primary
PM2.5	24 Hour	–	35 µg/m^3	Same as Primary
PM2.5	AAM	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
CO	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	–
CO	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	–
CO	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)	–	–
NO_2	AAM	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary
NO_2	1 Hour	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3)	–
SO_2	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (for certain areas)	–
SO_2	3 Hour	–	–	0.5 ppm (1,300 µg/m^3)
SO_2	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)	–
Lead	30-day Avg.	1.5 µg/m^3	–	–
Lead	Calendar Quarter	–	1.5 µg/m^3	Same as Primary
Lead	Rolling 3-month Avg.	–	0.15 µg/m^3	Same as Primary
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe)	**No Federal Standards**	**No Federal Standards**
Sulfates	24 Hour	25 µg/m^3	**No Federal Standards**	**No Federal Standards**
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	**No Federal Standards**	**No Federal Standards**
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)	**No Federal Standards**	**No Federal Standards**

O_3: ozone; ppm: parts per million; µg/m^3: micrograms per cubic meter; PM10: respirable particulate matter; AAM: Annual Arithmetic Mean; –: No Standard; PM2.5: fine particulate matter; CO: carbon monoxide; mg/m^3: milligrams per cubic meter; NO_2: nitrogen dioxide; SO_2: sulfur dioxide; km: kilometer.

[a] *National Primary Standards:* The levels of air quality necessary, within an adequate margin of safety, to protect the public health.

[b] *National Secondary Standards:* The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

Note: More detailed information in the data presented in this table can be found at the CARB website (www.arb.ca.gov).

Source: CARB 2024a.

TABLE 2
CRITERIA POLLUTANT DESIGNATIONS
IN THE SOUTH COAST AIR BASIN

Pollutant	State	Federal
O_3 (1-hour)	Nonattainment	Nonattainment
O_3 (8-hour)	Nonattainment	Nonattainment
PM10	Nonattainment	Attainment/Maintenance
PM2.5	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment/Attainment[a]
All others	Attainment/Unclassified[b]	No Standards

O_3: ozone; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; CO: carbon monoxide; NO_2: nitrogen dioxide; SO_2: sulfur dioxide.

[a] Los Angeles County is classified as nonattainment for lead; the remainder of the SCAB is in attainment of State and federal standards.

[b] "Unclassified" designation indicates that the air quality data for the area are incomplete and do not support a designation of attainment or nonattainment.

Source: SCAQMD 2016.

On March 3, 2017, the SCAQMD adopted the 2016 Air Quality Management Plan (AQMP), which is a regional and multi-agency effort (SCAQMD, California Air Resources Board [CARB], Southern California Association of Governments [SCAG], and the USEPA). The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The main purpose of an AQMP is to bring an area into compliance with the requirements of federal and State air quality standards.

AIR POLLUTANT EMISSION THRESHOLDS

The proposed Project has been evaluated under the current air quality standards and air pollutant emission thresholds. As noted above, air quality in Los Angeles County is regulated by the SCAQMD, which is the agency principally responsible for comprehensive air pollution control in the SCAB. The SCAQMD has recommended quantitative regional significance thresholds for temporary Project construction activities and long-term Project operation within its jurisdictional boundaries. The SCAQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary. The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a chronological sequence of AQMPs; the latest being the 2016 AQMP, as noted above. Table 3 presents the current SCAQMD air quality significance thresholds.

TABLE 3
SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds[a]	**-**	**-**
Pollutant	**Construction**	**Operation**
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
TACs, Odor, and GHG Thresholds	-	-
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	Project creates an odor nuisance pursuant to SCAQMD Rule 402
GHG	10,000 MT/yr CO_2e for industrial facilities	10,000 MT/yr CO_2e for industrial facilities
Ambient Air Quality Standards for Criteria Pollutants[b, c]	-	-
NO_2 1-hour average annual arithmetic mean	The SCAQMD is in attainment; the Project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (State) 0.03 ppm (State) and 0.0534 ppm (federal)	The SCAQMD is in attainment; the Project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (State) 0.03 ppm (State) and 0.0534 ppm (federal)
PM10 24-hour average annual average	10.4 µg/m^3 (construction)[c] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	10.4 µg/m^3 (construction)[c] & 2.5 µg/m^3 (operation) 1.0 µg/m^3
PM2.5 24-hour average	10.4 µg/m^3 (construction)[c] & 2.5 µg/m^3 (operation)	10.4 µg/m^3 (construction)[c] & 2.5 µg/m^3 (operation)
SO_2 1-hour average 24-hour average	0.25 ppm (State) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (State)	0.25 ppm (State) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (State)
Sulfate 24-hour average	25 µg/m^3 (State)	25 µg/m^3 (State)
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20.0 ppm (State) and 35 ppm (federal) 9.0 ppm (State/federal)	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20.0 ppm (State) and 35 ppm (federal) 9.0 ppm (State/federal)
Lead 30-day average Rolling 3-month average	1.5 µg/m^3 (State) 0.15 µg/m^3 (federal)	1.5 µg/m^3 (State) 0.15 µg/m^3 (federal)

NOx: nitrogen oxides; lbs/day: pounds per day; VOC: volatile organic compound; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SOx: sulfur oxides; CO: carbon monoxide; TACs: toxic air contaminants; SCAQMD: South Coast Air Quality Management District; GHG: greenhouse gases; MT/yr CO_2e: metric tons per year of carbon dioxide equivalents; NO_2: nitrogen dioxide; ppm: parts per million; $\mu g/m^3$: micrograms per cubic meter; SO_2: sulfur dioxide.

[a] Source: SCAQMD CEQA Handbook (SCAQMD 1993)
[b] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated
[c] Ambient air quality threshold is based on SCAQMD Rule 403

Source: SCAQMD 2023

METHODOLOGY

Air pollutant emissions associated with the proposed Project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 computer program (CAPCOA 2016). CalEEMod uses Project-specific information, including the Project's land uses and location, to estimate a Project's emissions. CalEEMod is designed to model construction and operational emissions for land development projects and allows for the input of project- and County-specific information. CalEEMod has separate databases for specific counties and air districts. The Los Angeles County database was used for the proposed Project.

For the purposes of estimating emissions associated with construction activities, a nine-month time frame was used for the analysis. Dust control by watering was assumed, consistent with the requirements of SCAQMD Rule 403, which requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Project-specific inputs can be found in the CalEEMod output data, located in Appendix B.

The quantity, duration, and the intensity of construction activity influence the amount of construction emissions and their related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a large amount of construction is occurring in an intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer period, emissions could be reduced because of (1) a more modern and cleaner-burning construction equipment fleet mix than incorporated in the CalEEMod, and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

Air quality data for the Project Area is represented by the Reseda Monitoring Station located at 18330 Gault Street, Reseda. The monitoring station is located approximately 7 miles southeast of the proposed Project Area. Pollutants measured at the Reseda Monitoring Station include ozone (O_3), PM2.5, and nitrogen dioxide (NO_2). The monitoring data presented in Table 4, Air Quality Levels Measured at the Reseda Monitoring Station, were obtained from CARB (CARB 2024b). The Reseda monitoring data shows that O_3 is the air pollutant of primary concern in the Project Area. Federal and State air quality standards are presented with the frequency that may be exceeded.

TABLE 4
AIR QUALITY LEVELS MEASURED AT THE RESEDA MONITORING STATION

Pollutant	California Standard	National Standard	Year	Max. Level[a]	Days State Standard Exceeded	Days National Standard Exceeded
O_3 (1 hour)	0.09 ppm	None	2015	0.119	11	0
O_3 (1 hour)	0.09 ppm	None	2016	0.122	9	0
O_3 (1 hour)	0.09 ppm	None	2017	0.140	26	4
O_3 (8 hour)	0.070 ppm	0.070 ppm	2015	0.095	34	32
O_3 (8 hour)	0.070 ppm	0.070 ppm	2016	0.099	23	23
O_3 (8 hour)	0.070 ppm	0.070 ppm	2017	0.115	67	64
PM2.5 (24 Hour)	None	35 µg/m^3	2015	65.1	N/A	1
PM2.5 (24 Hour)	None	35 µg/m^3	2016	41.5	N/A	0
PM2.5 (24 Hour)	None	35 µg/m^3	2017	61.3	N/A	0
NO_2 (1 hour)	0.18 ppm	0.10 ppm	2015	0.072	0	0
NO_2 (1 hour)	0.18 ppm	0.10 ppm	2016	0.055	0	0
NO_2 (1 hour)	0.18 ppm	0.10 ppm	2017	0.062	0	0

O_3: ozone; ppm: parts per million; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; µg/m^3: micrograms per cubic meter; N/A: no applicable standard; NO_2: nitrogen dioxide.

[a] California maximum levels were used.

Source: CARB 2024b.

IMPACT ANALYSIS

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. No, the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. The Project is subject to the SCAQMD AQMP and would be consistent with the AQMP if it complies with all applicable air district rules and regulations, complies with all proposed control measures not yet adopted from the AQMP, and is consistent with the growth forecasts used in development of the AQMP.

The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround. The proposed Project does not include permanent stationary emissions sources and would not generate long-term emissions of VOCs, oxides of nitrogen (NOx), or fine particulate matter that could potentially cause an increase in the frequency or severity of existing air quality violations. Therefore, no SCAQMD regulations pertaining to permanent emission sources apply to the Project. With respect to regulations that

apply to temporary emission sources, such as SCAQMD Rule 403 (Fugitive Dust), the proposed Project would comply with those applicable rules and regulations. During construction, short-term emissions would occur from operation of construction equipment; grading and earth-moving activities, which would generate fugitive dust; export of excavated soil; import of construction materials; and operation of vehicles driven to and from the site by construction workers. As indicated below in Table 5, Estimated Maximum Daily Construction Emissions, short term emissions resulting from Project construction would be below their respective thresholds. No new facilities are proposed, and the proposed Project would not increase water supply to the area or otherwise directly or indirectly induce population growth. Therefore, the proposed Project would not conflict with or obstruct the applicable air quality plan, and no impact would occur.

TABLE 5
ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS
(LBS/DAY)

	VoC	NOx	CO	SOx	PM10	PM2.5
Maximum daily emissions in 2019	2	20	11	<1	1	1
Maximum daily emissions in 2020	2	21	14	<1	1	1
Maximum of All Construction Years	2	21	14	<1	1	1
SCAQMD Daily Thresholds *(Table 3)*	***75***	***100***	***550***	***150***	***150***	***55***
Exceeds SCAQMD Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day: pounds per day; VOC: volatile organic compound(s); NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: inhalable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District.

Source: CalEEMod data in Appendix B.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

Less than Significant Impact. No, the proposed Project would not 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.

The SCAQMD has developed significance thresholds to determine whether State and federal air quality standards would be violated or whether a substantial contribution to a violation would occur. These significance thresholds have been developed for the construction and operation phases of the Project and examine the potential impacts of the Project's emissions on both a regional and local context. Cumulative air quality impacts are assessed based on the use of the SCAQMD's project-level thresholds. Consequently, if a project's emissions are below the project-level thresholds, it would likewise be considered not to result in a cumulative air quality impact. This approach is based on the SCAQMD's 2003 White Paper "Potential Control Strategies to Address Cumulative Impacts from Air Pollution" which states, "Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

Construction Emissions – Regional

The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround. No new facilities are proposed,

and the proposed Project would not increase water supply to the area or otherwise directly or indirectly induce population growth. Criteria pollutant emissions would occur during construction from operation of construction equipment; grading, and earth-moving activities, which would generate fugitive dust; export of excavated soil; import of construction materials; and operation of vehicles driven to and from the site by construction workers. Emissions would vary from day to day, depending on the level of activity; the specific type of construction activity occurring; and prevailing weather conditions for fugitive dust.

A construction-period emissions inventory was compiled based on an estimate of construction equipment as well as scheduling and Project phasing assumptions. More specifically, the emissions analysis considers the following:

- Combustion emissions from operating mobile construction equipment
- Fugitive dust emissions from demolition, site preparation, and grading phases
- Mobile-source combustion emissions and fugitive dust from worker commute and truck travel

The emissions thresholds (see Table 3) are based on the rate of emissions (i.e., pounds of pollutants emitted per day). Therefore, the quantity, duration, and intensity of construction activity are important in ensuring the analysis of worst case (i.e., maximum daily emissions) scenarios. The Project activities (e.g., grading, construction) are identified by start date and duration. Each activity has associated off-road equipment (e.g., dozers, backhoes, cranes) and on-road vehicles (e.g., haul trucks, concrete trucks, worker commute vehicles). Maximum daily emissions for the peak workday are shown above in Table 5, Estimated Maximum Daily Construction Emissions. The Project construction has been delayed due to changes in Project staging locations and easement acquisition, thus the construction emissions modeling is for 2019 and 2020. If construction is delayed or occurs over a longer period, emissions could be reduced because of (1) a more modern and cleaner-burning construction equipment fleet mix and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval). As shown, all criteria pollutant emissions during construction would be less than their respective SCAQMD daily thresholds. Thus, regional construction impacts would be less than significant.

Construction Emissions – Local/Ambient Air Quality

The localized effects from the on-site portion of daily emissions (emissions generated on-site through the operation of construction equipment as opposed to emissions related to off-site delivery/haul truck activity and employee trips, which are not considered in the evaluation of localized impacts consistent with the SCAQMD's localized significance threshold (LST) method guidelines) were evaluated at receptor locations potentially impacted by the proposed Project according to the SCAQMD's LST method, which utilizes LST mass emissions rate look up tables for on-site emissions and project-specific modeling, where appropriate. LSTs are applicable to the following criteria pollutants: NO_2, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest receptor. For the LST CO and NO_2 exposure analysis, receptors that could be exposed for one hour or more are considered, including park and trail users. For PM10 and PM2.5 exposure analysis, receptors who could be exposed for 24 hours or more are considered. The SCAQMD mass rate look-up tables were developed for each source receptor area and can be used to determine whether a project may generate significant adverse localized air quality impacts. The SCAQMD provides LST mass rate look-up tables for projects that are less than or

equal to 5 acres, which is applicable for the proposed Project. When quantifying mass emissions for localized analysis, only emissions that occur on site are considered.

As shown in Table 6, localized emissions for all criteria pollutants would be less than their respective SCAQMD LSTs for all pollutants. Thus, local construction emissions impacts would be less than significant.

TABLE 6
LOCALIZED CONSTRUCTION POLLUTANT EMISSIONS
(LBS/DAY)

	NOx	CO	PM10	PM2.5
Maximum Daily Emissions	20	11	1	1
SCAQMD LSTs*	**153**	**1,897**	**38**	**13**
Exceeds SCAQMD Thresholds?	**No**	**No**	**No**	**No**

lbs/day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District; LST: Localized Significance Threshold.

* Thresholds for Source Receptor Area 13, Santa Clarita Valley, 1-acre site, 150-meter receptor distance

Source: SCAQMD 2008b.

Operational Emissions

For analysis purposes, and as a conservative estimate, it is anticipated that Metropolitan staff would visit the WVF1 facilities for routine inspection and maintenance activities daily. This routine inspection would occur concurrent with the existing inspection schedule, and no additional trips would occur. Therefore, new pollutant emissions would be negligible, and impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. No, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors include schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent homes, hospitals, retirement homes, and residences. The Project Area is located Chatsworth Park South in Los Angeles County, and the closest residences are approximately 0.43-mile from the Project Area. Exposure of sensitive receptors is addressed for the following situations: CO hotspots; criteria pollutants from on-site construction; and Toxic Air Contaminants (TACs) from on-site construction.

Carbon Monoxide Hotspot

A CO hotspot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections. The proposed Project would result in minor increases in vehicle traffic during construction, but largely be relegated to within Chatsworth Park South, not public roads. Project operations would be consistent with existing conditions and not generate any new vehicle trips; therefore, traffic and traffic congestion from the proposed Project would be negligible. Thus, it may be inferred that the Project would neither cause new severe congestion nor significantly worsen existing congestion. There would be no potential for a CO hotspot or exposure of sensitive receptors to substantial, Project-generated local CO emissions, and impacts would be less than significant.

Criteria Pollutants from On-Site Construction

Exposure of persons to NO_2, CO, PM10, and PM2.5 emissions is discussed in the construction LST analysis under Response III.b above. As discussed, there would be a less than significant impact.

Toxic Air Contaminant (Diesel PM) Emissions from On-Site Construction

TACs are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs generally consist of four types: organic chemicals, such as benzene, dioxins, toluene, and perchloroethylene; inorganic chemicals such as chlorine and arsenic; fibers such as asbestos; and metals such as mercury, cadmium, chromium, and nickel. Construction activities would result in short-term, Project-generated emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment used for site preparation (e.g., demolition, excavation, and grading); paving; and construction. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer period. According to the Office of Environmental Health Hazard Assessment, health risk assessments—which determine the exposure of sensitive receptors to TAC emissions—should be based on a 30- to 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with a project.

For the Project, off-road, heavy-duty diesel equipment would be operated during Project construction, and the construction period would be short (approximately nine months) when compared to a 30- to 70-year exposure period. When considering these facts combined with the highly dispersive properties of diesel PM and additional reductions in particulate emissions from newer construction equipment, as required by USEPA and CARB regulations, it can be concluded that TAC emissions during construction of the Project would not expose sensitive receptors to substantial emissions of TACs. Therefore, impacts would be less than significant.

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

No Impact. No, the proposed Project would not result in other emissions adversely affecting a substantial number of people. The Project Area is located within Chatsworth Park South in Los Angeles County. Objectionable odors are generally associated with agricultural activities, landfills, and transfer stations; the generation or treatment of sewage; the use or generation of chemicals; food processing; or other activities that generate unpleasant odors (SCAQMD 1993). The proposed Project would involve modifications and upgrades to existing infrastructure and construction of a new access road. None of the proposed Project elements would generate objectionable odors, and no impact would occur.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands as defined by Section 404 of the Clean Water Act (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 ordinances?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

OVERVIEW OF BIOLOGICAL RESOURCES

Regulated or sensitive biological resources studied and analyzed herein include special status plant and wildlife species, nesting birds and raptors, sensitive plant communities, jurisdictional waters and wetlands, wildlife movement, and locally protected resources, such as protected trees. The Project analysis is based on the Updated Biological and Jurisdictional Waters Resources Assessment for the Metropolitan Water District West Valley Feeder No. 1 Stage 3 Improvements Project in the City of Los Angeles, California, prepared in May 2024 (included in Appendix C). The following Focused Protocol Survey Reports are included as appendices to the Updated Biological and Jurisdictional Water Resources Assessment:

- Results of Least Bell's Vireo Focused Protocol Surveys for the Metropolitan Water District West Valley Feeder No. 1 Stage 3 Improvements Project in the City of Los Angeles, California, prepared in October 2022;
- Results of 2022 Focused Protocol Surveys for the California red-legged frog (*Rana draytonii*) for the Metropolitan Water District West Valley Feeder No. 1 Project, Los Angeles, California, prepared in October 2022; and

- Results of Focused Protocol Presence/Absence Surveys for the Coastal California Gnatcatcher for the Metropolitan Water District West Valley Feeder No. 1 Stage 3 Improvements Project in the City of Los Angeles, California, prepared in August 2022.

REGULATORY FRAMEWORK

The following is a summary of the regulatory context under which biological resources are managed at the federal, State, and local levels. Many federal and state statutes provide a regulatory structure that guides the protection of biological resources. Agencies with the responsibility for protection of biological resources within the Project Area include:

- USACE (wetlands and other waters of the United States);
- RWQCB (waters of the State);
- United States Fish and Wildlife Service (USFWS) (federally listed species and migratory birds); and
- CDFW (Trustee Agency over the State's fish, wildlife, and plant resources; riparian areas and other waters of the State; State listed species).

California Species of Special Concern is an informal designation used by the CDFW for some declining wildlife species that are not State Candidates for listing. This designation does not provide legal protection but signifies that these species are recognized as special status by the CDFW. Special status habitats are vegetation types, associations, or sub-associations that support concentrations of special status plant or wildlife species, are of relatively limited distribution, or are of particular value to wildlife and are similarly recognized by the CDFW.

Listed species are those taxa that are formally listed as endangered or threatened by the federal government, pursuant to the Federal Endangered Species Act (FESA) or as endangered, threatened, or rare (for plants only) by the State of California pursuant to the California Endangered Species Act (CESA) or the California Native Plant Protection Act. Species are also considered rare under CEQA if they are not formally listed but exist in such small numbers throughout a significant portion of their range that they may become endangered if their environment worsens or is likely to become endangered throughout all or a significant portion of their range.

METHODOLOGY

Biological resource conditions were evaluated by confirming applicable regulations, policies, and standards; reviewing biological literature and databases pertinent to the Project Area; and conducting a vegetation mapping survey, a general biological survey, focused protocol surveys for special status species, and a jurisdictional delineation of the Project Area. The survey area consisted of the work limits of the construction areas, staging areas, and a 100-foot survey buffer.

Literature Review

A literature review was conducted to identify special status plants, wildlife, and habitats that have been reported to occur in the vicinity of the survey area. The Project vicinity for evaluating impacts to biological resources is comprised of the Project Area centered within nine surrounding United States Geological Survey (USGS) 7-minute topographic quadrangles including: Simi Valley West, Simi Valley East, Oat Mountain, Thousand Oaks, Calabasas, Canoga Park, Van Nuys, San Fernando, and Val Verde. The California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2023) and the CDFW California Natural Diversity Database (CDFW

2023a) were reviewed within these nine quadrangles. Resources reviewed to assist in the delineation of jurisdictional features included the U.S. Department of Agriculture, Natural Resources Conservation Service's (USDA NRCS) Web Soil Survey, the USDA NRCS Hydric Soils List (USDA NRCS 2024), and the USFWS National Wetlands Inventory (NWI) Wetland Mapper (USFWS 2024).

Vegetation Mapping and Biological Survey

Psomas Biologist Allison Rudalevige conducted an initial general plant and wildlife survey, mapped vegetation, and performed a jurisdictional delineation for the project on June 4, 2018. The general survey was repeated in 2022 and a number of focused protocol surveys were conducted in 2022 including a rare plant focused protocol survey, least Bell's vireo focused protocol survey, California gnatcatcher focused protocol survey, and a California red-legged frog focused protocol survey. A general survey and updated vegetation mapping survey were conducted in October 2023 due to the addition of previously unsurveyed project staging areas. The survey area included a 100-foot buffer around all project impact areas.

All wildlife species detected during the course of the surveys were documented in field notes. Active searches for reptiles and amphibians included lifting, overturning, and carefully replacing rocks and debris. Birds were identified by visual and auditory recognition. Surveys for mammals were conducted during the day and included searching for and identifying diagnostic signs, including scat, footprints, scratch-outs, dust bowls, burrows, and trails. Taxonomy and nomenclature for wildlife generally follows the Special Animals List (CDFW 2023b) for special status species and, for other species, Center for North American Herpetology (2015) for amphibians and reptiles, the American Ornithological Society (2023) for birds, and the Smithsonian National Museum of Natural History (2011) for mammals.

Jurisdictional Delineation

Resources reviewed to assist in the delineation of jurisdictional features included the U.S. Department of Agriculture, USDA NRCS Web Soil Survey, the USDA NRCS Hydric Soils List (USDA NRCS 2024), and the USFWS NWI Wetland Mapper (USFWS 2024).

A delineation of jurisdictional water resource boundaries was conducted concurrently with vegetation mapping and general biological surveys in order to describe the type and extent of waters regulated by the USACE, the RWQCB, and CDFW. Jurisdictional features were mapped on an aerial map. Non-wetland waters of the United States under the jurisdiction of the USACE were assessed based on the presence of an Ordinary High Water Mark (OHWM). The presence of wetland waters of the United States was assessed using the relatively permanent standard rule and the three-parameter approach for wetland hydrology, hydrophytic vegetation, and hydric soils, as described in the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (USACE 2008).

EXISTING CONDITIONS

This assessment provides the existing biological conditions of the Project Area and survey area at the time of the literature reviews and surveys.

Vegetation Types and Other Areas

Thirteen vegetation types and other areas (non-natural modified areas) occur within the survey area. Naturally occurring vegetation types include California sagebrush–deerweed scrub, California sagebrush–bush mallow scrub, semi-natural herbaceous stand, wild oats grassland,

bush mallow scrub, laurel sumac scrub, red willow/arroyo willow thicket, coast live oak woodland, coast live oak–California sycamore woodland, and eucalyptus grove. Other areas identified included disturbed, developed, and ornamental non-natural modified land cover. Red willow/arroyo willow thicket, is classified as a sensitive natural community by CDFW. A vegetation map is included as Exhibit 7, Vegetation Map.

Jurisdictional Resources

Jurisdictional resources in the survey area include two main drainage channels (Drainage 1 and 2) with one tributary channel (Drainage 1A). The NWI maps Drainage 1 as a Riverine, intermittent streambed that is temporarily flooded and Drainage 2 as a Palustrine, forested wetland that is temporarily flooded. Soils in the survey area are not listed as hydric (USDA NRCS 2024). A map depicting jurisdictional drainages on the site is included as Exhibit 8. The presence of surface water observed during the dry season indicates that Drainage 1 may be considered to be relatively permanent, non-navigable tributaries to a Traditional Navigable Water (TNW). Therefore, Drainage 1 would be considered waters of the United States. Drainage 1A exhibits the features of an ephemeral body. Ephemeral waters are no longer jurisdictional under Section 404 of the Clean Water Act. However, Drainage 1A remains under the jurisdiction of the RWQCB, an isolated water of the State, and CDFW. Drainage 2 similarly carries flow to the Los Angeles River and is considered jurisdictional waters of the United States because the Los Angeles River discharges into the Pacific Ocean, a TNW.

Special Status Plant Species and Sensitive Natural Communities

Suitable habitat for special status plant species has been reported in the vicinity (nine USGS quadrangle area) of the survey area based on the CNPS Inventory (CNPS 2023). Of the 25 species reported, potentially suitable or marginally suitable habitat for 17 species occur within the survey area based on review of vegetation types and habitat conditions observed during biological surveys of the site, as described above, and documented species requirements. Species name and California Rare Plant Rank (CRPR) are listed below:

- Braunton's milk-vetch (*Astragalus brauntonii;* CRPR 1B.1)
- Brewer's clandrinia (*Calandrinia breweri*; CRPR 4.2)
- Catalina mariposa lily (*Calochortus catalinae;* CRPR 4.2)
- slender mariposa lily (*Calochortus clavatus var. gracilis;* CRPR 1B.2)
- late-flowered mariposa lily (*Calochortus fimbriatus;* CRPR 1B.2)
- Plummer's mariposa lily (*Calochortus plummerae;* CRPR 4.2)
- San Fernando Valley spineflower (*Chorizanthe parryi var. Fernandina;* CRPR 1B.1)
- Small-flowered morning-glory (*Convolvulus simulans;* CRPR 4.2)
- Santa Susana tarplant (*Deinandra minthornii;* CRPR 1B.2)
- slender-horned spineflower (*Dodecahema leptoceras;* CRPR 1B.1)
- many-stemmed dudleya *(Dudleya multicaulis;* CRPR 1B.2)
- Palmer's grappling hook (*Harpagonella palmeri;* CRPR 4.2)
- mesa horkelia (*Horkelia cuneata var.puberula;* CRPR 1B.1)
- ocellated Humboldt lily (*Lilium humboldtii ssp.Ocellatum;* CRPR 4.2),
- Payne's bush lupine (*Lupinus paynei;* CRPR 1B.1)

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Vegetation Map

WVF No. 1 Stage 3 Improvements Project

Exhibit 7

N W E S

250 125 0 250 Feet

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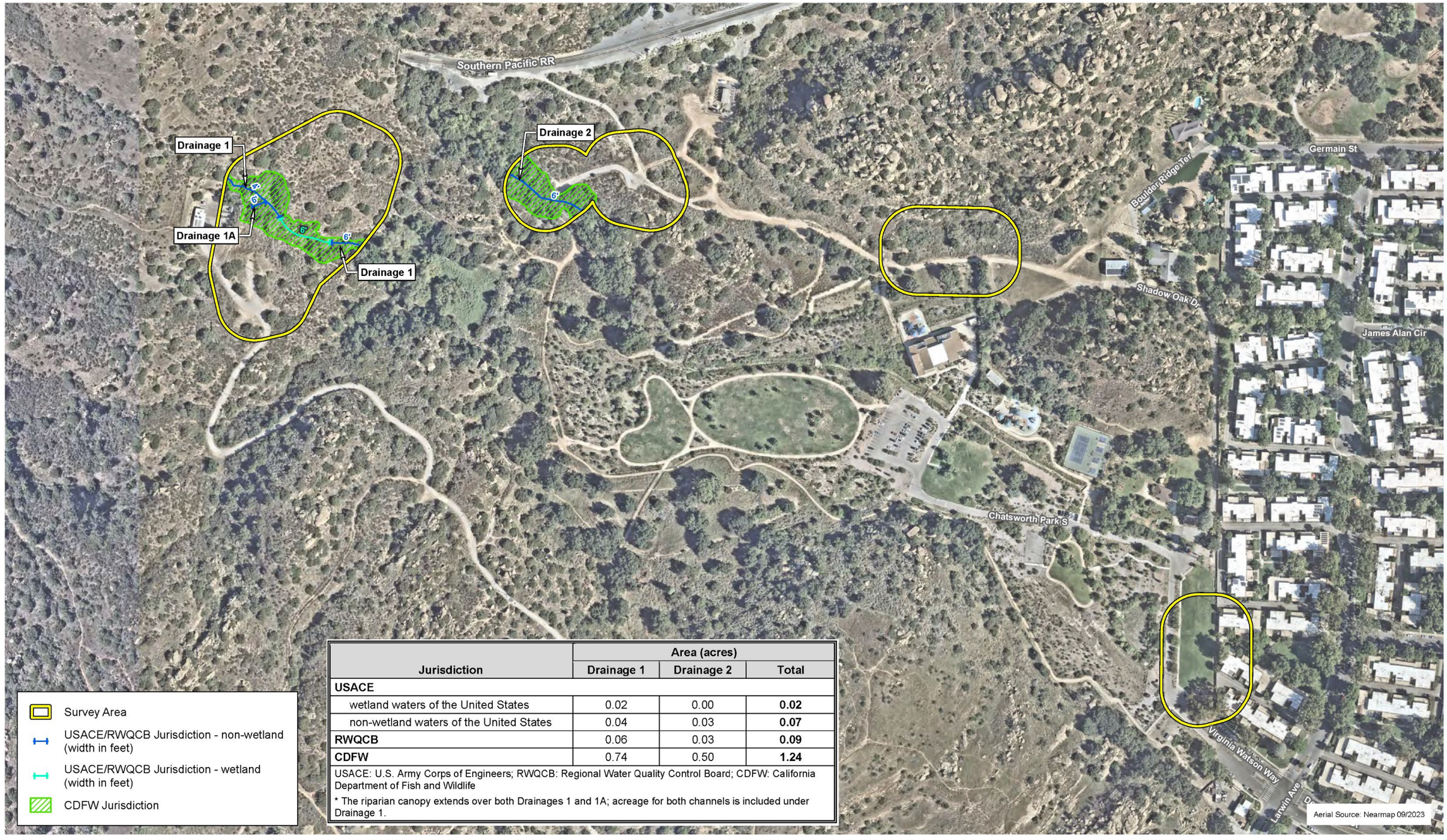

Jurisdiction	Area (acres)		
	Drainage 1	Drainage 2	Total
USACE			
wetland waters of the United States	0.02	0.00	**0.02**
non-wetland waters of the United States	0.04	0.03	**0.07**
RWQCB	0.06	0.03	**0.09**
CDFW	0.74	0.50	**1.24**

USACE: U.S. Army Corps of Engineers; RWQCB: Regional Water Quality Control Board; CDFW: California Department of Fish and Wildlife

* The riparian canopy extends over both Drainages 1 and 1A; acreage for both channels is included under Drainage 1.

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Jurisdictional Resources

Exhibit 8

WVF No. 1 Stage 3 Improvements Project

N W E S

250 125 0 250 Feet

PSOMAS

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- California Orcutt grass (*Orcuttia californica var. californica;* CRPR 1B.1)
- chaparral nolina (*Nolina cismontane;* CRPR 1B.2)

Four of these species are federally- and/or State-listed Endangered or Threatened:

- Braunton's milk-vetch (Federally Endangered)
- San Fernando Valley spineflower (Federal Candidate and State Endangered)
- slender-horned spineflower (Federally and State Endangered)
- California Orcutt grass (Federally and State Endangered)

None of the species were observed during the rare plant field surveys conducted in 2022. Additionally, one vegetation type within the survey area, red willow/arroyo willow thicket, is classified as a sensitive natural community by CDFW.

Special Status Wildlife Species

Twenty-five special status wildlife species have been reported within the California Natural Diversity Data Base (CNDDB) (CDFW 2023a) as occurring in the vicinity of the survey area and an additional four species may occur in the region based on the biologist's knowledge of the species distributions and preferred habitat resulting from observations made during numerous field surveys conducted throughout the Project region. Of these species, nine are federally- and/or State-listed Endangered or Threatened or are candidates for listing:

- Crotch bumble bee (*Bombus crotchii; State Candidate Endangered)*
- monarch (California overwintering population) (*Danaus plexippus* pop. 1; Federal Candidate Endangered)
- arroyo toad (*Anaxyrus californicus; Federally Endangered and State Species of Special Concern*)
- California red-legged frog (*Rana draytonii; Federally Threatened and State Species of Special Concern*)
- tricolored blackbird (*Agelaius tricolor; State Threatened and Species of Special Concern*)
- Swainson's hawk (*Buteo swainsoni; State Threatened*)
- coastal California gnatcatcher (*Polioptila californica californica; Federally Threatened and State Species of Special Concern*)
- bank swallow (*Riparia riparia; State Threatened*)
- least Bell's vireo (*Vireo bellii pusillus; Federally and State Endangered*)

The golden eagle (*Aquila chrysaetos*), a State Fully Protected species, has been reported from the vicinity of the survey area and has potential to forage in the survey area (CDFW 2023a).

In addition to species listed under the State and federal Endangered Species Acts (ESAs), 13 species of special concern (designated by CDFW) have been reported in the vicinity (nine USGS quadrangle area) (CDFW 2023a) and have potential to occur due to potentially suitable or marginally suitable habitat presence as determined through review of vegetation types and habitat conditions observed during biological surveys, as described above, and documented species requirements.

- coast range newt (*Taricha torosa*)
- western spadefoot (*Spea hammondii*)
- California legless lizard (*Anniella* sp.)
- coast horned lizard (*Phrynosoma blainvillii*)
- coastal whiptail (*Aspidoscelis tigris stejnegeri*)
- two-striped garter snake (*Thamnophis hammondii*)
- spotted bat (*Euderma maculatum*)
- pallid bat (*Antrozous pallidus*)
- Townsend's big-eared bat (*Corynorhinus townsendii*)
- western mastiff bat (*Eumops perotis californicus*)
- western red bat (*Lasiurus blossevillii*)
- western yellow bat (*Lasiurus xanthinus*)
- San Diego desert woodrat (*Neotoma lepida intermedia*)

IMPACT ANALYSIS

Would the Project:

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

Less Than Significant with Mitigation Incorporated. The proposed Project may have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Results of rare plant focused protocol surveys conducted simultaneously with least Bell's vireo protocol surveys, were negative for all special status plant species including federally and State listed species—Braunton's milk-vetch, San Fernando Valley spineflower, California Orcutt grass, and slender-horned spineflower. Due to their absence from the Project Area, these plant species are not expected to be impacted. Results of focused protocol surveys were negative for all special status wildlife species including federally and State listed species—California red-legged frog, least Bell's vireo, and coastal California gnatcatcher (see Appendix C). Due to their absence from the Project Area, these wildlife species are not expected to be impacted by the proposed Project.

The Project may impact the following other non-listed special status species or their habitat: coast range newt, western spadefoot, California legless lizard, coast horned lizard, coastal whiptail, two-striped garter snake, and San Diego desert woodrat. Impacts would be permanent within portions of the work limits being converted from vegetated, undeveloped areas to new access road, culvert, and other structures (approximately 0.55 acres). Additional impacts would be temporary in nature such as in work areas surrounding the proposed permanent features as well as the construction staging areas (approximately 0.43 acres). As shown on Exhibit 9, the combined permanent and temporary loss of habitat for these non-listed special status species, encompasses 1.98 acres. Due to the designation of these species as special status, project impacts would be considered significant, and mitigation would be required. Mitigation measures

BIO-1 through **BIO-4,** which require additional surveys and avoidance measures, would be incorporated into the project to reduce impacts on non-listed special status species to less than significant levels.

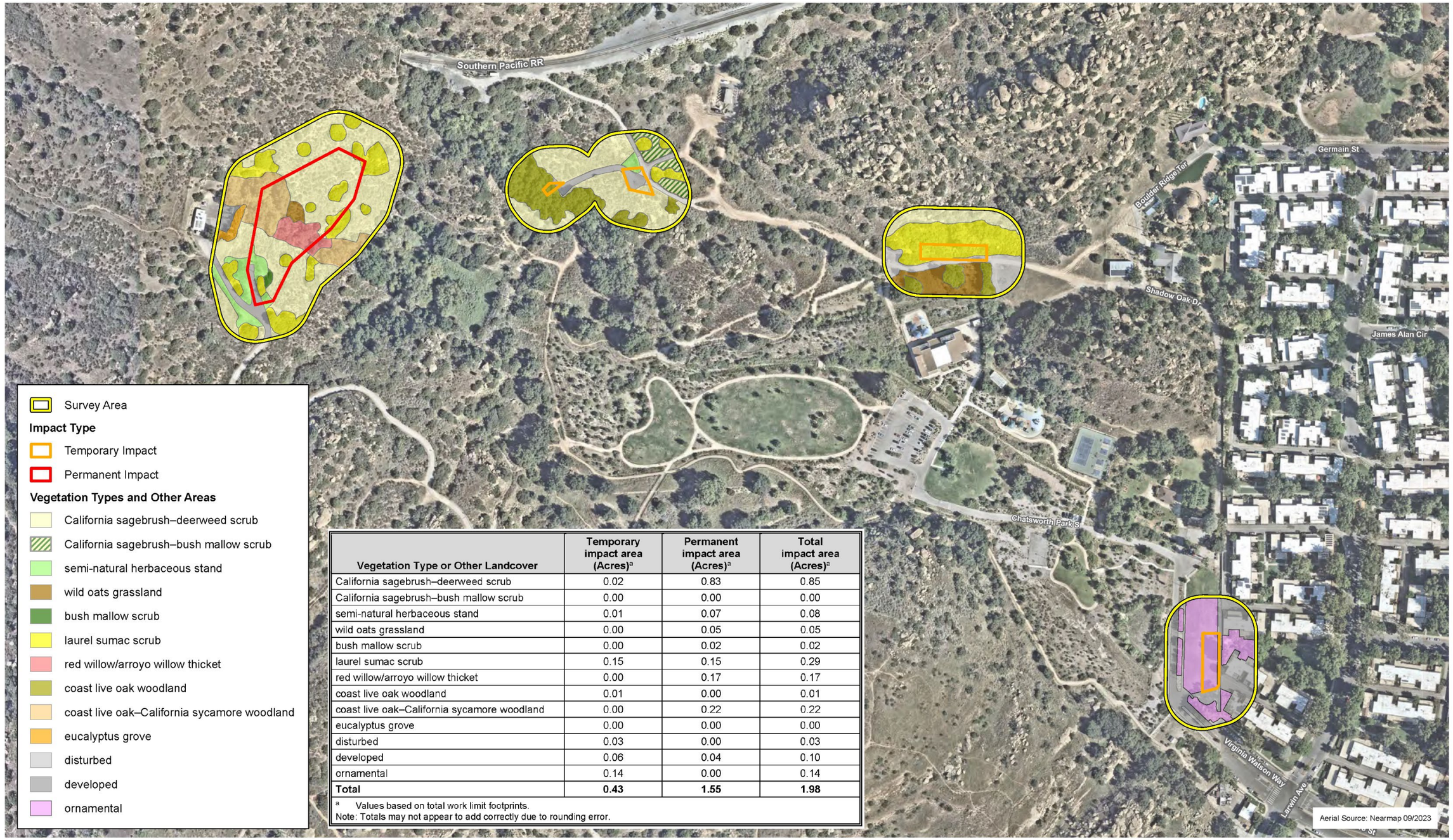
Although no candidate or listed species were observed within the survey area during focused surveys, project construction is not anticipated to begin until 2027 due to the acquisition of permanent and temporary easements from the City of Los Angeles. Should candidate or listed species, including the least Bell's vireo or the California gnatcatcher, be present at the time of construction, impacts would be significant. Mitigation measures **BIO-1 through BIO-5** would be incorporated into the project to reduce impacts to less than significant levels.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?

Less Than Significant with Mitigation Incorporated. The proposed Project may have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS. Approximately 11 acres of vegetation and other land cover types, including riparian habitat, occur in the survey area. The Project would result in a permanent impact of 0.17 acre (7,405 square feet; associated with the access road and culvert construction) to red willow/arroyo willow thicket. This vegetation type constitutes riparian habitat and is considered a sensitive natural community by CDFW and is also within limits of CDFW jurisdictional waters. Mitigation Measure **BIO-6**, requiring purchase of credits through an agency-approved mitigation bank, in-lieu fee program, or other agreement, would be incorporated into the Project to reduce impacts to less than significant levels.

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

Less Than Significant with Mitigation Incorporated. The proposed Project may have a substantial adverse effect on State or federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means. Jurisdictional waters regulated by State and federal agencies occur in the survey area including one main drainage channel (Drainage 1) with one tributary channel (Drainage 1A), as shown in Exhibit 8, Jurisdictional Resources. The National Wetlands Inventory identifies Drainage 1 as Riverine, an intermittent streambed that is temporarily flooded. Soils in the survey area are not listed as hydric (USDA NRCS 2024). As shown on Exhibit 10 and Table 7, approximately 0.09 acre of waters of the United States (0.02-acre wetland and 0.07-acre non-wetland) occur in the survey area, and approximately 0.02 acre wetland of the United States and State, and 0.01 acre of non-wetland waters of the United States and State would be impacted by the proposed Project. Additionally, 0.41-acre of waters considered jurisdictional by CDFW would be impacted by the proposed Project. Both permanent and temporary impacts are predominantly associated with construction of the access road and culvert.



Vegetation Type or Other Landcover	Temporary impact area (Acres)[a]	Permanent impact area (Acres)[a]	Total impact area (Acres)[a]
California sagebrush–deerweed scrub	0.02	0.83	0.85
California sagebrush–bush mallow scrub	0.00	0.00	0.00
semi-natural herbaceous stand	0.01	0.07	0.08
wild oats grassland	0.00	0.05	0.05
bush mallow scrub	0.00	0.02	0.02
laurel sumac scrub	0.15	0.15	0.29
red willow/arroyo willow thicket	0.00	0.17	0.17
coast live oak woodland	0.01	0.00	0.01
coast live oak–California sycamore woodland	0.00	0.22	0.22
eucalyptus grove	0.00	0.00	0.00
disturbed	0.03	0.00	0.03
developed	0.06	0.04	0.10
ornamental	0.14	0.00	0.14
Total	**0.43**	**1.55**	**1.98**

[a] Values based on total work limit footprints.
Note: Totals may not appear to add correctly due to rounding error.

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Vegetation Impacts

WVF No. 1 Stage 3 Improvements Project

Exhibit 9

N W E S 250 125 0 250 Feet

PSOMAS

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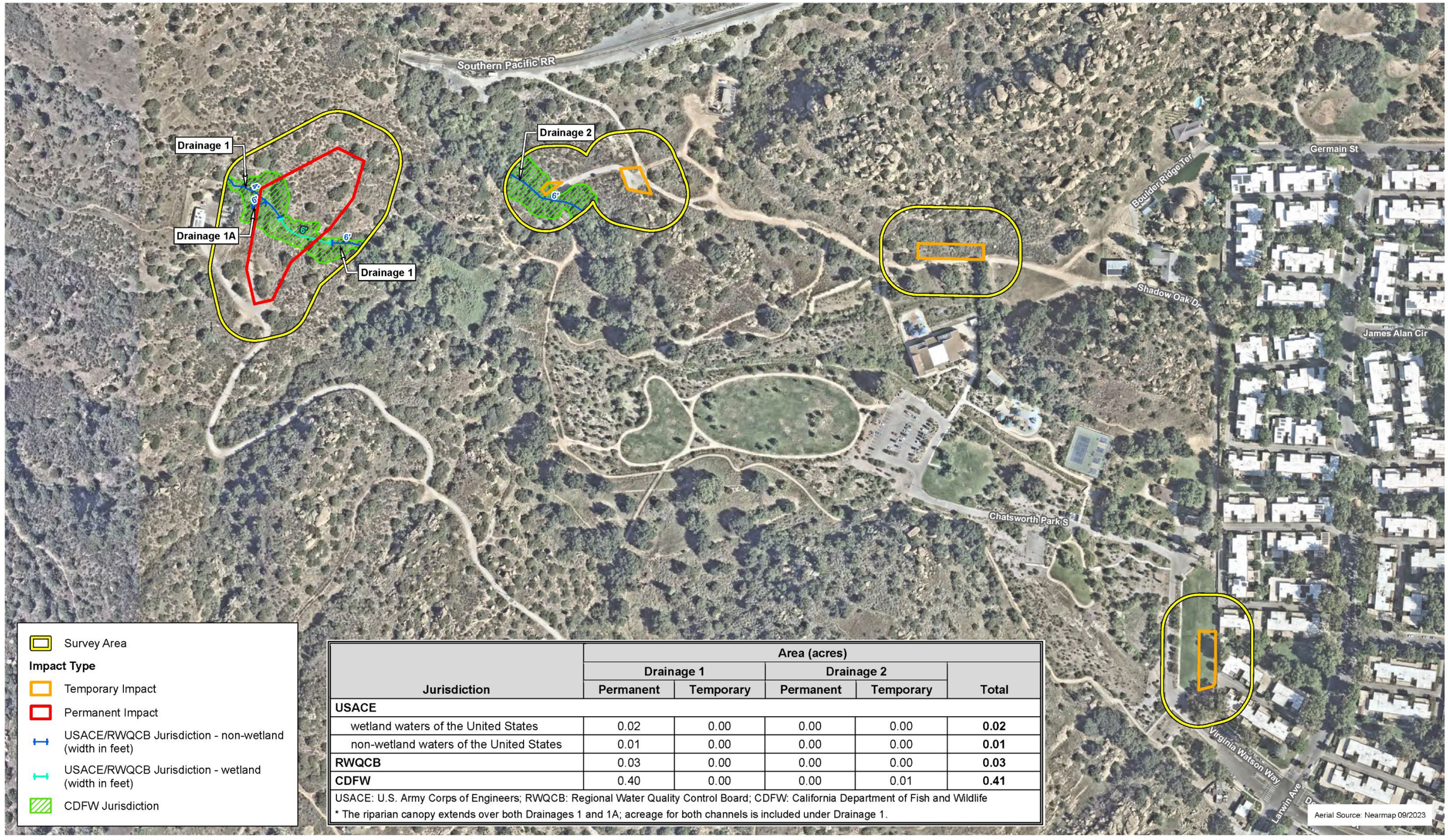

Jurisdiction	Area (acres)				
	Drainage 1		Drainage 2		
	Permanent	Temporary	Permanent	Temporary	Total
USACE					
wetland waters of the United States	0.02	0.00	0.00	0.00	**0.02**
non-wetland waters of the United States	0.01	0.00	0.00	0.00	**0.01**
RWQCB	0.03	0.00	0.00	0.00	**0.03**
CDFW	0.40	0.00	0.00	0.01	**0.41**

USACE: U.S. Army Corps of Engineers; RWQCB: Regional Water Quality Control Board; CDFW: California Department of Fish and Wildlife

* The riparian canopy extends over both Drainages 1 and 1A; acreage for both channels is included under Drainage 1.

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Jurisdictional Resources Impacts

WVF No. 1 Stage 3 Improvements Project

Exhibit 10

N W E S 250 125 0 250 Feet

PSOMAS

(Rev: 05/13/2024 JVR) R:\Projects\MWD\3MWD010403\Graphics\MND\ex_JurisdictionalResources_Impacts.pdf

TABLE 7
JURISDICTIONAL WATER RESOURCES IMPACTS IN THE SURVEY AREA

Jurisdiction	Drainage 1 Permanent (acres)	Drainage 1 Temporary (acres)	Drainage 2 Permanent (acres)	Drainage 2 Temporary (acres)	Total
USACE	-	-	-	-	**-**
wetland waters of the United States	0.02	0.00	0.00	0.00	**0.02**
non-wetland waters of the United States	0.01	0.00	0.00	0.00	**0.01**
RWQCB	0.03	0.00	0.00	0.00	**0.03**
CDFW	0.40	0.00	0.00	0.01	**0.41**

USACE: U.S. Army Corps of Engineers; RWQCB: Regional Water Quality Control Board; CDFW: California Department of Fish and Wildlife.

* The riparian canopy extends over both Drainages 1 and 1A; acreage for both channels is included under Drainage 1.

The proposed Project would include consultation with the applicable resource agencies for impacts to jurisdictional resources (CDFW, USACE, and RWQCB), subsequent issuance of the appropriate regulatory permits, and adherence with associated permit conditions. Additionally, to reduce impacts to jurisdictional resources from the Project, Mitigation Measure **BIO-6** would be incorporated into the Project to reduce impacts to less than significant levels.

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?

Less Than Significant Impact. The proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or disrupt native nursery sites. With regards to wildlife movement, the proposed Project is located at an urban-wildland interface, with urban development to the east, large tracts of undeveloped open space to the west, and the developed portion of Chatsworth Park South as a buffer between the two. Due to its limited size and relatively short construction duration of nine months, wildlife is expected to move freely throughout the Project Area and surroundings. Additionally, the Project does not propose new buildings or surface structures that would prevent or deter wildlife from the area or disrupt native wildlife nursery sites.

In-stream structures and Project construction activities have very low potential to disrupt fish passage permanently or temporarily in areas containing fish habitat. Fish habitat in the Project Area was determined to be relatively poor due to the limited amount of surface water present and the isolated nature of the identified natural drainages. Although surface water is present, depths were observed during surveys to be less than one half inch consistently and water movement was negligible. Natural aboveground flow is present in the drainages but is limited to a distance of less than 1,000 contiguous feet. The drainages are also isolated from downstream fish populations because they connect with the City of Los Angeles' subsurface municipal separate storm sewer system (MS4). In addition, no special status fish species have been reported from the drainages on the Project Area or in the region, and no fish species were observed in the drainages during the plant and wildlife surveys in 2022 and 2023. Therefore, implementation of the Project would not interfere substantially with the movement of any native resident, migratory fish, or wildlife species, and impacts would be less than significant.

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

Less Than Significant Impact. No, the Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The City of Los Angeles Municipal Code (Article 6 Preservation of Protected Trees Sections 46.00 to 46.06) provides for the protection of certain "protected trees," defined as certain Southern California native tree species (i.e., all indigenous oak trees except scrub oak [*Quercus dumosa*], Southern California black walnut [*Juglans californica var. californica*], Western sycamore [*Platanus racemosa*], and California bay [*Umbellularia californica*]) which measure four inches or more in cumulative diameter at 4.5 feet above the ground level from the base of the tree. Protected trees are known to occur within the Project Area. If removal of a protected species was required as a result of the proposed Project, Metropolitan would comply with the existing City of Los Angeles Municipal Code ordinance regarding procedures and permits for removal. Thus, impacts would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. No, the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State HCP. The Project is not located within or near the boundaries of any designated HCP or NCCP and would not conflict with the provisions of any adopted HCP or NCCP. Therefore, no impact would occur.

MITIGATION MEASURES

BIO-1 If more than three years have elapsed since the Project rare plant survey was conducted, Metropolitan shall conduct a rare plant survey to confirm presence or absence of rare plant species. Surveys would be conducted to confirm presence or absence within the proposed Project's disturbance areas previously determined to have the potential to support special status plant species. Surveys will be conducted in accordance with Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018) and will occur during the appropriate time of year.

BIO-2 If more than three years have elapsed since the Project focused protocol wildlife surveys for potentially occurring listed species, the least Bell's vireo and California gnatcatcher, Metropolitan shall conduct focused protocol surveys to ensure that the Project avoids impacts to these species. All surveys would be conducted to confirm absence within proposed Project disturbance areas that may support these species. Surveys would be conducted in accordance with the approved CDFW or USFWS protocol guidelines for each species. Additional surveys for the California red-legged frog would be unwarranted based on the determination of lack of potentially suitable habitat within the Project Area following initial focused protocol surveys.

BIO-3 Should special-status plants or wildlife be identified during BIO-1 or BIO-2, Metropolitan shall develop and implement appropriate monitoring and avoidance measures. Measures may include but are not limited to:

- Installation of Environmentally Sensitive Area/avoidance fencing.

- Flagging or fencing of any special-status species burrows or nests by a monitoring biologist to ensure avoidance.
- Monitoring by a biologist during all initial ground disturbing activities and vegetation removal. Once initial ground disturbing activities and vegetation removal activities have been completed, the biologist shall conduct daily pre-activity clearance surveys, as necessary.
- If at any time during Project activities a special-status species enters the Project Area or otherwise may be impacted by the Project, all activities at the site where the find occurred shall cease. At that point, a monitoring biologist shall recommend an appropriate course of action to avoid, relocate or otherwise protect the species such that construction may proceed without harming the species.

BIO-4 To avoid impacts on biological resources adjacent to the Project Area, the designated Project disturbance limits shall be visibly marked in the field to ensure that no inadvertent impacts occur outside the approved disturbance limits.

BIO-5 Compensation for Impacts to Special-Status Species. If the Project Area is determined to be occupied by a special-status species prior to start of construction, and cannot be avoided, direct temporary and/or permanent impacts to suitable habitat for federally or State-listed species within the proposed Project Area shall be mitigated through on-site or off-site measures. Mitigation for temporary and permanent impacts to listed species habitat shall consider, and may overlap with, mitigation for impacts to jurisdictional waters and wetlands (BIO-6).

Temporary Impacts. Mitigation for direct temporary impacts to suitable habitat for federally or State-listed species shall be implemented through on-site rehabilitation at a 1:1 mitigation ratio. Areas temporarily impacted shall be returned to similar conditions to those that existed prior to grading and/or ground-disturbing activities. Proposed rehabilitation of impact areas may include, at a minimum, a feasible implementation structure, salvage/seeding details, invasive species eradication methods, a monitoring schedule, performance standards of success, estimated costs, and identification of responsible entities.

Permanent Impacts. Metropolitan shall fund a mitigation bank or in-lieu fee program to compensate for all permanent loss of suitable habitat for federally or State-listed species, if available, at a 1:1 ratio. Direct impacts to federally listed species' occupied habitat shall be addressed through either the Section 7 or Section 10(a)(1)(B) process under the federal Endangered Species Act (ESA) of 1973, as amended. Direct impacts to state-listed species shall be addressed through the California Fish and Game Code Section 2081(b) incidental take permit process. Metropolitan would comply with any additional measures (e.g. avoidance, conservation, etc.) incorporated into any permits or authorizations issued by the regulatory agencies with jurisdiction over these resources beyond what is being proposed under this CEQA analysis to reduce the impact to less than significant.

BIO-6 Compensation for Impacts to Jurisdictional Wetlands and Waters, inclusive of jurisdictional riparian habitat. Mitigation for temporary and permanent impacts to jurisdictional wetlands and waters shall consider and overlap with mitigation for impacts to special-status species habitat (BIO-5) where feasible. Metropolitan would comply with any additional measures (e.g. avoidance, conservation, etc.)

incorporated into any permits or authorizations issued by the regulatory agencies with jurisdiction over these resources.

Temporary Impacts. Mitigation for direct temporary impacts to jurisdictional wetlands and waters resulting from the Project shall be implemented through on-site restoration. Areas temporarily impacted shall be returned to conditions similar to those that existed prior to grading and/or ground-disturbing activities. For impacted vegetated jurisdictional wetlands and waters, the proposed rehabilitation of impact areas may include, at a minimum, a feasible implementation structure, salvage/seeding details, invasive species eradication methods, a monitoring schedule, performance standards of success, estimated costs, and identification of responsible entities.

Permanent Impacts. Mitigation for permanent impacts to jurisdictional wetlands and waters resulting from the Project shall be implemented at a minimum 1:1 mitigation ratio through purchase of credits through an agency-approved mitigation bank, in-lieu fee program, or other agreement.

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

CULTURAL RESOURCES OVERVIEW

This section provides an analysis of proposed Project impacts on cultural resources, including historical and archaeological resources as well as human remains, and is based on the Archaeological Inventory for the Metropolitan Water District West Valley Feeder No. 1 Stage 3 Improvements Project (Archaeological Inventory Report) prepared by Greenwood and Associates dated July 31, 2018, attached as Appendix D.

REGULATORY FRAMEWORK

CEQA requires a Lead Agency to determine whether a project may have a significant effect on historical resources (PRC Section 21084.1), archaeological resources, or human remains. A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript that a Lead Agency determines to be historically significant (*CEQA Guidelines* Section 15064.5[a][1-3]). Resources listed on the National Register of Historic Places (NRHP) are automatically listed on the CRHR, along with State Landmarks and Points of Interest. The CRHR can also include properties designated under local ordinances or identified through local historical resource surveys. In addition, pursuant to PRC Section 5024.I), a resource shall be considered historically significant if it:

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

If it can be demonstrated that a project would cause damage to a unique archaeological resource, the CEQA Lead Agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a-b]). PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

METHODOLOGY

Preparation of the Archaeological Inventory Report included a review of available archaeological site records, archaeological survey reports and historical maps available at the South Central Coastal Information Center (SCCIC), and review of the Project description. The results of the SCCIC record search identified three archaeological sites in the vicinity of the Project Area.

A pedestrian survey of the Project Area was conducted by a qualified archaeologist on June 5 and 6, 2018. The pedestrian survey did not identify archaeological resources within the Project Area.

Additionally, a Sacred Lands File search was conducted by the Native American Heritage Commission (NAHC), and information gathering and coordination with members of the Native American community through the NAHC's List of Contacts was conducted.

IMPACT ANALYSIS

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. No, the proposed Project would not cause a substantial adverse change in the significance of a historical resource. No historical resources were identified by the cultural resources record searches conducted at the SCCIC. In addition, the intensive pedestrian surveys of the Project Area were negative for historical resources. Therefore, the Project Area does not contain any historical resources, as defined in Section 15064.5 of the State *CEQA Guidelines*, and no impact would occur.

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

Less Than Significant With Mitigation Incorporated. The proposed Project may cause a substantial adverse change in the significance of an archaeological resource. Though the pedestrian field survey results did not find evidence of archaeological resources, the SCCIC record search did identify three archaeological sites in the vicinity of the Project Area. Additionally, coordination with the Gabrieleño Band of Mission Indians-Kizh Nation has indicated that there is a potential for buried archaeological resources in the area. However, implementation of MMs **CULT-1, CULT-2, CULT-3, and CULT-4** would reduce potential impacts to less than significant levels.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. No, the proposed Project would not disturb any human remains, including those interred outside of dedicated cemeteries. Background archival research and the

intensive pedestrian field survey failed to find any potential for human remains (e.g., the existence of formal cemeteries), and no known formal cemeteries are present in the Project Area. Although it is highly unlikely, there is the possibility that previously undiscovered remains could be uncovered during ground-disturbing activities. Should human remains be encountered, it is a Metropolitan Standard Practice to comply with the State of California's Health and Safety Code Section 7050.5, which states that no further disturbance would occur until the appropriate county coroner has made a determination of origin and disposition of the remains pursuant to PRC Section 5097.98. Adherence to State of California's Health and Safety Code Section 7050.5 would result in the proper handling and treatment of unexpected human remains Therefore, impacts on human remains from the proposed Project would be less than significant.

MITIGATION PROGRAM

CULT-1 Prior to the initiation of construction, a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology (National Park Service 1983) shall be retained.

CULT- 2 Metropolitan will coordinate with the Gabrieleño Band of Mission Indians-Kizh Nation to retain a Native American monitor with ancestral ties to the Project Area (Native American Tribal Monitor), as needed to protect cultural resources.

CULT- 3 The archaeologist and Native American Tribal Monitor shall monitor construction-related ground-disturbing activities associated with valve relocation areas and new access road construction. Monitoring for excavation work associated with valve relocations will be on a spot-check basis (as these areas have been previously disturbed), and full-time for excavation activities associated with the proposed new access road construction. The archaeological monitor and Native American Tribal Monitor shall complete monitoring logs that describe the work and details regarding resources encountered during the ground-disturbing activities.

CULT-4 If archaeological resources are identified during Project-related activities, Metropolitan and/or its contractors shall cease all activity within 50 feet of the find until the archaeologist and Native American Tribal Monitor can evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and determination of California Register of Historical Resources eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the Project, additional work, such as data recovery excavation, reporting, curation, or reburial, may be warranted, thereby reducing the impact to a less than significant level. Any data recovery plans will be developed in consultation with the Gabrieleño Band of Mission Indians-Kizh Nation.

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

IMPACT ANALYSIS

Would the Project:

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

No Impact. No, the proposed Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction activities. Project construction would require the use of construction equipment for excavation, building, and paving activities. Construction would also include the use of vehicles by construction workers and delivery or haul trucks traveling to and from the proposed Project Area. The proposed Project's construction air pollutant emissions were estimated using the CalEEMod 2016.3.2. CalEEMod uses Project-specific information, including the Project's land uses and location, to estimate a Project's emissions. Off-road construction equipment use was calculated from the equipment data (i.e., vehicle types, hours per day, horsepower, load factor) provided in the CalEEMod 2016.3.2 construction output files included in Appendix B. The total horsepower hours for the proposed Project was then multiplied by fuel usage estimates for construction activities included in the OFFROAD Model. The OFFROAD Model provides equipment-specific emission factors. Energy data can be found in Appendix E.

Fuel consumption from construction worker and delivery or haul trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the miles per gallon factor using CARB's EMissions FACtor 2021 (EMFAC 2021) model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Construction delivery and haul trucks were assumed to be heavy-duty diesel trucks. As shown in Table 8, Energy Use During Construction, a total of 666 gallons of gasoline and 5,225 gallons of diesel fuel is estimated to be consumed during construction.

TABLE 8
ENERGY USE DURING CONSTRUCTION

Source	Gasoline Fuel (gallons)	Diesel Fuel (gallons)
Off-road Construction Equipment	0	5,148
Worker commute trips	611	2
Vendor trips	55	1
On-road haul trips	0	74
Total	666	5,225

See Appendix F for Energy data. Data based on CalEEMod 2016.3.2, OFFROAD, and EMFAC 2021 programs.

Fuel energy consumed during construction would be temporary in nature and would not occur after completion of construction activities. Furthermore, only construction equipment necessary to complete the construction activities would be used, and future inspection and maintenance activities would involve vehicle trips similar to current operations. Therefore, the proposed construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption. There would be no impact.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. No, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Although there is no specific state or local plan for renewable energy that is applicable to the proposed Project, the California Energy Commission (CEC) is the State's primary energy policy and planning agency. The CEC has adopted Building Energy Efficiency Standards and Appliance Energy Efficiency Standards, and developed energy efficiency goals for existing buildings, and developed zero-emission vehicle policies. The City of Los Angeles City Council adopted a renewable energy study, the Los Angeles 100% Renewable Energy Study (LA100; 2021), with a goal to achieve 100% renewable electricity by 2045. The LA100 addresses pathways and costs to achieve 100% renewable electricity supply while maintaining Los Angeles Department of Water and Power's reliability, analyzes greenhouse gas reductions and public health, examines economic changes with renewable electric power, and environmental justice.

The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround. No buildings or transportation facilities with zero-emission vehicles are proposed. Additionally, Metropolitan is not a signatory of the LA100 study, and the Project's nine-month construction timeframe would occur before the LA100 goal of 100% renewable energy by 2045. Therefore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and no impact would occur.

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

IMPACT ANALYSIS

The following analysis is based on Geotechnical Study West Valley Feeder 1 Access Roads and Valve Improvements Widening Project Chatsworth, California (Geotechnical Study) prepared by Kleinfelder and dated May 15, 2018 (Kleinfelder 2018) (included as Appendix F) and the paleontological resources records search and literature review conducted by Psomas from the Vertebrate Paleontology Department at the Natural History Museum of Los Angeles County (LACM) on July 16, 2018 (included as Appendix G).

Would the Project

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area

or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

No Impact. No, the proposed Project would not significantly cause a substantial adverse impact, either directly or indirectly, involving the rupture of an earthquake fault mapped as part of an Alquist-Priolo Earthquake Fault Zone (APEFZ) or cause a substantial adverse impact either directly or indirectly, from strong seismic ground shaking. According to the Geotechnical Study, the Project Area is not located within a State of California Earthquake Fault Rupture Hazard Zone, and no mapped active or potentially active fault traces are known to transect the Project Area. The closest active faults to the site are in the Sierra Madre fault zone, with the Santa Susana and San Fernando sections faults located approximately 7.0 miles and 7.5 miles, respectively, from the site. The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround. No new buildings would be constructed as part of the proposed Project. Additionally, the proposed Project is located in a park, which is not occupied by people, and no permanent or temporary structures that would be occupied by people would be constructed and/or operated as part of the proposed Project. Therefore, the Project would not directly or indirectly cause adverse effects, including the risk of loss, injury or death, as a result of fault rupture or strong seismic ground shaking, and no impact would occur.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. No, the proposed Project would not cause a substantial adverse impact, directly or indirectly, from seismic-related ground failure, including liquefaction. Soil liquefaction occurs when saturated, cohesionless soils lose their strength due to the buildup of excess pore water pressure during cycling loading, such as that induced by earthquakes, causing it to behave as a liquid. The types of soils that are most susceptible to liquefaction are loose, saturated sands and some silt. Based on the Geotechnical Study, the characteristics of the soil, bedrock, and depth to groundwater at the Project Area indicate that the site soils have a remote potential for liquefaction during a design-level earthquake. Moreover, the Project Area is not currently occupied by people, and no permanent or temporary structures that would be occupied by people would be constructed and/or operated are proposed. Accordingly, there would be no significant risk of loss, injury of death from ground failure, and impacts would be less than significant.

iv) Landslides?

Less Than Significant Impact. No, the proposed Project would not directly or indirectly cause a potential substantial adverse impact involving landslides. Landslides are ground failures in which large sections of slope consisting of earth material, including debris, detach, and slide downhill. The Project Area is located within Chatsworth Park South, in the Santa Susana Mountains and is located within a designated Landslide Area, characterized by soils which can be prone to clusters of small, shallow, surficial landslides. The Project Area is not identified as a landslide hazard zone; however, some risk factors associated with landslides do exist at the Project Area and include sloping terrain, the presence of nearby active faults, and historic seismic shaking (Kleinfelder 2018). The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround. No new buildings would be constructed as part of the proposed Project. Additionally, the Project Area is not currently occupied by people, and no permanent or temporary structures that would be occupied by people would be constructed and/or operated are proposed. Therefore, impacts related to exposure of people or structures to landslides would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. No, the proposed Project would not result in substantial soil erosion or the loss of topsoil due to the relatively small disturbance acreage. The proposed Project would involve construction activities within areas in both paved and unpaved areas, and within areas of sloped terrain covered with vegetation. All hauling of equipment would be conducted within the footprint of previously disturbed, existing roads and trail segments leading to the Project Area. During construction, soils could be exposed to potential short-term wind and water erosion. The Project would include implementation of standard BMPs and the Project's Storm Water Pollution Prevention Plan (SWPPP) to reduce potential erosion and loss of topsoil due to surface water runoff during construction. BMPs for fugitive dust control would also be implemented in order to control wind-related erosion and loss of topsoil. The construction of the access road, turn around areas, and access road retaining wall would create more stable slopes and surface areas and reduce potential for substantial soil erosion or loss of topsoil to occur. Additionally, temporary disturbances to soil would be restored. Therefore, the proposed Project would not result in substantial soil erosion, or the loss of topsoil and impacts would be less than significant.

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

Less Than Significant Impact. No, the proposed Project would not be located on or result in unstable geologic deposits or soils such that on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would potentially occur. According to the Geotechnical Study, there is low potential for liquefaction at the Project Area and thus a low potential for lateral spreading. Additionally, as discussed above, the Project Area is not identified as a landslide hazard zone. The proposed Project includes replacement of equipment and modifications to existing facilities, as well as the construction of a new access road for maintenance and operation vehicles. Therefore, impacts would be less than significant.

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?

Less Than Significant Impact. No, the proposed Project would not be located on expansive soil as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial direct or indirect risks to life or property. According to Section 1803.5.3 of the California Building Code, soils are considered expansive if exhibiting the following characteristics:

1. Plasticity index (PI) of 15 or greater;
2. More than 10 percent of the soil particles pass a No. 200 sieve (75 micrometers);
3. More than 10 percent of the soil particles are less than 5 micrometers in size; and
4. Expansion index greater than 20.

Expansive soils are characterized by their ability to undergo significant volume change due to variations in moisture content. According to the Geotechnical Study, the soils encountered at the Project Area are granular and have a low to medium expansion potential. Therefore, the Project would have a less than significant impact related to expansive soils.

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?

No Impact. No, the proposed Project does not require the use or installation of septic tanks or alternative wastewater disposal systems. The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround. No new buildings would be constructed as part of the proposed Project. Therefore, no impacts related to septic tanks or alternative wastewater disposal systems would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant With Mitigation Incorporated. The proposed Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. According to the Paleontological Record Search, the underlying geology of the Project Area consists of a thick-bedded, late Cretaceous sandstone known as the Chatsworth Formation. This formation has produced numerous localities of vertebrate and invertebrate fossils, including sharks and a wide range of molluscan fauna. Microfossils, such as foraminifera, indicate an oceanic environment. Turbidity flow sedimentary deposits, such as the Chatsworth Formation, are likely to preserve fossils that have been reworked from nearby shallow environments and are usually concentrated in lenses of fossil-rich sediments. According to the records search, nearby localities of shark taxa including *Cretolamna appendiculata*, *Squalicorax kaupi, Squalus* sp., and *Squatina hassei* have been reported from Dayton Canyon, approximately three miles south of the Project area; and an online records search using the Paleobiology Database (paleobiodb.org) of the invertebrate fossils of the Chatsworth Formation indicated the presence of shallow water echinoderm and molluscan taxa, including the paratype of the gastropod, *Anchura phaba* (Elder and Saul 1996).

Excavation into the Chatsworth Formation in the Project Area may expose unique vertebrate and invertebrate fossils. In addition, the potential for recovery of small fossils, such as teeth, from bulk sediment samples is possible. Metropolitan considers identifiable vertebrate, invertebrate, and plant fossils to be unique under the CEQA. Therefore, implementation of MMs **GEO-1, GEO-2, GEO-3, and GEO-4,** which includes monitoring related to exposures of the Chatsworth Formation, would be required to reduce potential direct or indirect impacts to unique paleontological resources or unique geologic features to less than significant levels.

MITIGATION PROGRAM

GEO-1 Prior to the initiation of construction-related ground disturbing activities, Metropolitan shall retain the services of a qualified paleontologist to monitor excavation activities within the Chatsworth Formation.

GEO-2 The qualified paleontologist shall prepare a Paleontological Resources Mitigation Plan. The mitigation plan will specify the level of monitoring to be implemented, if any, when earthmoving activities are occurring in the Chatsworth Formation. The mitigation plan will also provide criteria for determining when and to what extent monitoring will be reduced if too few or no fossil remains are recovered as a result of monitoring. The mitigation plan will also include procedures for fossil recovery and curation, and identify potential museum repositories.

GEO-3 As soon as practicable and if necessary, the paleontological monitor will recover all larger vertebrate fossil specimens, a representative sample of any invertebrate

or plant specimens, and any fine-grained rock or sediment sample that can be recovered easily. If unique paleontological resources are recovered as a result of monitoring, the paleontologist will assist Metropolitan in developing a formal curation agreement with a recognized museum repository. Paleontological monitoring and fossil/sample recovery shall follow the procedures outlined in the Paleontological Resources Mitigation Plan.

GEO-4 All unique fossil remains recovered from the Project Area as a result of the mitigation program will be treated (prepared, identified, curated, cataloged) in accordance with designated museum repository requirements.

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

OVERVIEW OF GREENHOUSE GAS EMISSIONS

Climate change refers to any significant change in climate, such as the average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have been associated with global warming, which is a gradual increase in the overall temperature of the earth's atmosphere generally attributed to an accumulation of greenhouse gas (GHG) emissions in the atmosphere. GHGs trap heat in the atmosphere, which in turn increases the Earth's surface temperature. Some GHGs occur naturally and are emitted into the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through fossil fuel combustion, in conjunction with human activities, appears to be closely associated with global warming (OPR 2008).

REGULATORY FRAMEWORK

In response to climate change, California implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill (SB) 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged).

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases,

and anthropogenic black carbon) and SB 100 (accelerated the Renewables Portfolio Standard to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045). The 2017 Scoping Plan recommends local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) of metric tons per year of carbon dioxide equivalents (CO_2e) by 2030 and two MT of CO_2e by 2050 (CARB 2017).

In May 2022, Metropolitan adopted a Climate Action Plan (CAP) and certified the associated Program Environmental Impact Report (PEIR). Metropolitan's CAP complies with the requirements of *CEQA Guidelines* Section 15183.5(b)(1) for a qualified GHG reduction plan, and as such, can be used to streamline and tier CEQA GHG analysis and mitigate for GHG impacts associated with construction and operational activities (Metropolitan 2022). The CAP includes a baseline GHG emissions inventory of Metropolitan's operations from 1990 through 2020 and a GHG emissions forecast through 2045. The CAP established Metropolitan's GHG emissions reduction targets to be consistent with SB 32 (40 percent reduction below 1990 levels by 2030) and the recently signed AB 1279, which codifies the State's goal of achieving carbon neutrality by 2045. The CAP includes a suite of GHG emissions reduction measures to be implemented that would reduce Metropolitan's GHG emissions to achieve the adopted emissions reduction targets established in the CAP. By following these emissions reduction measures, Metropolitan would exceed the State's target of 40 percent below 1990 levels by 2030 and make significant progress toward ultimately achieving carbon neutrality by 2045 (Metropolitan 2022).

METHODOLOGY

Construction GHG emissions are generated by vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips. Construction GHG emissions were calculated concurrently with air quality criteria pollutant emissions by using CalEEMod Version 2016.3.2 and the Project information as described in Section III, Air Quality.

The results are output in metric tons of carbon dioxide equivalent ($MTCO_2e$) for each year of construction. The estimated construction GHG emissions for the Project are shown in Table 9.

TABLE 9
ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS FROM CONSTRUCTION

Year	Emissions ($MTCO_2e$)
2019	71
2020	83
Total	**154**
Annual Emissions*	**5**
SCAQMD Interim Significance Threshold	**3,000**
Exceeds Threshold	**No**

$MTCO_2e$: metric tons of carbon dioxide equivalent; SCAQMD: South Coast Air Quality Management District.

* Total amortized over 30 years

Source: CalEEMod data in Appendix B.

GHG emissions generated from construction activities are finite and occur for a relatively short period of time. Unlike the numerous opportunities available to reduce a project's long-term GHG emissions through design features, operational restrictions, and other methods, GHG emissions -reduction measures for construction equipment are relatively limited. Therefore,

SCAQMD staff recommends that construction emissions be amortized over a 30-year project lifetime so that GHG reduction measures address construction GHG emissions as part of the operational GHG reduction strategies (SCAQMD 2008a). As shown in Table 9, Estimated Annual Greenhouse Gas Emissions from Construction, the 30-year amortized construction emissions would be 5 $MTCO_2e/yr$.

GHG EMISSION THRESHOLDS

Individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

To evaluate whether a project may generate a quantity of GHG emissions with the potential to have a significant impact on the environment, local air districts developed a number of bright-line significance thresholds. Bright-line significance thresholds are numeric mass emissions thresholds that identify the level at which additional analysis of project GHG emissions is necessary. If project emissions are equal to or below the significance threshold, with or without mitigation, the project's GHG emissions would be less than significant.

As mentioned in the Regulatory Framework section above, in May 2022, Metropolitan adopted a CAP and certified an associated Program EIR to analyze and mitigate GHG emissions associated with its activities. However, the CAP was not yet completed at the time this Project's GHG emissions analysis was conducted in 2018. Therefore, this Project continues the practice of referring to guidance from other agencies, in this case, the SCAQMD, when evaluating the significance of GHG emissions.

SCAQMD considered a tiered approach to determine the significance of projects based on guidance provided by the SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010. The draft tiered approach is outlined in meeting minutes dated September 29, 2010 (SCAQMD 2010):

- **Tier 1.** If the project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.
- **Tier 2.** Consists of determining whether or not the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in *CEQA Guidelines* Section 15064(h)(3), 15125(d) or 15152(a). Under this tier, if the project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.
- **Tier 3.** Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 10,000 MT of CO_2e per year for industrial projects where SCAQMD is the CEQA Lead Agency and 3,000 MT of CO_2e per year for non-industrial projects.
- **Tier 4.** Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT of CO_2e per person per year for land use projects.

The Project would not be statutory or categorically exempt; therefore, Tier 1 would not apply. Metropolitan has adopted a local, qualified GHG reduction plan; however, the GHG reduction plan was not adopted at the time of this Project analysis; thus, Tier 2 would not apply. Tier 4 would also not apply because the Project would not generate a service population (defined as residents or employees). Accordingly, the Tier 3 threshold is considered by Metropolitan to be the most appropriate threshold to determine the significance of GHG emission impacts for the Project pursuant to *CEQA Guidelines* Section 15064.

IMPACT ANALYSIS

Would the Project:

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

Less Than Significant Impact. No, the proposed Project would not directly or indirectly generate GHG emissions that may have a significant impact on the environment. The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround. No new buildings would be constructed as part of the proposed Project. The Project would not require additional employees for operations and maintenance or generate regular vehicle trips, nor would it use natural gas. Water consumption and solid waste generation would not change from existing conditions and would be negligible with respect to the generation of GHGs. Therefore, Project operation would not increase GHG emissions, and the estimated amortized annual GHG emissions would be 5 $MTCO_2e$/yr, which is substantially below the SCAQMD's threshold of 3,000 $MTCO_2e$/yr; and, consequently, there would be a less than significant impact.

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

No Impact. No, the proposed Project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purposes of reducing GHG emissions. The principal State plans and policies adopted for the purpose of reducing GHG emissions are AB 32 and SB 32. The quantitative goal of AB 32 and SB 32 is to reduce GHG emissions throughout the State to 40 percent below 1990 levels by 2030 and 80 percent below 1990 emissions levels by 2050. As shown in Table 9, the Project would result in an increase of 5 $MTCO_2e$ of emissions on a yearly basis (when amortized over 30 years). This is substantially below the SCAQMD's annual threshold of 3,000 MT CO_2e. Additionally, the Project would not conflict with the recommendations outlined in Metropolitan's CAP. The Project would not substantially increase GHG emissions. Thus, the Project does not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases, and no impact would occur.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site 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) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

OVERVIEW OF HAZARDS AND HAZARDOUS MATERIALS

The following analysis is based on the Phase I Environmental Site Assessment Metropolitan Water District of Southern California West Valley Feeder No. 1 Stage 3 Improvements Project (Phase I ESA) prepared by C. Young Associates and dated July 26, 2018 (CYA 2018) (included as Appendix H).

IMPACT ANALYSIS

Would the Project:

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

Less than Significant Impact. No, the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround. No new buildings would be constructed as part of the proposed Project and the public would not have access to the valve

structures or WVF1 pipeline in the Project Area. Project construction activities would require the transport and use of standard construction equipment and materials, some of which may include a hazardous component such as transport and storage of fuels. These activities would be conducted in compliance with existing federal, State, and local regulations. Project operations would be the same as existing operations, which do not involve the routine transport or disposal of hazardous materials. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

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?

Less than Significant Impact. No, the proposed Project would not create a significant hazard to the public through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround. No new buildings would be constructed as part of the proposed Project and the public would not have access to the valve structures or WVF1 pipeline in the Project Area. Project construction activities would require the transport and use of standard construction equipment and materials, some of which may include a hazardous component such as transport and storage of fuels. These activities would be conducted in compliance with existing federal, State, and local regulations. Project operations would be the same as existing operations, which do not involve the routine transport or disposal of hazardous materials. Thus, only minimal amounts of hazardous materials, primarily in the form of fuels, would be used and the potential for an accidental release of significant quantities of hazardous materials that could affect the surrounding environment is low. Therefore, impacts would be less than significant.

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

No Impact. No, the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school such that a significant environmental impact would occur. No existing or proposed schools are within 0.25 mile of the Project Area. The closest school to the Project is Chatsworth Park Elementary School, located approximately 0.47 mile to the east of the site. Therefore, no impact would occur.

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?

No Impact. No, the proposed Project would not be located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The Department of Toxic Substances Control (DTSC) (2024) EnviroStor database was reviewed, and it was determined that the Project Area is not located on or near sites identified on a list compiled pursuant to Government Code Section 65962.5.

Results from the Phase I ESA found that Chatsworth Park South property (which includes the WVF1 Project Area) is listed on the Envirostor and Voluntary Cleanup Program (VCP) regulatory databases and is referenced as an active voluntary cleanup facility with a past use of a small arms firing range. The Chatsworth South Park property is under regulatory oversight of the DTSC. A Remedial Action Plan (RAP) for the park property was approved by DTSC and implemented from

the period of April 5, 2016, through December 30, 2016. The WVF1 Project Area is not mapped within any of the Remedial Areas of the RAP, meaning that significant environmental impacts did not extend from the former firing range activities at Chatsworth Park South to the WVF1 Project Area. Therefore, the Project would not be located on a site included on a list of hazardous material sites, and no impact would occur.

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?

No Impact. No, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the Project Area due to proximity to a public airport or public use airport. The Project Area is not located within an adopted Airport Land Use Plan or in the vicinity of a private airstrip, heliport, or helistop. The nearest airport is the Van Nuys Airport, located approximately 7.5 miles southeast of the Project. The Project would be located outside the Van Nuys Airport influence area and would not expose additional people to safety hazards related to airport operations (LA County ALUC 2003). Therefore, no impact would occ

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. No, the proposed Project would not impair implementation of or physically interfere with an adopted emergency plan or evacuation plan. The Emergency Management Department (EMD) heads the efforts within the City of Los Angeles in the development of Citywide emergency plans, revises—at regular intervals—and then distributes the Emergency Operations Master Plan and Master Procedures and Annexes. The EMD also updates the City's guidelines for the emergency response and recovery plans (City of Los Angeles 2018). State Route 118 and Topanga Canyon Boulevard are identified by the City of Los Angeles as Primary Disaster Routes, defined as freeway, highway, or arterial routes pre-identified for use during a disaster event and are utilized to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property and minimize impact to the environment. Valley Circle Boulevard and Devonshire Street are identified as Secondary Disaster Routes (LACDPW 2018).

The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround. Vehicular access along any and all transport haul routes would be maintained during construction via a Traffic Control Plan which will maintain full function of roadways and allow unimpeded two-way traffic flow. The Project would not alter traffic conditions or modify any street within the local or regional circulation system or remove or add any emergency access points to or from the Project Area. No impacts related to adopted emergency response or evacuation plans would occur, and no mitigation is require

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

Less Than Significant Impact. No, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The Project Area is classified as a Very High Fire Hazard Severity Zone by the City of Los Angeles Fire Department (LAFD), based on criteria including fuel loading, slope, fire weather, and other related factors (LAFD 2024a). The Project Area is located within a wildland area which is adjacent to urbanized development. The boundaries of the Project Area are adjacent to undeveloped areas with brush, and the eastern boundary borders the Chatsworth Park South, while access from Larwin Avenue and Germain Street border an urbanized residential area. The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a

new access road and vehicle turnaround. No new buildings or structures occupied by people would be constructed as part of the proposed Project, all construction vehicles would contain fire extinguishers, and staff are trained in fire suppression Therefore, impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires would be less than significant.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazards, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

OVERVIEW OF HYDROLOGY AND WATER QUALITY

The analysis in this section is based on the Hydrology and Hydraulic Analyses for West Valley Feeder No 1 Valve Structures Improvements (Stage 3) (Metropolitan 2018) (included as Appendix I).

IMPACT ANALYSIS

Would the Project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. No, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. The Project would construct approximately 8,000 square feet of impervious surface through construction of the access road and runoff from this area would be directed to the existing drainage via a series of v-ditches along the roadway perimeter. Although runoff volumes would increase slightly, the Project would not introduce substantial amounts of urban pollutants to the storm water runoff due to the infrequent use of the access road. The quality of water runoff from the Project Area would be similar to the existing conditions. Therefore, the Project would not introduce substantial amounts of urban pollutants to the storm water runoff beyond existing conditions, and the slight increase in runoff would be accommodated by the existing drainage.

Potential construction-related impacts on water quality focus on sediments, turbidity, and pollutants associated with sediments. Construction-related activities that are primarily responsible for sediment releases are related to exposing soils to potential mobilization by rainfall, runoff, and wind. These activities include grading and other earth disturbance activities. Non-sediment-related pollutants that are also of concern during construction include waste construction materials, liquid products, and petroleum products used in construction or the maintenance of heavy equipment. The Project would incorporate various BMPs to control storm flow during construction activities, including use of sandbags, straw wattles, and silt fencing to control erosion. Further, Metropolitan would implement a Water Pollution Control Plan (WPCP) or SWPPP as is standard practice, to ensure the Project maintain water quality standards. Due to the Project's limited size of less than two acres, and because the Project would incorporate BMPs and WPCP or SWPPP to minimize the potential for erosion, potential construction-related water quality impacts would be less than significant.

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

No Impact. No, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Project construction activities include valve modifications, construction of an access road, and vehicle turnaround areas. Construction activities would generally consist of surface grading and would not impact or affect the groundwater table. Thus, impacts related to substantial depletion of groundwater supplies would not occur**.** As groundwater will not be used and excavation will primarily be on surface levels where groundwater would not occur, no impact would occur.

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:

i) result in substantial erosion or siltation on- or off-site;

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact. No, the proposed Project would not substantially alter the existing drainage pattern of the area, including through alteration of the course of a stream or river which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a matter which would result in flooding; nor create or contribute to runoff water which would exceed the capacity of an existing or planned stormwater drainage; or impede or redirect flood flows. Based on the Hydrology and Hydraulic Analyses for West Valley Feeder No 1 Valve Structures Improvements (Stage 3) (Metropolitan 2018), the existing drainage pattern mimics the historic predevelopment drainage conditions. The main drainage is along the alluvial canyon bottom with surface flow generally to the east and south toward park detention basins. The drainage path is shown as a blueline stream on the USGS topographic quadrangle (Metropolitan 2018). Several drainage culverts, pipes, and detention basins were installed within the park to facilitate storm water runoff. Development of the proposed Project would involve modifications to WVF1 valve structures, construction of a new (paved) access road for maintenance vehicles, including construction of small retaining walls which would increase the impervious surface area on the proposed Project Area by approximately 8,000 square feet. Because the proposed Project would introduce impervious surfaces to a previously natural area, the post-development runoff that would be generated on site would be slightly higher than the pre-development runoff.

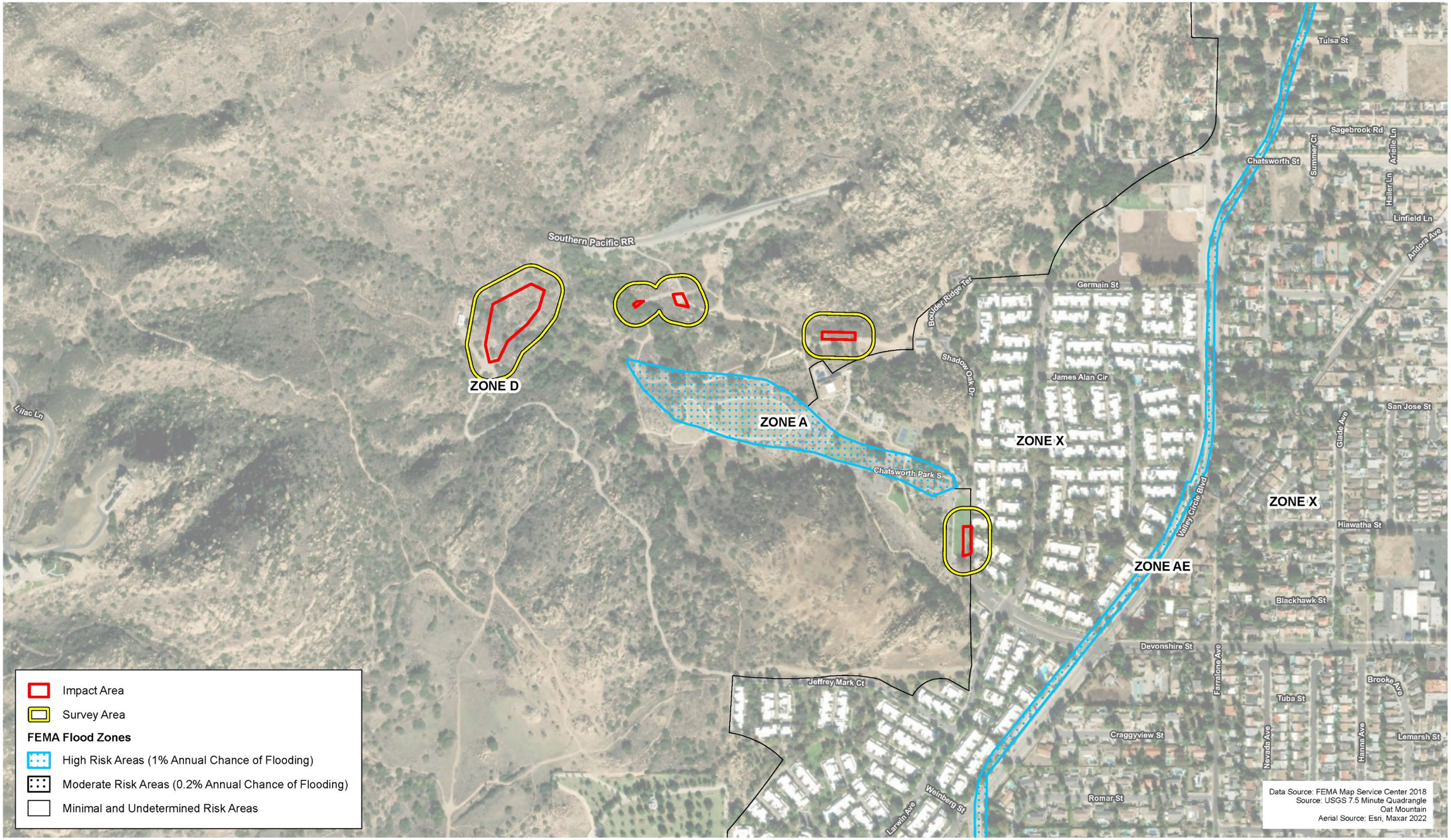
According to the Hydrology and Hydraulic Analyses, the drainage boundaries within the proposed Project would, for the most part, remain similar to existing conditions. The proposed access road alignment would consist of concrete pavement at steep slopes with v-ditches to convey runoff away from the road. A culvert crossing would be constructed where the access road crosses a stream. Runoff flow velocities and subsequent erosion would be minimized through the placement of riprap/grouted stone where pipeline structures are exposed to stream erosion. Additionally, the existing drainage patterns would be retained (Metropolitan 2018). Runoff volumes and velocities would be similar to existing conditions and would follow the same general drainage pattern; therefore, a less than significant impact would occur related to changes in the drainage pattern.

iv) impede or redirect flood flows?

No Impact. No, the proposed Project would not substantially alter the existing drainage pattern of the area or impede or redirect flood flows within Chatsworth Park South. The Project Area is located within a 100-year flood boundary (See Exhibit 11, Flood Zone); however, the Project would not construct any habitable structures or structures that would impede or redirect flood flows. As discussed previously, the existing drainage pattern of the Project Area would be largely maintained following Project implementation, such that storm water runoff would enter the same drainage system as under existing conditions. No impact would occur.

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

No Impact. No, the proposed Project would not be located in a designated flood hazard, tsunami, or seiche zones, and would not result in the potential for pollutants to be released to the environment by inundation. The Project Area is located approximately 15 miles east of the Pacific Ocean, the nearest potential source of a tsunami. The Project is not susceptible to tsunami-related damage; and, therefore, impacts related to inundation by a tsunami would not occur. The body of water nearest the Project Area is the Van Norman Lake Reservoir in Sylmar, which is located approximately 8 miles northeast of the site. Based on the review of the inundation area for the



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Flood Zone

Exhibit 11

WVF No. 1 Stage 3 Improvements Project

N W E S

400 200 0 400 Feet

PSOMAS

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Van Norman Lake Reservoir, the Project Area is located approximately 7 miles west of the nearest inundation area and is not located within the inundation zone of any other body of water (City of Los Angeles 2021). Therefore, no impacts related to inundation due to a seiche would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. No, the proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There is no applicable water quality control plan or sustainable ground water management plan for the Project Area. Refer to responses to Questions X(a) and X(b). As discussed above, the Project would not result in any significant impacts related to implementation of a water quality control plan sustainable groundwater management plan, and no impact would occur.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

IMPACT ANALYSIS

Would the Project:

a) Physically divide an established community?

No Impact. No, the proposed Project would not physically divide an established community. The Project Area is located within Chatsworth Park South, on the edge of the community of Chatsworth and is bounded by the Santa Susana Mountains. The Project Area does not serve as a means of moving through or connecting a community or neighborhood. Furthermore, construction of the Project would not extend into the adjacent residential areas and would not impede pedestrian or vehicular routes of travel within the community. Thus, the proposed Project would not divide an established community, and no impact would occur.

b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. No, the proposed Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed Project is located within Chatsworth Park South, which is currently zoned Open Space (OS-1XL); the General Plan and Community Plan land use designation is Open Space (City of Los Angeles 2014). The proposed Project would not change the existing land use of the Project Area or its designated land use or zoning. Therefore, the proposed Project would not conflict with applicable plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect, and no impacts would occur.

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

IMPACT ANALYSIS

Would the Project:

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

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?

No Impact. No, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State or 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. The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround within Chatsworth Park South. Based on the California Department of Conservation (CGS) Mineral Land Classification, the proposed Project Area is located within Mineral Resource Zone-3 (MRZ-3), which is an area of undetermined mineral resource significance (CGS 2022). The Project Area is located within the Simi Production-Consumption Region Study Area as classified under the Surface Mining and Reclamation Act (SMARA) (CGS 2022). However, based on a review of CGS, no mineral resources of statewide importance are designated in the Project Area, and no designated active or abandoned mine sites are within the Project Area (CGS 2022). No active or abandoned oil fields or extraction facilities are located on the Project Area (DOGGR 2024). No areas in the vicinity of the Project Area are designated as MRZ-2, which indicates the presence of significant mineral resources; the nearest MRZ-2 designation is approximately 12 miles southeast of the Project Area and located in the San Fernando Valley Production-Consumption Region (CGS 2022). Therefore, no impact to known mineral resources of statewide or regional importance or the availability of a locally important mineral resource recovery site would occur.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The following analysis is based on, Project Noise Calculations, prepared for the proposed Project by Psomas (2018) (included as Appendix J).

OVERVIEW OF NOISE AND VIBRATION

Noise

Noise is typically defined as unwanted sound and is described in terms of a sound's intensity or loudness, pitch, and duration. The ambient noise environment is composed of stationary and mobile noise sources. Stationary noise sources occur in a single location and may be constant or short-term in nature; mobile noise sources are typically transportation-related and are generally not considered a constant noise source.

The physical measure of sound, or sound level, is measured in decibels (dB), which are based on a logarithmic scale. Therefore, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3-dB decrease. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud). The A-weighted decibel scale relates noise to human sensitivity. Common noise levels are measured in terms of the "A-weighted decibel", abbreviated dBA. Table 10, Typical Noise Levels, provides examples of various noises and their typical A-weighted noise level.

TABLE 10
TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet fly-over at 300 m (1,000 ft)	100	-
Gas Lawn Mower at 1 m (3 ft)	90	-
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	80	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower at 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	60	Normal speech at 1 m (3 ft)
Quiet Urban Daytime	50	Large Business Office, Dishwasher in Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

dBA: A-weighted decibels; m: meter; ft: feet; km/hr: kilometers per hour; mph: miles per hour.
Source: Caltrans 2013.

Although human perception of sound is somewhat subjective, it is widely accepted that the average healthy ear (1) can perceive an increase or decrease of 1 dBA in controlled laboratory environments, (2) can perceive a change of 3 dBA in outdoor environments with background noise, and (3) can notice that an increase of 10 dBA sounds twice as loud.

Noise, or sound over a period of time, can be measured using a number of methods. The two most common methods are the community noise equivalent (CNEL) and the equivalent sound level (L_{eq}). The equivalent sound level was used for this analysis. The average noise levels over a period of minutes or hours is expressed as dBA L_{eq}. L_{eq} can be measured for any time period. The CNEL scale represents the average of 24 hourly noise measurements and adjusts or penalizes the dBA during certain sensitive time periods to account for increased noise sensitivity during the evening and nighttime periods. The evening time period (7:00 PM to 10:00 PM) penalizes noises by 5 dBA, while nighttime (10:00 PM to 7:00 AM) noises are penalized by 10 dBA.

Vibration

Groundborne vibration, expressed as peak particle velocity (ppv), consists of oscillatory waves that propagate from the source through the ground to adjacent structures. Vibration of building components can also take the form of an audible, low-frequency rumbling noise, which is referred to as groundborne noise. Vibration energy spreads out as it travels through the ground, causing the vibration level to decrease with the distance from the source.

REGULATORY FRAMEWORK

Noise generated by the Project is regulated by limits established by the City of Los Angeles General Plan Noise Element and municipal code. The City's Noise Element applies to the City as a whole, and it addresses noise mitigation regulations, strategies, and programs that delineate

federal, State, and local jurisdiction relative to rail, automotive, aircraft, and nuisance noise. The following objectives from the Noise Element of the General Plan are applicable to the Project:

Objective 2 (Nonairport) – Reduce or eliminate nonairport-related intrusive noise, especially relative to noise-sensitive uses.

Objective 3 (Land Use Development) – Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

The City's Noise Regulations are provided in Chapter XI of the Los Angeles Municipal Code (LAMC). For cases where ambient noise levels are not known, Section 111.03 of the LAMC provides minimum ambient noise levels for the City's presumed daytime (7:00 AM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM) hours. The LAMC presumed ambient noise levels are shown in Table 11, below.

TABLE 11
CITY OF LOS ANGELES PRESUMED AMBIENT NOISE LEVELS

Zone	Daytime Hours (7:00 AM to 10:00 PM dBA L_{eq}	Nighttime Hours (10:00 PM to 7:00 AM) dBA L_{eq}
Residential	50	40
Commercial	60	55
Manufacturing (M1, MR1, and MR2)	60	55
Manufacturing (M2 and M3)	65	65

dBA L_{eq}: Average noise energy level.
Source: LAMC Section 111.03.

For construction, the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 PM and 7:00 AM since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment, or other place of residence.

The LAMC also specifies that any powered equipment that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible or cannot be met despite the use of mufflers, shields, sound barriers, and/or any other noise reduction device or techniques during the operation of equipment.

Groundborne vibration and noise can be generated during construction activities. The City of Los Angeles does not have regulatory standards for construction or operational vibration sources. Therefore, thresholds for potential structural damage and human annoyance associated with vibration are based on the Caltrans' vibration limits. For purposes of this analysis, a threshold of 78 velocity decibels (VdB) is used as the threshold of significance related to human perception because this level of vibration represents a level that is distinctly perceptible.

Table 12, Anticipated Vibration Levels Per Construction Equipment Types, presents anticipated vibration levels according to the expected construction equipment types at a distance of 25 feet as presented by the Federal Transit Administration and also used by Caltrans. A vibration level of 0.2 ppv is used as the threshold of significance for structural damage, as this is the point at which continuous or frequent vibrations would begin to damage non-engineered timber and masonry buildings (Caltrans 2020).

TABLE 12
ANTICIPATED VIBRATION LEVELS PER CONSTRUCTION EQUIPMENT TYPES

Equipment	Velocity at 25 ft (VdB)
Large bulldozer	87
Small bulldozer	58
Jackhammer	79
Loaded trucks	86

ft: feet; VdB: velocity decibels velocity decibels.
Source: FTA 2006.

IMPACT ANALYSIS

Would the Project result in:

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

Less Than Significant Impact. No, the proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of applicable standards.

Construction Impacts

Construction noise would be generated on site by construction equipment during demolition, excavation, site preparation, and construction activities. Estimated noise levels attributable to the proposed Project are shown in Table 13, Construction Noise Levels at Noise-Sensitive Uses, and calculations are included in Appendix J, Project Noise Calculations.

TABLE 13
CONSTRUCTION NOISE LEVELS AT NOISE-SENSITIVE USES

Construction Phase and Equipment	Noise Levels (L_{eq} dBA) Religious Uses[a] to the North (3,580 feet away)	Noise Levels (L_{eq} dBA) Residential Uses to the West (1,982 feet away)	Noise Levels (L_{eq} dBA) Park Uses to the South (502 feet away)	Noise Levels (L_{eq} dBA) Residences to the East (1,415 feet away)
Ground Clearing/Demolition (Tractor/Loader/Backhoe, Excavator)	47	52	64	55
Excavation (Crane, Excavator, Grader, Tractor/Loader/Backhoe)	41	46	58	49
Foundation Construction (Crane, Excavator, Tractor/Loader/Backhoe)	51	56	68	59
Structure Construction (Crane, Excavator, Tractor/Loader/Backhoe, Rubber Tired Dozer)	41	46	58	49
Paving and Site Cleanup (Paver)	47	52	64	55

L_{eq} dBA: Average noise energy level.

[a] The Church at Rock Peak, 22601 Santa Susana Pass Road, Chatsworth

Note: Noise levels from construction activities do not take into account attenuation provided by intervening structures.

Source: FTA 2018.

The nearest noise-sensitive receptors would be visitors to Chatsworth Park South, as well as residences to the east and south. Table 13 shows that the noise levels from on-site construction activities from the proposed Project would range from 41 to 64 dBA L_{eq} for construction activities located at the closest point to nearby receptors and that construction activities would not exceed the maximum noise level of 75 dBA at a distance of 50 feet in compliance with the LAMC. Because construction would be within the time periods allowed by the City, would occur only during the daytime hours, and would be temporary, the impact would be less than significant.

Operational Impacts

Operation of the proposed Project would not involve any increase in ambient noise levels in the vicinity of the Project Area in excess of standards established in the local general plan or noise ordinance. Upon completion of the proposed Project, the WVF1 will be subject to routine maintenance, patrols, and inspection, in the same manner it is currently operated. The proposed Project would not cause an increase the number of vehicle trips or inspections. Because the proposed Project would not involve any increase in ambient noise levels due to operation of the pipeline, impacts would be less than significant.

b) Generation of excessive ground borne vibration or ground borne noise levels?

No Impact. No, the proposed Project would not generate excessive groundborne vibration or noise levels. Table 14 depicts the vibration annoyance criteria for sensitive receptors. As shown, the closest sensitive receptors to the proposed Project are visitors to Chatsworth Park South, approximately 500 away. At a distance of 500 feet, vibration decibel levels would not exceed the criteria threshold of 78 VdB. As such, vibration generated by the proposed Project's construction

equipment would generally not be perceived and would result in no impact related to vibration induced annoyance.

TABLE 14
VIBRATION ANNOYANCE CRITERIA AT SENSITIVE USES

Equipment	Vibration Levels (VdB) Residential Uses to the West (1,982 feet away)	Vibration Levels (VdB) Park Uses to the South (502 feet away)	Vibration Levels (VdB) Residences to the East (1,415 feet away)
Large bulldozer	49	61	52
Small bulldozer	20	32	23
Jackhammer	41	53	44
Loaded trucks	48	60	51
Criteria	**78**	**78**	**78**
Exceeds Criteria?	**No**	**No**	**No**

L_{eq} dBA: Average noise energy level. Source: FTA 2018.

Table 15, Vibration Levels at Sensitive Uses, shows the ppv levels relative to structural damage to sensitive uses from vibration activities. Vibration induced annoyance may occur for people, especially people in buildings or structures. Examples of sensitive land uses include residences, hospitals, schools, retirement facilities, older or fragile buildings that are susceptible to cosmetic damage, and those industries that require precision during manufacturing processes. As shown in Table 15, the closest sensitive receptors to the proposed Project are visitors to Chatsworth Park South, located approximately 500 feet away. At a distance of 500 feet, all ppv levels during construction activities would be below the threshold of 0.2 ppv, and park users would generally be outside of structures. As such, generation of excessive ground borne vibration or ground borne is not anticipated during construction activities. Daily operational activities would remain similar to current operations of the pipeline, and therefore would not create excessive ground borne vibration or ground borne noise.

TABLE 15
VIBRATION LEVELS AT SENSITIVE USES

Equipment	Vibration Levels (ppv) Religious Uses to the North (3,580 feet away)	Vibration Levels (ppv) Residential Uses to the West (1,982 feet away)	Vibration Levels (ppv) Park Uses to the South (502 feet away)	Vibration Levels (ppv) Residences to the East (1,415 feet away)
Large bulldozer	0.000	0.000	0.001	0.000
Small bulldozer	0.000	0.000	0.000	0.000
Jackhammer	0.000	0.000	0.000	0.000
Loaded trucks	0.000	0.000	0.001	0.000
Criteria	**0.200**	**0.200**	**0.200**	**0.200**
Exceeds Criteria?	**No**	**No**	**No**	**No**

ppv: peak particle velocity.
Source: FTA 2018.

Both Project construction and operation activities to the closest sensitive receptors would be under the thresholds for ground borne vibrations and ground borne noise, therefore no impact would occur.

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

No Impact. No, the proposed Project is not within the vicinity of an airport land use plan. The nearest public use airport to the Project Area is the Van Nuys Airport, located over 7.5 miles from the proposed Project. The Project Area is not located within an adopted Airport Land Use Plan or in the vicinity of a private airstrip, heliport, or helistop, and would not expose people to excessive noise levels. Therefore, no impact would occur.

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

IMPACT ANALYSIS

Would the Project:

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

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

No Impact. No, the proposed Project would not induce substantial unplanned growth in an area or displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. The Project is located within an undeveloped portion of Chatsworth Park South, and no residential uses occur within the Project Area, nor are there existing plans that would redevelop the Project Area for residential uses. The Project would not expand Metropolitan's service capacity, nor would it extend service into an area that is not currently developed or approved for future development. As such, the proposed Project would not displace a substantial number of existing people or housing, and no impact would occur. The proposed Project would not induce substantial unplanned population growth in an area, either directly or indirectly, nor result in either direct or indirect population growth, and no impact would occur.

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

IMPACT ANALYSIS

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

1. Fire Protection

No Impact. No, the proposed Project would not result in substantial adverse physical impacts to any fire protection services. The LAFD provides fire protection and emergency medical services to the City of Los Angeles, including fire suppression, paramedic/emergency medical, fire prevention, emergency, and hazardous materials management/environmental safety services. The Project Area is served by LAFD Division 3, Battalion 15, Station 96, located at 21800 Marilla Street, Chatsworth, California 91311-4127, approximately 1.3 miles southeast of the Project Area (LAFD 2024c). The proposed Project does not include new housing and would not require employees beyond those already employed by Metropolitan. In addition, the Project would not increase water supply to the area or otherwise directly or indirectly induce population growth in the area that would increase demand for fire protection services. Therefore, the proposed Project would not have an effect upon or result in a need for new or physically altered fire protection services to maintain acceptable service ratios, response times, or other performance objectives, and no impact would occur.

2. Police Protection

No Impact. No, the proposed Project would not result in substantial adverse physical impacts to any police protection services. The Los Angeles Police Department (LAPD) provides police protection services to the Project Area. The Devonshire Community Police Station of the Valley Bureau serves Chatsworth, including the Project Area, which is in Reporting District 1721 (LAPD 2024). The proposed Project does not include new housing and would not require employees beyond those already employed by Metropolitan. In addition, the Project would not increase water

supply to the area or otherwise directly or indirectly induce population growth in the area that would increase demand for police protection services. Therefore, the proposed Project would not have an effect upon or result in a need for new or physically altered police protection services to maintain acceptable service ratios, response times, or other performance objectives, and no impact would occur.

3. Schools

No Impact. No, the proposed Project would not result in substantial adverse physical impacts to any schools. The Project Area is located within an area served by the Los Angeles Unified School District (LAUSD) (City of Los Angeles 1993). Impacts on schools are generally associated with increased population in an area and the need for additional schools to serve that population. The Project would not increase water supply to the area or otherwise directly or indirectly induce population growth in the area that would increase demand for schools. Therefore, the proposed Project would not have an effect upon or result in a need for new or physically altered schools to maintain acceptable service ratios or other performance objectives, and no impact would occur.

4. Parks

No Impact. No, the proposed Project would not result in substantial adverse physical impacts to any parks. The Project Area is located within an area designated as open space and located within Chatsworth Park South, which is operated by the Los Angeles Department of Recreation and Parks (LADRAP) (City of Los Angeles 1993). The proposed Project would not change the use of the use of Chatsworth Park South and thus would not change the amount of open space or parkland designated within the surrounding community. In addition, the Project would not increase water supply to the area or otherwise directly or indirectly induce population growth in the area that would increase demand for parks. Therefore, the proposed Project would not have an effect upon or result in a need for new or physically altered parks to maintain acceptable service ratios or other performance objectives, and no impact would occur.

5. Other Public Facilities

No Impact. No, the proposed Project would not result in substantial adverse physical impacts to any other public facilities. The Project Area is located within an area designated as open space (City of Los Angeles 1993). Furthermore, the Project would not include a residential element such as housing that would directly induce growth and potentially increase demand on other public facilities such as libraries, childcare centers, senior centers, hospitals, or other related facilities. Therefore, the proposed Project would not have an effect upon or result in a need for other new or physically altered public facilities, and no impact would occur.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
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?	☐	☐	☐	☒

IMPACT ANALYSIS

Would the Project:

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?

No Impact. No, the proposed Project would not 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. Increases in demand for recreational facilities are typically associated with substantial increases in population. The proposed Project includes modification to existing valve structures, replacement of valves, and construction of a new access road and vehicle turnaround within Chatsworth Park South. The proposed Project would not create new or expanded facilities or services that would induce development and increase population within the Project vicinity. Therefore, there would be no impact related to demand or use of recreational facilities.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. No, the proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. As discussed above, the proposed Project does not include a residential element such as housing, nor does it include an increase in water supply or capacity that would induce growth and potentially increase demand on or the expansion of recreational facilities. Therefore, no impact would occur.

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

IMPACT ANALYSIS

Would the Project:

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

Less Than Significant Impact. No, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Chatsworth-Porter Ranch Community Plan incorporates the Mobility Plan, an element of the General Plan. The proposed Project would not conflict with the public improvement programs related to circulation established for guiding development of the Chatsworth-Power Ranch Community Plan. Implementation of the proposed Project is expected to generate short-term traffic impacts during the construction period. Vehicle trips would include trucks hauling materials and supplies to the Project Area and workers commuting to and from the Project Area. It is anticipated that these trips would occur throughout the day and would not be concentrated during traffic peak hours. Therefore, short-term construction-related impacts would be less than significant. Following completion of construction activities, operation of the WVF1 would continue, including vehicle trips occur for routine inspection and maintenance, consistent with current operation of the pipeline. Therefore, the proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, and no impact would occur.

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

No Impact. No, the proposed Project would not conflict with or be inconsistent with *CEQA Guidelines* Section 15064.3(b). *CEQA Guidelines* Section 15064.3(b) pertains to the use of VMT as a method of determining the significance of transportation impacts. Project operation is not expected to change either the number or length of operational trips to the Project Area, and thus would have no impact on VMT. Additionally, VMT analysis is inapplicable to construction traffic because trip generation to and from each construction Project Area is temporary. Therefore, the Project would not conflict with *CEQA Guidelines* Section 15064.3(b), and no impact would occur.

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

No Impact. No, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses. During Project construction activities, vehicles and equipment would use the existing access roads, including the road accessing the Calleguas Hydropower Generating Facility. The construction of the vehicle access road and turn around areas will not have geometric design features such as sharp curves or intersection and are intended for improved ingress and egress to the Project Area by Metropolitan utility vehicles. Therefore, no impacts related to a design feature or incompatible uses would occur.

d) Result in inadequate emergency access?

No Impact. No, the proposed Project would not result in inadequate emergency access. The Project Area, including all surrounding arterials and public rights-of-way, and access off Larwin Avenue and Germaine Street, would remain unchanged. Traffic patterns as well as types of vehicles traveling along the roads in proximity to the Project Area would not be affected during construction. Further, construction of the proposed Project would be in accordance with applicable emergency access requirements set forth in the 2020 Los Angeles Fire Code and California Fire Code (LAFD 2020) and would not increase hazards on site. Implementation of the proposed Project would not alter existing emergency access routes in place at Chatsworth Park South. Therefore, no impacts related to emergency access would occur.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

IMPACT ANALYSIS

Would the project:

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

No Impact. No, the proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource. Metropolitan sent letters via certified mail to four Native American tribes that had previously requested to be informed through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, pursuant to PRC Section 21080.3.1. One tribe, the Gabrieleño Band of Mission Indians-Kizh Nation (Gabrieleño-Kizh Nation) responded and requested consultation. A consultation meeting took place on September 13, 2018. Tribal Chairperson, Mr. Anthony Salas and Tribal Biologist, Mr. Matthew Teutimez, described the history of the Project Area and features of the Project that may be sensitive for unidentified tribal cultural resources, but no tribal cultural resources were identified. Metropolitan's cultural resource and archaeological resource identification efforts did not identify the presence of a resource eligible for or listed on the CRHR or local register within the Project Area. As no tribal cultural resource was identified and no resource eligible for the CRHR or local register was identified, no impact would occur.

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

Less Than Significant. As described under XVII. (a)(i), Metropolitan conducted tribal cultural resource consultation with the Gabrieleño-Kizh Nation. No CRHR or local register of historic resources are known within the Project Area. The Gabrieleño-Kizh Nation noted during the consultation process that they have not previously been granted access to the Project Area in order to adequately identify the presence of tribal cultural resources and that features of the Project Area are considered sensitive by the tribe. Additionally, general vicinity of the Project Area, particularly the Santa Susana mountains are known to be sensitive for prehistoric archaeological resources. Metropolitan, as lead agency, has not identified any specific tribal or prehistoric resources in the Project Area. The Gabrieleño-Kizh Nation recommend the use of a Native American monitor to assist in the identification of any previously undiscovered archaeological resources for excavation work associated with valve relocations on a spot-check basis (as these areas have been previously disturbed), and full-time for excavation activities associated with the proposed new access road construction (refer to **MM CULT-3**, as stated in Section V).

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

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Would the Project:

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

No Impact. No, the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities. The proposed Project includes valve modifications, construction of an access road, and vehicle turnaround area. The Project does not include existing or proposed structures which generate wastewater, water treatment, electrical power, natural gas, or telecommunications facilities, and no storm water drainage systems would be affected. Therefore, no impact would occur.

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

No Impact. Yes, there would be sufficient water supplies available to serve the proposed Project. Water used during Project construction would primarily be utilized for controlling dust and would not include expansion of use requiring additional water supply over what is currently serving the Project Area. Additionally, the Project construction activities are expected to be completed in nine months and are not anticipated to occur over multiple years. The WVF1 is currently in operation

and no additional water supply will be required following the proposed improvements. Therefore, the proposed Project would have sufficient water supplies, and no impact could occur.

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

No Impact. No, the proposed Project would not require a determination by a wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project. The proposed Project will not result in any additional demands for wastewater treatment. No new buildings or structures occupied by people would be constructed as part of the proposed Project. The proposed Project includes valve modifications, construction of an access road, and vehicle turnaround area. During construction activities, portable toilets would be placed at the Project Area, and no wastewater would be generated by the proposed Project or for operations. Therefore, no impacts related to exceeding wastewater treatment requirements would occur.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. No, the proposed Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The proposed Project entails valve modifications to the existing WVF1 pipeline, construction of an access road, and vehicle turnaround area. During construction, the Project is expected to generate solid waste associated with grading and valve replacement, and general construction activities. Non-hazardous solid waste generated by construction of the proposed Project is anticipated to be transported to a Class III waste facility serving the Project Area. Waste Management – Simi Valley Landfill & Recycling Center in Simi Valley, California, is located approximately 10.2 miles west of the Project Area and has a remaining capacity of 88,300,000 cy; Sunshine Canyon Landfill in Sylmar, California, is located 7.9 miles northeast of the Project Area and has a remaining capacity of 98,800,000 cubic yards (cy); and Chiquita Canyon Landfill in Castaic, California, is located 11.35 miles northwest of the Project Area with a remaining capacity of 8,617,126 cy.

Additionally, contractor specifications for the proposed Project would include requirements for construction and demolition waste management to divert the minimum requirement of 65 percent of debris from landfill disposal and redirect reusable materials to appropriate sites, and consideration for the utilization of recycled materials in the new construction portion of this Project. Operation following construction would not generate solid waste. Therefore, impacts related to service by a landfill with sufficient permitted capacity to accommodate the Project’s solid waste disposal needs would be less than significant.

e) Comply with Federal, State, and local statutes and regulations related to solid waste?

No Impact. Yes, the proposed Project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Project construction would be approximately nine months and is not expected to produce waste uncommon to standard demolition and construction activities. As previously discussed in Threshold XIX.d, all solid waste produced by the Project during construction and maintenance would be disposed of at the appropriate land disposal facility and landfill in accordance with the applicable regulations and

guidelines. Solid waste would not be generated by Project operation. Therefore, no impacts related to compliance with federal, State, or local statutes and regulations would occur.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. No, the proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The Project is not located in or near a State Responsibility Area (BOF 2024); however, Chatsworth Park South, including the Project Area, is classified as a Very High Fire Hazard Severity Zone by the LAFD. As previously discussed, the EMD heads the efforts within the City of Los Angeles in the development of citywide emergency plans and annexes and updates the City's guidelines for the emergency response and recovery plans (City of Los Angeles 2024). The Project would not alter traffic conditions or modify any street within the local or regional circulation system. The proposed Project would not remove or add any emergency access points to or from the Project Area. Existing access for emergency vehicles is considered adequate and available through two access entrances off public rights of way at Larwin Avenue and Germain Street and from Chatsworth Park South. These emergency access points will remain in place during Project construction. Therefore, the Project would not interfere with the implementation of the Los Angeles Hazards Mitigation Plan, other adopted emergency response plan, and no impact would occur.

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

Less Than Significant Impact. No, the proposed Project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire due to slope, prevailing winds, or other factors. The Project is not located in or near a State Responsibility Area; however, Chatsworth Park South, including the Project Area, is classified as a Very High Fire

Hazard Severity Zone by the LAFD (LAFD 2024a). The Project includes valve modifications, construction of an access road, and vehicle turnaround areas to the WVF1. No new buildings or structures occupied by people would be constructed as part of the proposed Project. Thus, the Project would not permanently expose people to the potential for wildfires, and impacts would be less than significant.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. No, the proposed Project would not require the installation of or maintenance of infrastructure that may exacerbate fire risk or that may result in impacts to the environment. The proposed Project does not include the installation or maintenance of emergency water sources, power lines, or other utilities. The proposed Project would construct an asphalt and concrete access road and vehicle turnaround to replace a current dirt access road and construct new road where no access currently exists. Construction of the permanent access road would help limit maintenance vehicle exposure to dry vegetation that currently grows in and along the edges of the dirt access road. During Project construction, a water truck would be operating on site for dust suppression. Additionally, the Project must comply with the Brush Clearance Requirements of the LAFD Fire Code (LAFD 2024b). Therefore, impacts would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. No, the proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides. The proposed Project is not located in or near a State Responsibility Area; however, Chatsworth Park South, including the Project Area, is classified as a Very High Fire Hazard Severity Zone by the LAFD. The proposed Project includes valve modifications, construction of an access road, and vehicle turnaround areas to the WVF1 and will require workers only during the construction period. No new buildings or structures occupied by people would be constructed as part of the proposed Project. Once the proposed Project is completed, periodic maintenance and inspections by staff will continue. Thus, the proposed Project would not permanently expose people or structures to downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes, impacts would be less than significant.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, 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?	☐	☐	☒	☐

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Does the Project:

a) 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?

Less Than Significant with Mitigation Incorporated. The proposed Project entails the continued maintenance of existing water pipeline infrastructure including valve modifications, construction of an access road, and vehicle turnaround areas to the WVF1. No new buildings or structures occupied by people would be constructed as part of the proposed Project. As described throughout the analysis in Section 3.0, with the incorporation of the identified MMs, implementation of the proposed Project would not degrade the quality of the environment, would not substantially reduce the habitats of fish or wildlife species, would not cause a fish or wildlife population to drop below self-sustaining levels, would not threaten to eliminate a plant or animal, and would not eliminate important examples of major periods of California history or prehistory.

b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental efforts 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 probably future projects)?

Less Than Significant Impact. The proposed Project entails the continued maintenance of existing water pipeline infrastructure including valve modifications, construction of an access road,

and vehicle turnaround areas to the WVF1. Based on the analysis contained in this Initial Study, the proposed Project would not result in any significant and unmitigable impacts in any environmental categories. No Metropolitan additional current or future projects are planned by Metropolitan within the Project Area. Past Metropolitan projects within the Project Area have been routine operation, inspection, and patrolling of the WVF pipeline. For these reasons, the incremental effects of the proposed Project would not be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects, and the proposed Project's cumulative impacts would not be significant.

c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. The proposed Project entails the continued maintenance of existing water pipeline infrastructure including valve modifications, construction of an access road, and vehicle turnaround areas to the WVF1. Based on the analysis contained in this Initial Study, with the implementation of Metropolitan's standard construction practices as described in Section 1.6, Metropolitan Standard Practices, the proposed Project does not exceed any significance thresholds or result in significant impacts in the environmental categories typically associated with indirect or direct effects to human beings, such as aesthetics, air quality, hazards and hazardous materials, noise, public services, or transportation. As discussed in this document, the proposed Project would not expose persons to the hazards of toxic air emissions, chemical or explosive materials, ground-shaking, flooding, noise, or transportation hazards. For these reasons, the proposed Project would not have substantial adverse effects on human beings, either directly or indirectly and therefore, impacts would not be significant.

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