

Initial Study

Elysian Park-Downtown Water Recycling Projects



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CEQA Initial Study

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Acronyms and Abbreviations

AFY	acre-feet per year
AQMP	Air Quality Management Plan
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	methane
City	City of Los Angeles
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
DBA	a-weighted decibel
DHS	California Department of Health Services
EIR	Environmental Impact Report
GHG	greenhouse gas emissions
GPM	gallons per minute
I-5	Interstate 5, Golden State Freeway
I-10	Interstate 10, Santa Monica Freeway
LADOT	City of Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAPD	Los Angeles Police Department
LARAP	City of Los Angeles Department of Recreation and Parks
LRP	Local Resources Program
Metro	Los Angeles County Metropolitan Transportation Authority
MND	Mitigated Negative Declaration
MOU	memorandum of understanding
MG	million gallons
MPH	miles per hour
MWD	Metropolitan Water District
N ₂ O	nitrous oxide
NO _x	nitrogen oxide
NOP	Notice of Preparation
O ₃	ozone
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PM ₁₀	particulate matter 10 microns in diameter or less
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SO _x	sulfur oxide
SR 110	State Route 110, Pasadena Freeway
TAC	toxic air contaminant
US 101	U.S. Highway 101, Hollywood Freeway
USC	University of Southern California
USFWS	U.S. Fish and Wildlife Service
VOC	volatile organic compound
WRP	water recycling project

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SECTION 1 PROJECT DESCRIPTION

1.1 Overview of the Project

The Los Angeles Department of Water and Power (LADWP) proposes to maximize the use of recycled water to replace potable sources for irrigation and industrial uses by extending the recycled water pipeline network to Elysian Park and downtown Los Angeles. This project is being undertaken in accordance with the 2010 Urban Water Management Plan and the Recycled Water Master Planning Documents. The proposed project consists of two separate projects: The Elysian Park Water Recycling Project (WRP) and the Downtown WRP. The term “proposed project” is used hereinafter to refer to the Elysian Park WRP and Downtown WRP collectively.

The Elysian Park WRP involves the delivery of recycled water to Elysian Park. A new 16-inch recycled water pipeline would be constructed from the existing recycled water pipeline serving Taylor Yard (Taylor Yard WRP), totaling approximately 10,800 linear feet. The proposed Elysian Park recycled water pipeline would connect to a proposed new approximately 2 million gallon (MG) recycled water storage tank located on the hilltop near Elysian Fields within Elysian Park via a proposed new recycled water pumping station located on the west side of Interstate 5 (I-5, Golden State Freeway) just inside Elysian Park. The proposed route for the recycled water pipeline would roughly follow Stadium Way. In addition, to provide for the potable water uses within Elysian Park (e.g., restrooms and drinking fountains), approximately 1,000 linear feet of 8-inch potable water pipeline would be constructed from Park Drive to Grace E. Simons Lodge. Approximately 2,800 linear feet of 2-inch potable water service line with a booster pump housed within an existing pumping station would also be constructed from Grace E. Simons Lodge to Elysian Fields in order to supply the bathrooms and drinking fountains at Elysian Fields.

The Downtown WRP involves constructing 86,500 linear feet (approximately 16 miles) of new 16-inch recycled water pipeline from the proposed terminus at Mesnager Street near Los Angeles State Historic Park (also known as the Cornfields Park) to customers located in, downtown Los Angeles, Exposition Park, Boyle Heights, and southeast Los Angeles. The mainline would roughly follow San Pedro Street south to Jefferson Boulevard. To reach Boyle Heights, the pipeline would roughly follow 9th Street to Olympic Boulevard (9th Street becomes Olympic Boulevard at Gladys Avenue). To reach Exposition Park, the pipeline would roughly follow Jefferson Boulevard to Main Street to 37th Street to Exposition Boulevard. To reach the South Los Angeles Wetlands Park in southeast Los Angeles, the pipeline would roughly follow Avalon Boulevard from Jefferson Boulevard south to 54th Street. Additionally, a proposed new pressure regulator station would be installed on San Fernando Road south of Loosmore Street.

1.2 Project History

A Draft Mitigated Negative Declaration (MND) for the Elysian Park-Downtown Water Recycling Projects was circulated for public review and comment by LADWP starting on September 18, 2012, initiating a 30-day public review period pursuant to the California Environmental Quality Act (CEQA) and its implementing guidelines. LADWP accepted comments on the document until October 31, 2012. The Draft MND was also distributed to relevant public agencies, as well as adjacent property owners and occupants.

Subsequent to the close of the public review period for the Draft MND, some design modifications were made to the Elysian Park WRP, formerly referred to as Phase I of the proposed project. In 2013, pursuant to CEQA Guidelines Section 15073.5, LADWP prepared a Recirculated Draft MND to provide an explanation of the revised project description and to disclose environmental issue areas where modifications to the Elysian Park WRP necessitated revisions to the previous Draft MND analysis. The Recirculated Draft MND was circulated for comment starting on August 16, 2013, initiating a 30-day public review period pursuant to CEQA and its implementing guidelines, with the public review period closing on September 16, 2013. The Recirculated Draft MND was also distributed to relevant public agencies, as well as adjacent property owners and occupants.

Following the close of the public review period for the Recirculated Draft MND, LADWP determined that physical and design constraints along a portion of the proposed alignment for the Downtown WRP, previously referred to as Phase II of the proposed project, rendered the alignment difficult to implement and that a new preferred alignment should be crafted and analyzed. Subsequently, LADWP will prepare an Environmental Impact Report (EIR) to analyze potential environmental impacts resulting from implementation of the Elysian Park WRP, the new preferred alignment proposed for the Downtown WRP, as well as feasible alternatives, and a proposed new pressure regulator station for the Downtown WRP.

1.3 California Environmental Quality Act

CEQA applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed WRPs constitute a project as defined by CEQA (California Public Resources Code Section 21000 et seq.). CEQA Guidelines Section 15367 states that a “Lead Agency” is “the public agency which has the principal responsibility for carrying out or approving a project.” Therefore, LADWP is the lead agency responsible for compliance with CEQA for the proposed project.

As lead agency for the proposed project, LADWP must complete an environmental review to determine if implementation of the proposed project would result in significant adverse environmental impacts. To fulfill the purposes of CEQA, an Initial Study has been prepared to assist in making that determination. Based on the nature and scope of the proposed project, the evaluation contained in the Initial Study environmental checklist (contained herein), and the comments received from agencies and members of the public during review of the Notice of Preparation (NOP) of an EIR, factors that have potential to involve significant adverse environmental impacts will be determined. Such factors will become the focus of more detailed analysis in an EIR to determine the nature and extent of any potential environmental impacts and establish appropriate mitigations for those impacts determined to be significant. The EIR will also include an evaluation of alternatives to the proposed project that would reduce or avoid significant impacts, including a No Project Alternative. Based on the Initial Study analysis and the NOP review, factors for which no significant adverse environmental impacts are expected to occur will be eliminated from further evaluation in the EIR. A preliminary evaluation of the potentially affected factors is included in the Initial Study checklist in Section 2.

1.4 Project Location and Setting

Elysian Park WRP

The Elysian Park WRP would primarily be located within Elysian Park, which is located approximately 1.5 miles north of downtown Los Angeles. Dedicated in 1886 and consisting of 575 acres, Elysian Park is the oldest and second largest park in the City of Los Angeles (City). The park is owned by the City of Los Angeles and maintained by the City of Los Angeles Department of Recreation and Parks (LARAP). Elysian Park is bounded by I-5 on the north, State Route 110 (Pasadena Freeway, SR 110) and Solano Canyon on the east, the community of Chinatown on the south, and the community of Echo Park on the west. Access to Elysian Park is provided via Stadium Way, Academy Road, and Solano Avenue.

The proposed Elysian Park WRP would connect to the termination point of the Taylor Yard WRP on the west side of the Los Angeles River, along the Los Angeles River Bike Path, near the northern terminus of Dorris Place in the Elysian Valley neighborhood. The Elysian Park WRP pipeline within the Elysian Valley neighborhood would abut residential and public facilities uses. The pipeline would extend approximately 700 feet southeast along the Los Angeles River Bike Path to Riverdale Avenue, approximately 1,200 feet southwest on Riverdale Avenue to Blake Avenue, approximately 550 feet northwest on Blake Avenue to Dorris Place, and approximately 550 feet southwest on Dorris Place and 360 feet continuing beneath I-5 before extending into Elysian Park.

Downtown WRP

The proposed Downtown WRP would be located within public streets in the urbanized and fully developed communities of Cypress Park, Chinatown, downtown Los Angeles, Exposition Park, Boyle Heights, and southeast Los Angeles. The Downtown WRP segments abut commercial, residential, and public facilities uses. A pressure regulator station would be constructed on San Fernando Road south of Loosmore Street along the existing Cypress Park WRP recycled water pipeline, upstream of the proposed Downtown WRP pipeline alignment. The proposed alignment would begin at the termination point of the Los Angeles State Historic Park WRP, which is located on Spring Street at Mesnager Street, approximately 0.5 miles southeast of Dodger Stadium. The mainline segment of the Downtown WRP would extend approximately 2,900 feet south from the termination point of the Los Angeles State Historic Park WRP on Spring Street to College Street, continue from College Street approximately 4,600 feet south on Alameda Street to Temple Street, approximately 700 feet west on Temple Street to Judge John Aiso Street, approximately 850 feet south on Judge John Aiso Street to 1st Street where Judge John Aiso Street becomes San Pedro Street, and approximately 15,000 feet south on San Pedro Street to Jefferson Boulevard. From Jefferson Boulevard, the mainline segment would split and extend west to Exposition Park as the Exposition Park segment and south along Avalon Boulevard as the South Los Angeles Wetlands Park segment. Various other segments including the Twin Towers Correctional Facilities segment, LADWP segment, Boyle Heights Mixed Use Project segment, Los Angeles Convention Center and Event Center segment, and the Dye House and Washington Garment segment would originate from the mainline segment to serve specific known customers. All proposed segments and other extensions are described below.

The Twin Towers Correctional Facilities segment would extend approximately 350 feet east of the mainline segment on Alpine Street from Alameda Street to Main Street, continue

approximately 1,300 feet east on Vignes Street from Main Street to Bauchet Street, and approximately 950 feet northeast on Bauchet Street terminating at the Los Angeles County Sheriff's Department Twin Towers Correctional Facility, located at 450 Bauchet Street.

The LADWP segment would extend from the mainline segment approximately 3,350 feet west on Temple Street from Judge John Aiso Street to Hope Street, approximately 1,200 feet south on Hope Street from Temple Street to 1st Street, approximately 700 feet west on 1st Street to Dewap Road, and approximately 1,250 feet north on Dewap Road to Temple Street, terminating at the John Ferraro Building (LADWP Headquarters), located at 111 North Hope Street. Two extensions would connect to this main segment. The first would extend approximately 300 feet north on Hill Street from Temple Street and terminate at the Los Angeles County Central Heating and Refrigeration Plant, located at 301 North Broadway. The second would extend approximately 1,200 feet south on Hope Street from 1st Street to 3rd Street, terminating at the Veolia Energy facility.

The Boyle Heights Mixed Use Project segment would extend from the mainline segment approximately 1,450 feet east on 9th Street from San Pedro Street to Gladys Avenue where 9th Street becomes Olympic Boulevard, and approximately 11,500 feet east on Olympic Boulevard from Gladys Avenue to Evergreen Avenue, including a 1,750-foot bridge crossing on Olympic Boulevard over the Los Angeles River (Olympic Boulevard Viaduct). This segment would terminate at a 68.8-acre site proposed to be redeveloped as a mixed-use community located approximately 2 miles southeast of downtown Los Angeles. The Boyle Heights Mixed Use Project site is generally bounded by East 8th Street to the north, Grande Vista Avenue to the east, Olympic Boulevard to the south, and South Soto Street to the west.

The Los Angeles Convention Center and Event Center segment would extend from the mainline segment approximately 6,500 feet west on Pico Boulevard from San Pedro Street to LA Live Way, and approximately 1,150 feet north on LA Live Way to Chick Hearn Court, terminating at the Los Angeles Convention Center and Event Center, located at 1201 South Figueroa Street.

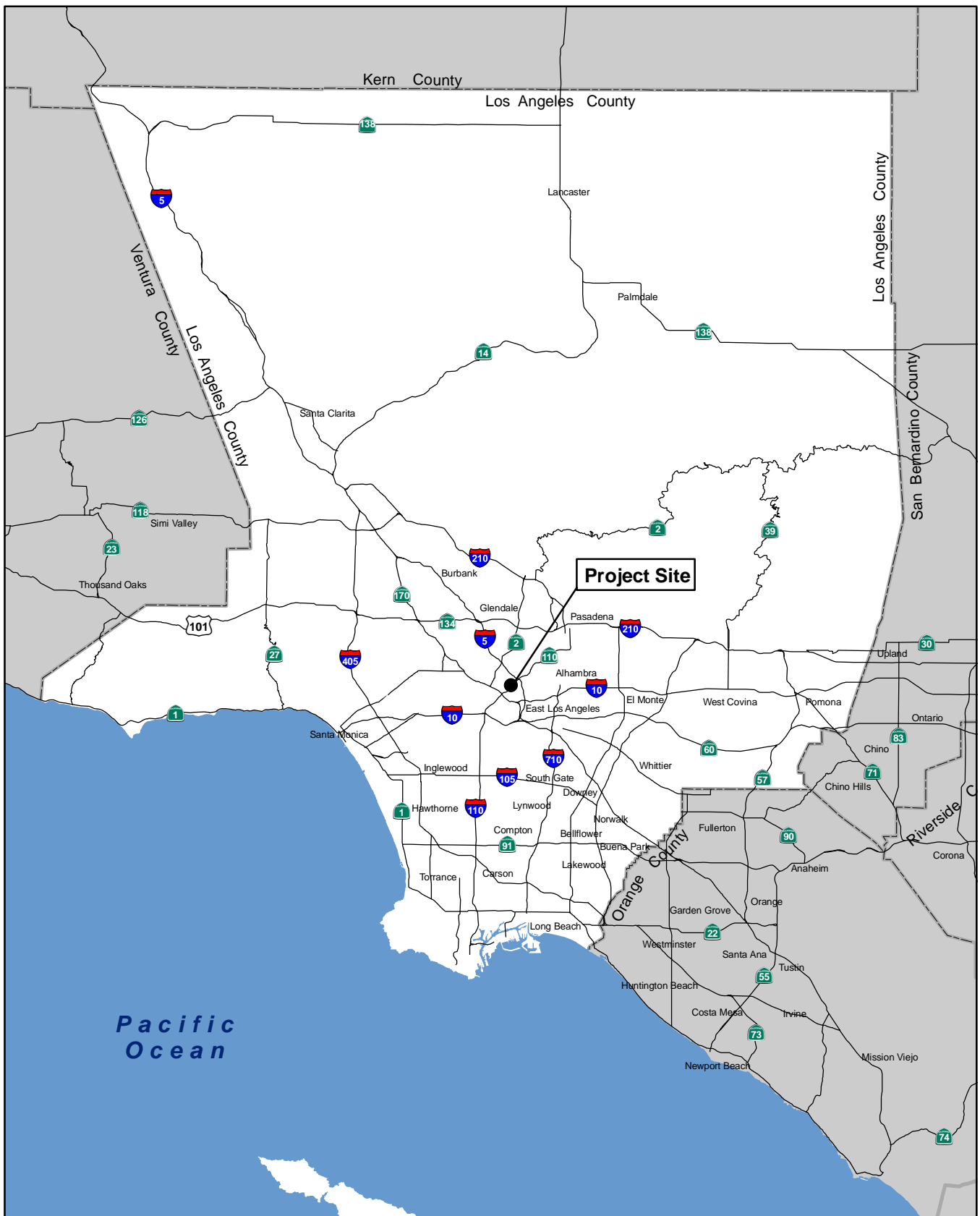
The Dye House and Washington Garment segment would extend from the mainline segment approximately 2,600 feet east on 16th Street from San Pedro Street to Central Avenue, approximately 600 feet south on Central Avenue to 18th Street, and approximately 500 feet east on 18th Street and terminate at Washington Garment, located at 1332 East 18th Street just south of Interstate 10 (I-10). This segment would include one extension approximately 300 feet north on Griffith Avenue from 16th Street to 15th Street, terminating at Dye House Inc., located at 1510 Griffith Avenue.

The Exposition Park segment would extend from the mainline segment approximately 2,600 feet west on Jefferson Boulevard to Main Street, approximately 900 feet south on Main Street to Broadway Place, approximately 800 feet south on Broadway Place from Main Street to 37th Place to reach Matchmaster Dyeing & Finishing, Inc., located at Broadway Place and 37th Place. This segment would then travel approximately 2,600 feet west on 37th Street from Broadway Place to Figueroa Street, and approximately 2,850 feet west on Exposition Boulevard from Figueroa Street to Vermont Avenue, terminating near the University of Southern California (USC) main campus. The Los Angeles County Metropolitan Transportation Authority (Metro) Expo Line light rail transit system is currently located within the median of Exposition Boulevard near USC. Two at-grade Metro Expo Line stations are located in this area: the Expo Park/USC station at Exposition Boulevard and Trousdale

Parkway, and the Expo/Vermont station at Exposition Boulevard and Vermont Avenue. The Exposition Park segment would include two extensions; the first would extend approximately 2,700 feet south on Figueroa Street from Exposition Boulevard to Martin Luther King Jr Boulevard, directly east of the California Science Center, California African American Museum, Los Angeles Memorial Sports Arena, and other facilities within Exposition Park. The second would extend approximately 2,700 feet south on Bill Robertson Lane from Exposition Boulevard to Martin Luther King Jr Boulevard, directly west of the Natural History Museum of Los Angeles County, the Los Angeles Memorial Coliseum, and other facilities within Exposition Park.

The South Los Angeles Wetlands Park segment would extend from the mainline segment approximately 8,000 feet south on Avalon Boulevard from Jefferson Boulevard to 54th Street, and approximately 1,500 feet west on 54th Street from Avalon Boulevard to San Pedro Street and terminate at the South Los Angeles Wetlands Park, which is bound by 54th Street on the north, Avalon Boulevard on the east, 55th Street on the south, and San Pedro Street on the east. This segment would also include two extensions. The first would extend approximately 1,300 feet west on 42nd Place from Avalon Boulevard to San Pedro Street terminating at Gilbert Lindsay Community Center Park, located at 425 East 42nd Place. The second would extend approximately 1,300 feet west on 51st Street from Avalon Boulevard to San Pedro Street terminating at South Park, which is bound by Park Front Walk on the north, Avalon Boulevard on the east, 51st Street on the south, and San Pedro Street on the west.

Figure 1 shows the regional location of the proposed project, while Figures 2a and 2b show the proposed alignments for Elysian Park WRP and the Downtown WRP, respectively. Additionally, Figure 2b identifies the names and locations of the customers to be served by the Downtown WRP.



Source: California Geospatial Information Library (2003-5)

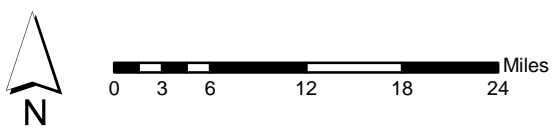
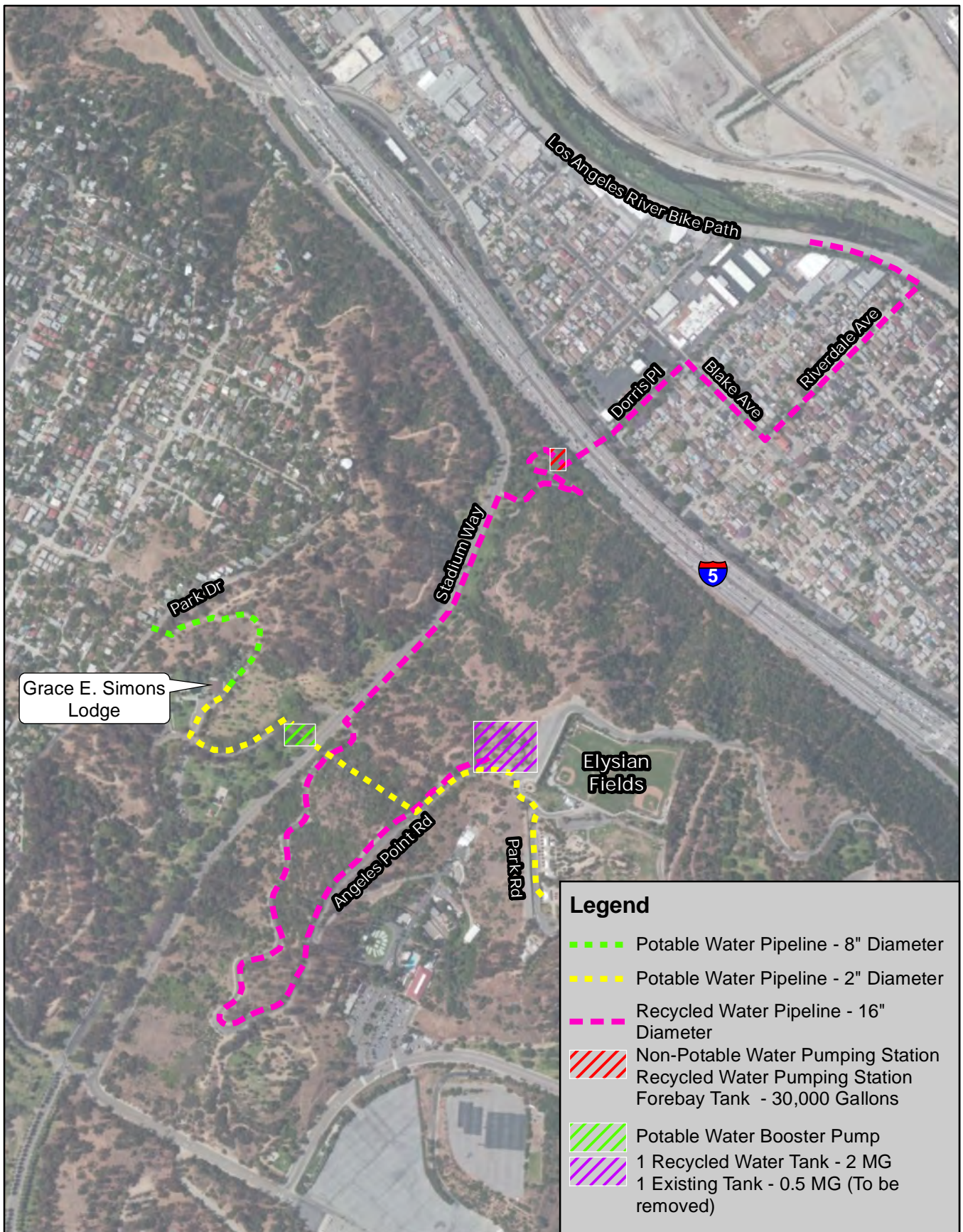


Figure 1
Regional Location Map



Source: ESRI 2014 - Map scale 1:9,000

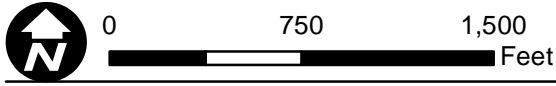
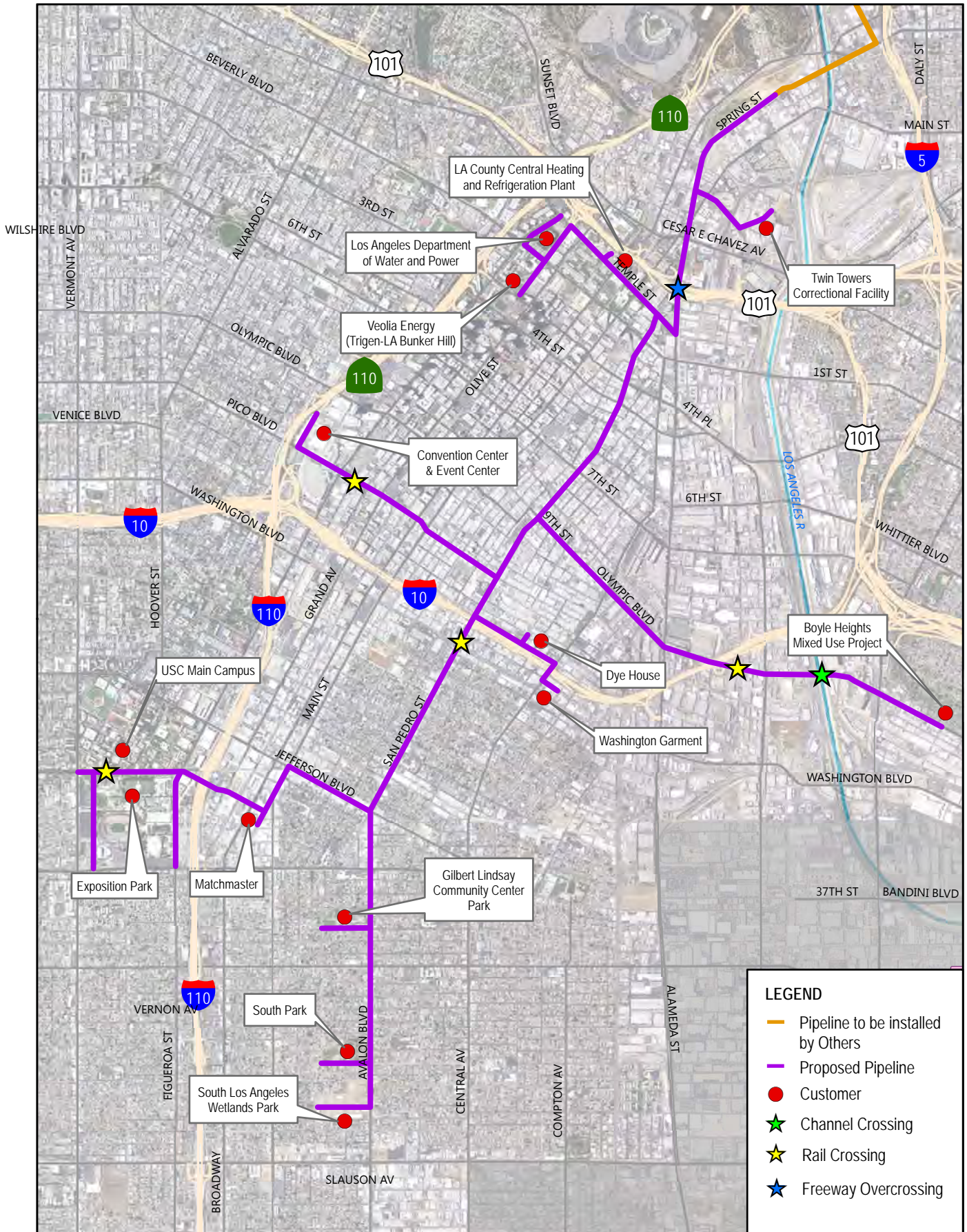


Figure 2a
Elysian Park WRP Project Location

Elysian Park/Downtown WRP



Source: USGS, LADWP, ESRI, NAIP



Figure 2b
Downtown WRP Project Location
 Elysian Park/Downtown WRP

LEGEND

- Pipeline to be installed by Others
- Proposed Pipeline
- Customer
- ★ Channel Crossing
- ★ Rail Crossing
- ★ Freeway Overcrossing

1.5 Project Background

The City relies on four sources to meet its water needs: (1) snow-melt runoff from the Eastern Sierra conveyed by the Los Angeles Aqueduct (an average of 35.4 percent of the total supply over the last five years); (2) local groundwater (11.4 percent); (3) purchases from the Metropolitan Water District of Southern California (MWD) conveyed from the Colorado River through the Colorado River Aqueduct and the State Water Project via the California Aqueduct (52.3 percent); and (4) recycled water for non-potable uses (1 percent). Although these water resources have served the City well for decades, several factors have converged that threaten the long-term reliability of these supplies. Climate conditions, such as consecutive years of below-normal snowfall and drought, and environmental commitments have severely impacted historical water supply sources.

- *Eastern Sierra Watershed:* The City's right to export water from the Eastern Sierra is based on approximately 188 water right licenses from various rivers, lakes and creeks in the Mono Basin and Owens Valley. The City's water rights are on file with the California State Water Resources Control Board. The City also owns the majority of land (approximately 315,000 acres) and associated riparian water rights in the Owens Valley. Los Angeles Aqueduct deliveries from the Eastern Sierra vary with snowpack conditions. In addition, over the last two decades, the City's water deliveries from the Los Angeles Aqueduct have dropped substantially due to reallocation of water for environmental mitigation and enhancement activities. Among these environmental commitments are the State Water Resources Control Board's Mono Lake Decision, which reduced LADWP's ability to export water from the Mono Basin from 90,000 acre-feet per year (AFY) to 16,000 AFY; implementation of the Owens Lake Dust Mitigation Program, to which the LADWP is currently delivering 80,000 AFY, but is expected to increase to 95,000 AFY; implementation of the 1997 Memorandum of Understanding (MOU) between LADWP and the MOU Ad Hoc Group, which commits LADWP to supply 1,600 AFY for mitigation identified in the 1991 Water from the Owens Valley to Supply the Second Los Aqueduct Environmental Impact Report; and rewatering of the Lower Owens River, where losses are approximately 17,000 AFY.
- *Local Groundwater:* The City owns groundwater rights in three Upper Los Angeles River Area groundwater basins – the San Fernando, Sylmar, and Eagle Rock basins – as well as the Central and West Coast Basins, as determined by separate judgments by the Superior Court of the State of California. However, groundwater contamination in the San Fernando Basin, where the majority of the City's groundwater supply is produced, has severely limited the City's ability to pump groundwater.
- *Purchased Water:* MWD's sources of water – the Colorado River, State Water Project, local surface and groundwater storage, and stored/transferred water with Central Valley and Colorado River agencies – are subject to great uncertainty due to climate variability and environmental issues. The current environmental crisis in the Sacramento-San Joaquin Bay-Delta led to a Federal Court decision that resulted in MWD receiving up to 30 percent less of its anticipated State Water Project deliveries. Between April 2009 and April 2011, MWD implemented an allocation plan that limited supplies to member agencies and imposed penalties for exceeding water usage targets. LADWP may request financial assistance from MWD for the proposed project under their Local Resources Program (LRP).

In response to the challenges facing the City's water supply, LADWP has embarked upon an aggressive effort to create reliable and sustainable sources of water for the future of Los Angeles. A key component is to maximize the use of recycled water.

Recycled water is municipal wastewater that has gone through various treatment processes to meet specific water quality criteria with the intent of being used in a beneficial manner. It is conveyed to customers with facilities similar to the potable water system (i.e., pump stations, pipelines, and tanks), but the non-potable facilities are designated by a purple color and/or labeled as recycled water. As a result, non-potable reuse projects are commonly referred to as "purple pipe" projects.

LADWP's 2010 Urban Water Management Plan set a goal of 59,000 AFY of potable water supplies to be replaced by recycled water by 2035 to meet non-potable demand. The City has existing non-potable reuse projects with an average annual reuse of 8,000 AFY and has "Planned" non-potable reuse projects that are under construction or in planning/design with planned construction by fiscal year 2015 with an average reuse of 11,350 AFY. The total potable water offset capacity of these purple pipe projects is 19,350 AFY. The goal of new recycled water projects is to offset the remaining 39,650 AFY of potable water. The non-potable reuse projects that make up part of this goal are referred to as "Potential."

1.6 Project Objectives

The objectives of the project are to:

- Improve the reliability of the City of Los Angeles water supply through increased recycled water use
- Comply with LADWP's 2010 Urban Water Management Plan outlining the steps to sustain a reliable water supply to meet current and future demand
- Construct the necessary infrastructure to convey recycled water to the various industrial and irrigation customers in the central Los Angeles Area
- Provide recycled water to some of the City of Los Angeles' largest water customers, and where feasible, switch their potable water connection to recycled water for non-potable uses

1.7 Description of the Proposed Project

In order to achieve the objectives of the project to expand the existing recycled water pipeline network from its current termini near Taylor Yard (Rio de Los Angeles) and Los Angeles State Historic Park to serve Elysian Park and customers in central Los Angeles, the proposed project would be implemented as two separate projects, consisting of the Elysian Park WRP and the Downtown WRP. The proposed project is a standalone project and is not related to any other project(s) along the proposed alignments within Elysian Park, downtown Los Angeles, Exposition Park, or Boyle Heights.

Elysian Park WRP

The Elysian Park WRP involves the delivery of recycled water to Elysian Park. LARAP has committed to utilizing the recycled water supply that would become available via these new facilities to irrigate Elysian Park.

Potable and Recycled Water Pipeline Installation

A new 16-inch recycled water pipeline would be constructed beginning just southwest of the Los Angeles River along the Los Angeles River Bike Path, near the northern terminus of Dorris Place in the Elysian Valley neighborhood. The beginning of the pipeline would connect to the termination point of the Taylor Yard WRP on the west side of the Los Angeles River. A total of approximately 10,800 linear feet of pipeline would be installed connecting the Taylor Yard WRP with a proposed new 2 MG recycled water storage tank located near Elysian Fields via a proposed new 3,000 gallon per minute (gpm) recycled water pump station located on the west side of I-5 just inside Elysian Park.

Installation of the recycled water pipeline within the Los Angeles River Bike Path, Riverdale Avenue, Blake Avenue, Dorris Place, Stadium Way, and Academy Road would primarily use trench construction known as “cut and cover.” An approximately 3-foot wide by 4.5-foot deep trench would be excavated within the bike path and roadway that could be covered with metal plates during periods of the day when construction is not ongoing. Once the pipeline has been installed within a segment, the trench would be backfilled with imported slurry and returned to its original condition. Recycled water pipeline installation would necessitate restrictions to on-street parking and closure of up to two lanes of the roadway, depending on the location of construction. The installation of the recycled water pipeline within the Los Angeles River Bike Path would require temporary closure of this portion of the bicycle facility. Installation of the recycled water pipeline from Dorris Place across I-5 would require a trenchless form of construction called “microtunneling” so as not to affect traffic on the freeway. A tunnel less than 1,000 linear feet would be excavated beneath I-5 via a procedure called “pipe jacking”. Launching and receiving zones would be located on either end of the tunnel. Hydraulic jacks would drive pipes through the ground. Excavated soil and other material would be removed from the zones and disposed of at an appropriate regional landfill. The zones would be backfilled with imported slurry and the roadway returned to its original condition.

As discussed in further detail below, a new recycled water pumping station would be installed at the park’s boundary near I-5. From the recycled water pumping station, the recycled water pipeline would be trenched along Stadium Way to Angels Point Road past the Police Academy to a hilltop adjacent to Elysian Fields. It would supply a proposed new 2 MG recycled water storage tank located on a hilltop near Elysian Fields, north of Angels Point Road. To provide for the potable water needs of Elysian Park, such as for restroom facilities and drinking fountains, a proposed new potable water booster pump would be installed within an existing pumping station near Stadium Way and Elysian Park Drive. From the potable water booster pump, a 2-inch potable water pipeline would be trenched directly up the hillside to Angels Point Road, then follow Angels Point Road to Park Road, and Park Road south to Elysian Fields.

Approximately 1,000 linear feet of 8-inch potable water pipeline would be installed to connect the proposed new 2-inch potable water pipeline serving Elysian Fields to an existing potable water service pipeline located outside of Elysian Park within Park Drive in the Echo

Park neighborhood. Trenching would occur within an existing fire road from Park Drive to Grace E. Simons Lodge where it would connect to Elysian Park Drive, travel directly up the hillside to Angels Point Road, then follow Angels Point Road to Park Road, and Park Road south to Elysian Fields. An approximately 1.5-foot wide by 4-foot deep trench would be excavated for the 8-inch potable water pipeline. Once the 8-inch potable water pipeline has been installed within a segment, the trench would be backfilled with imported slurry and returned to its existing condition. For the 2-inch potable water pipeline, an approximately 4-inch wide by 1-foot deep trench would be excavated in the hillside. Following installation of each segment of the 2-inch potable water pipeline, the hillside would be backfilled with native soil material and returned to its existing condition.

Above-ground Structures

As discussed in the preceding paragraphs, the Elysian Park WRP would include the installation of four new, permanent above-ground structures, including a 3,000 gpm recycled water pumping station, a 3,000 gpm non-potable water pumping station, and a 30,000 gallon forebay tank at the park's boundary near I-5; a 2 MG recycled water storage tank on a hilltop near Elysian Fields. Additionally, a new booster pump would be installed within an existing structure near Stadium Way and Elysian Park Drive.

For both the proposed new recycled water pumping station and non-potable water pumping station, flat pads of approximately 65 feet long by 30 feet wide would be cleared and graded on which to place a slab foundation and the pumping stations. The pumping stations would be exposed facilities secured by chain link fencing and standing less than 5 feet in height. Clearing of vegetation in the area would be necessary prior to construction of the concrete pads. The non-potable water pumping station would be installed to provide backup supply to the proposed new recycled water system within the park.

In addition, a new 30,000 gallon potable water forebay tank would be constructed in order to serve as a forebay, or source supply, for the non-potable water pumping station. The proposed forebay tank would be supplied by an existing potable water pipeline. The forebay tank is required to maintain a constant supply of water for the non-potable pumping station and the proposed recycled water system within the park. A flat pad would be cleared and graded on which the approximately 24-foot diameter forebay tank would be placed. The tank would be approximately 12 feet in height. There is an existing road that would be used to access the proposed recycled water pumping station, non-potable water pumping station, and forebay tank at this location. These facilities would be located next to an existing pumping station, which would be removed as part of this project, in a portion of the park that is not used for active recreation, picnic facilities, or passive hiking.

The recycled water pumping station would supply a proposed new 2 MG recycled water storage tank, which would be constructed on a hilltop near Elysian Fields, north of Angels Point Road. A flat pad would be cleared and graded on which to place the 85-foot diameter recycled water storage tank. The tank would be a steel structure of approximately 48 feet in height. The recycled water storage tank would be located in an area of the park that is not used for active recreation and currently contains an existing 500,000 gallon water tank. The existing tank would be removed as part of the project.

A proposed new potable water booster pump would be installed at the southwest corner of the intersection of Stadium Way and Elysian Park Drive, and housed within an existing pumping station. The booster pump would be installed to increase the pressure in the

potable water pipeline in the event that potable water demand exceeds supply and water pressure drops below the required level necessary to maintain service. The area of the park in which the booster pump would be installed is currently used for passive recreation.

All areas within Elysian Park temporarily cleared or disturbed during construction, including those areas used for materials and equipment staging, would be restored at the completion of the Elysian Park WRP construction process. All public roads where trenching would occur, and any park roads or other roads indirectly damaged during construction, would be repaired at the end of construction.

Downtown WRP

The Downtown WRP involves the delivery of recycled water to customers located in downtown Los Angeles, Exposition Park, Boyle Heights, and southeast Los Angeles. These customers have committed to using recycled water for non-potable uses. A new 16-inch recycled water pipeline would be constructed from Los Angeles State Historic Park WRP, which terminates on Spring Street at Mesnager Street. The Downtown WRP would install approximately 86,500 linear feet (approximately 16 miles) of new pipeline. Additionally, a new pressure regulator station would be installed on San Fernando Road south of Loosmore Street along the existing Cypress Park WRP recycled water pipeline, upstream of the proposed Downtown WRP pipeline alignment.

The construction of the pressure regulator station would involve the installation of two regulator vaults to house regulator valves and appurtenances. Two areas would be excavated to install this equipment; each would measure approximately 13 feet long by 11 feet wide by 13 feet deep. Excavated soil and other material would be removed from the zones and disposed of at an appropriate regional landfill. The pressure regulator system would be necessary to regulate the water pressure upstream of the proposed new pipeline in order to prevent excessive water pressure within the Downtown WRP system. The proposed new pressure regulator system would be installed entirely below ground. Following installation of the pressure regulator system, the excavated areas would be backfilled with imported slurry material and returned to their existing conditions.

The Downtown WRP mainline segment would total approximately 24,050 linear feet, stretching from Los Angeles State Historic Park to Jefferson Boulevard through downtown Los Angeles. The mainline segment would generally extend south along Spring Street to Alameda Street to Temple Street, west along Temple Street to San Pedro Street, and south on San Pedro Street to Jefferson Boulevard. In order to cross U.S. Route 101 (Hollywood Freeway, US 101) on Alameda Street, it would be necessary to install the pipeline along the side of the roadway bridging of the freeway instead of trenching (approximately 150 linear feet). In addition, there is one light rail crossing on the mainline segment. The pipeline would cross the Metro Blue Line light rail tracks located at San Pedro Street and Washington Boulevard. The light rail crossing would require trenchless construction, such as tunneling, so as not to affect rail operations.

From the mainline segment, extensions would serve specific known customers. The Twin Towers Correctional Facility segment would extend from the mainline segment approximately 2,600 feet east from Alameda Street along Alpine Street to Main Street, continue east on Vignes Street to Bauchet Street, and northeast on Bauchet Street, where it would terminate at the Los Angeles County Sheriff's Department Twin Towers Correctional Facility.

The LADWP segment would extend from the mainline segment approximately 6,500 feet west from Judge John Aiso Street along Temple Street to Hope Street, south on Hope Street to 1st Street, west on 1st Street to Dewap Road, and north on Dewap Road to Temple Street, where it would terminate at the John Ferraro Building (LADWP Headquarters). This segment includes two extensions; the first would extend north from Temple Street along Hill Street and terminate at the Los Angeles County Central Heating and Refrigeration Plant. The second would extend south from 1st Street to 3rd Street along Hope Street, terminating at the Veolia Energy facility. The two extensions would total approximately 1,500 feet.

The Boyle Heights Mixed Use Project segment would extend approximately 12,950 linear feet from the mainline segment east from San Pedro Street along 9th Street, continuing east on Olympic Boulevard to Evergreen Avenue. The pipeline would cross railroad tracks located approximately 900 feet west of Santa Fe Avenue serving an industrial complex. Trenchless construction would be required for rail crossings. In addition, the Boyle Heights Mixed Use Project segment would require a bridge crossing (Olympic Boulevard Viaduct) on Olympic Boulevard totaling 1,750 linear feet over the Los Angeles River. The pipeline would be hung below or along the side of the bridge.

The Los Angeles Convention Center and Event Center segment would extend from the mainline segment approximately 7,650 feet west from San Pedro Street along Pico Boulevard to LA Live Way, and north from LA Live Way to Chick Hearn Court, where it would terminate at the Los Angeles Convention Center and Event Center. The pipeline would cross the Metro Blue Line light rail tracks located at Pico Boulevard and Flower Street. As previously mentioned, the light rail crossing would require trenchless construction, such as tunneling, so as not to affect rail operations.

The Dye House and Washington Garment segment would extend approximately 3,700 linear feet from the mainline segment east from San Pedro Street along 16th Street to Central Avenue, south on Central Avenue to 18th Street, and east on 18th Street terminating at Washington Garment. This segment would include one 300-foot extension north from 16th Street to 15th Street along Griffith Avenue, terminating at Dye House Inc.

The Exposition Park segment would extend approximately 9,750 linear feet from the mainline segment west on Jefferson Boulevard to Main Street, south on Main Street and continue south on Broadway Place to 37th Place, terminating at Matchmaster Dyeing & Finishing, Inc., located at Broadway Place and 37th Place. This segment would then pick up at Broadway Place and 37th Street, travel west on 37th Street and continue west on Exposition Boulevard to Vermont Avenue, terminating near the USC main campus. The Metro Expo Line light rail transit system currently travels within the median of Exposition Boulevard near USC. Two at-grade Metro Expo Line stations are located in this area: the Expo Park/USC station at Exposition Boulevard and Trousdale Parkway, and the Expo/Vermont station at Exposition Boulevard and Vermont Avenue. A majority of the recycled water pipeline along Exposition Boulevard would be located south of the Metro Expo Line, on the south side of the street, so as not to interrupt rail and/or station operations. The pipeline would cross the Metro Expo Line light rail tracks at Bill Robertson Lane to reach the north side of Exposition Boulevard to connect to USC. The light rail crossing would require trenchless construction, such as tunneling, so as not to affect rail operations. The Exposition Park segment would include two extensions; the first would extend approximately 2,700 feet south on Figueroa Street from Exposition Boulevard to Martin Luther King Jr Boulevard, directly east of the California Science Center, California

African American Museum, Los Angeles Memorial Sports Arena, and other facilities within Exposition Park. The second would extend approximately 2,700 feet south on Bill Robertson Lane from Exposition Boulevard to Martin Luther King Jr Boulevard, directly west of the Natural History Museum of Los Angeles County, the Los Angeles Memorial Coliseum, and other facilities within Exposition Park.

The South Los Angeles Wetlands Park segment would extend approximately 9,500 feet from the mainline segment south from Jefferson Boulevard along Avalon Boulevard to 54th Street and west to San Pedro Street, terminating at the South Los Angeles Wetlands Park. Two extensions would originate from this segment; the first would extend 1,300 feet west to San Pedro Street along 42nd Place and terminate at the Gilbert Lindsay Community Center Park. The second would extend 1,300 feet west to San Pedro Street along 51st Street and terminate at South Park.

Installation of the recycled water pipeline would mostly occur within public roads and would use cut and cover trenching. An approximately 2.5-foot wide by 5-foot deep trench would be excavated within the roadway that could be covered with metal plates during periods of the day when construction is not ongoing. Once the pipeline has been installed within a segment, the trench would be backfilled with the imported slurry and the roadway returned to its original condition. Recycled water pipeline installation would necessitate restrictions to on-street parking and closure of up to two lanes of the roadway depending on the location of construction. In general, approximately 90 linear feet of pipeline would be installed each day. Construction would occur sequentially along the alignment to minimize long-term disruption within an area. Materials and equipment staging and construction worker parking would use City facilities and public parking lots located along or near the proposed alignments.

Rail crossings would require tunneling instead of trenching. As described above, launching and receiving pits would be located on either end of the tunnel. Hydraulic jacks would drive pipes through the ground. Excess soil that cannot be reused as backfill material would be disposed of at an appropriate regional landfill. The launching and receiving pits would be backfilled with the imported slurry and the area returned to its original condition.

The Downtown WRP would not include any new above-ground structures such as tanks or pumping stations.

1.8 Construction Schedule and Procedures

Construction of the Elysian Park WRP is anticipated to begin in August 2015 and take approximately 42 months, or 3.5 years, to complete, concluding in February 2019. However, construction of the Elysian Park WRP is anticipated to be completed in two stages, the first of which would involve the pipeline installation, and the second stage would involve installation of the tanks and pumping stations. Thus, construction activities for the Elysian Park WRP may be intermittent, not occurring continuously over the estimated construction period. Construction of the Downtown WRP is anticipated to begin following the completion of the Elysian Park WRP. Construction activities for the Downtown WRP would begin in approximately fall 2018 and would take approximately 30 months, or 2.5 years, to complete, concluding in spring 2021.

Generally, in accordance with the Noise Ordinance, construction activity would occur Mondays through Fridays from 7:00 a.m. to approximately 3:30 p.m. The City of Los

Angeles Mayor's Directive #2 prohibits construction on major roads during rush hour periods (6:00 a.m. to 9:00 a.m. and 3:30 p.m. to 7:00 p.m.). However, due to the nature of construction activities within public roadways, construction activity could occur during rush hour periods. Therefore, LADWP would request a variance to Directive #2. Additionally, construction activity may occur on Saturdays, or at night in non-residential areas in order to complete construction of the proposed project in a timely manner. Construction of the Elysian Park WRP would also be coordinated with the Dodgers organization and the City of Los Angeles Department of Transportation (LADOT) to minimize traffic disturbances on game days. Similarly, the construction of the Downtown WRP would be coordinated with the Los Angeles Memorial Coliseum, Los Angeles Memorial Sports Arena, and LADOT to minimize traffic disturbances on game/event days.

An appropriate combination of monitoring and resource impact avoidance would be employed during all phases of the proposed project, including implementation of the following Best Management Practices:

- The proposed project would implement Rule 403 dust control measures required by the South Coast Air Quality Management District (SCAQMD), which would include the following:
 - Water shall be applied to exposed surfaces at least two times per day to prevent generation of dust plumes.
 - The construction contractor shall utilize at least one of the following measures at each vehicle egress from the project site to a paved public road:
 - a. Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;
 - b. Pave the surface extending at least 100 feet and at least 20 feet wide;
 - c. Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or
 - d. Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.
 - All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
 - Construction activity on exposed or unpaved dirt surfaces shall be suspended when wind speed exceeds 25 miles per hour (mph).
 - Ground cover in disturbed areas shall be replaced in a timely fashion when work is completed in the area.
 - A community liaison shall be identified concerning on-site construction activity including resolution of issues related to PM₁₀ (particulate matter 10 microns in diameter or less) generation.
 - Non-toxic soil stabilizers shall be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
 - Traffic speeds on all unpaved roads shall be limited to 15 mph or less.
 - Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, water sweepers with reclaimed water shall be used.

- The construction contractor would develop and implement an erosion control plan and Storm Water Pollution Prevention Plan for construction activities. Erosion control and grading plans may include, but would not be limited to, the following:
 - Minimizing the extent of disturbed areas and duration of exposure;
 - Stabilizing and protecting disturbed areas;
 - Keeping runoff velocities low; and
 - Retaining sediment within the construction area.
 - Construction erosion control Best Management Practices may include the following:
 - a. Temporary desilting basins;
 - b. Silt fences;
 - c. Gravel bag barriers;
 - d. Temporary soil stabilization with mattresses and mulching;
 - e. Temporary drainage inlet protection; and
 - f. Diversion dikes and interceptor swales.
- The proposed project would comply with the Regional Water Quality Control Board's National Pollution Discharge Elimination System.
- The pipeline alignment would not be located within 15 feet of a residential or institutional building, or within 12 feet of a commercial building to minimize vibration induced building damage.
- Residences and businesses near the pipeline alignment would be notified prior to the start of construction (e.g., via flyers) of lane closures and parking restrictions in their vicinity. The notices would include a telephone number for comments or questions related to construction activities.
- The proposed project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance.
- LADWP would coordinate with all applicable agencies regarding construction schedules and worksite traffic control and detour plans, including but not limited to LADOT, Metro, the City of Los Angeles Department of Public Works, Bureau of Engineering, and the City of Los Angeles Community Development Department.

1.9 Required Permits and Approvals

Numerous approvals and/or permits would be required to implement the proposed project. The environmental documentation for the project would be used to facilitate compliance with federal and state laws and the granting of permits by various state and local agencies having jurisdiction over one or more aspects of the project. These approvals and permits may include, but may not be limited, to the following:

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

- Excavation Permit
- Grading Permit

City of Los Angeles Department of Building and Safety

- Building Permit

City of Los Angeles Department of Public Works, Bureau of Sanitation, Stormwater Management Division

- Discharge permit for construction dewatering and hydrostatic test water discharge in storm drains

City of Los Angeles Department of Recreation and Parks

- Right of Entry Permit

City of Los Angeles Department of Transportation

- Approval of Traffic Management Plan
- Approval of temporary road closures

Los Angeles Metropolitan Transportation Agency

- Right-of-Way Encroachment Permit

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

- Underground Classification Permit for tunneling and jacking locations

State of California Department of Transportation

- Encroachment Permit

State of California, Los Angeles Regional Water Quality Control Board

- National Pollution Discharge Elimination System Permit for construction dewatering and hydrostatic test water discharge

SECTION 2 INITIAL STUDY CHECKLIST

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

CEQA INITIAL STUDY FORM

Project Title:

Elysian Park-Downtown Water Recycling Projects

Lead Agency Name and Address:

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

Contact Person and Phone Number:

Irene Paul
Environmental Planning and Assessment
Los Angeles Department of Water and Power
(213) 367-3509

Project Sponsor's Name and Address:

Los Angeles Department of Water and Power
Water Engineering and Technical Services
111 North Hope Street
Los Angeles, CA 90012

Project Location:

The Elysian Park WRP would primarily be located within Elysian Park. The Downtown WRP would be located in central Los Angeles with the pipeline alignment generally extending south along San Pedro Street to Jefferson Boulevard, then west to Exposition Park and south to southeast Los Angeles.

City Council District:

The Elysian Park WRP would be located within Council Districts 1 and 13. The alignment of the pipeline proposed for the Downtown WRP would be located within Council Districts 1, 8, 9, and 14.

Neighborhood Council District:

The Elysian Park WRP would be located within the Elysian Valley Riverside and the Greater Echo Park Elysian Neighborhood Council Districts. The Downtown WRP would be located in the following neighborhood council districts: Greater Cypress Park, Lincoln Heights, Historic Cultural, Downtown Los Angeles, South Central, Empowerment Congress North Area, Voices of 90037, and Boyle Heights.

General Plan Designation:

The Elysian Park WRP would begin on the Los Angeles River Bike Path on the west side of the Los Angeles River, down Riverdale Avenue to Blake Avenue, along Blake Avenue to Dorris Place, and down Dorris Place continuing into Elysian Park. Land uses along the Los Angeles River Bike Path are designated as Open Space; the areas surrounding Riverdale Avenue and Blake Avenue are designated as Low Density Residential, and land uses on the northwest side of Dorris Place are designated as Public Facilities, while uses on the southeast side are designated as Low Density Residential. Elysian Park is designated as Open Space. The Downtown WRP would be located entirely within the existing road right-of-way. The properties adjacent to the Downtown WRP alignment include the following designations: Light Manufacturing, Heavy Manufacturing, Limited Manufacturing, Public Facilities, Commercial Manufacturing, Regional Commercial, Regional Center Commercial, General Commercial, Community Commercial, Open Space, Low Medium II Residential, Medium Residential, and High Medium Residential.

The Elysian Park WRP would be located within the Silver Lake – Echo Park – Elysian Valley Community Plan area. The Downtown WRP would be located within the Central City North, Central City, Southeast Los Angeles, South Los Angeles, and Boyle Heights Community Plan areas.

Zoning:

The zoning designations for the Elysian Park WRP include Open Space (OS) on the Los Angeles River Bike Path; One-Family Residential (R1) along Riverdale Avenue, Blake Avenue, and the southeast side of Dorris Place; Public Facilities (PF) along the northwest side of Dorris Place; and OS in Elysian Park. The properties along the alignment of the Downtown WRP are zoned PF, OS, Limited Industrial (M1), Light Industrial (M2), Heavy Industrial (M3-1), Restricted Industrial (MR1), Alameda District Specific Plan (ADP), Limited Commercial (C1 and CR), Commercial (C2 and C2-2), Convention and Event Center, Multiple Dwelling (R4 and R5), Restricted Density Multiple Dwelling (RD), and University of Southern California University Park Campus Specific Plan Subarea (1A and 1B).

Description of Project:

The Elysian Park WRP involves the delivery of recycled water to Elysian Park. A new 16-inch recycled water pipeline would be constructed from the termination point of the Taylor Yard WRP, totaling approximately 10,800 linear feet. The proposed Elysian Park recycled water pipeline would connect to a proposed new approximately 2 MG recycled water storage tank located on the hilltop near Elysian Fields within Elysian Park via a proposed new recycled water pumping station located on the west side of I-5 just inside Elysian Park. The proposed alignment for the recycled water pipeline would roughly follow Stadium Way. In addition, to provide for the potable water uses within Elysian Park (e.g., restrooms and drinking fountains), approximately 1,000 linear feet of 8-inch potable water pipeline would be constructed from Park Drive to Grace E. Simons Lodge. Approximately 2,800 linear feet of 2-inch potable water service line with a booster pump would also be constructed from Grace E. Simons Lodge to Elysian Fields in order to supply the two bathrooms and drinking fountains at Elysian Fields.

The Downtown WRP involves installing a pressure regulator station on San Fernando Road south of Loosmore Street, and constructing approximately 16 miles of new 16-inch recycled water pipeline from the proposed terminus on Spring Street at Mesnager Street

near Los Angeles State Historic Park to customers located in downtown Los Angeles, Exposition Park, Boyle Heights, and southeast Los Angeles (Downtown WRP). The mainline would roughly follow San Pedro Street south to Jefferson Boulevard. To reach Exposition Park, the pipeline would roughly follow Jefferson Boulevard to Main Street to 37th Street to Exposition Boulevard. To reach the South Los Angeles Wetlands Park in southeast Los Angeles, the pipeline would roughly follow Avalon Boulevard from Jefferson Boulevard south to 54th Street.

Surrounding Land Uses and Setting:

The Elysian Park WRP would primarily be located within Elysian Park. However, some construction would occur in the Elysian Valley neighborhood along the Los Angeles River Bike Path, Riverdale Avenue, Blake Avenue, and Dorris Place adjacent to Dorris Place Elementary School and on Park Drive within the Echo Park neighborhood. Installation of the Elysian Park WRP would require tunneling beneath I-5. The Elysian Park WRP would abut residential, public facilities, and open space uses.

The Downtown WRP would occur in public streets in the urbanized and fully developed communities of Cypress Park, Chinatown, downtown Los Angeles, Exposition Park, Boyle Heights, and southeast Los Angeles. Construction would abut commercial, residential, light industrial, public facilities, and open space uses.

Responsible/Trustee Agencies:

- State of California, Los Angeles Regional Water Quality Control Board
- State of California, Department of Transportation
- State of California Department of Industrial Relations, Division of Occupational Safety and Health, Mining and Tunneling Unit
- Los Angeles Metropolitan Transportation Agency
- Metropolitan Water District of Southern California

Reviewing Agencies:

- City of Los Angeles Department of Public Works, Bureau of Engineering
- City of Los Angeles Department of Transportation
- City of Los Angeles Department of Planning
- City of Los Angeles Department of Fire

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

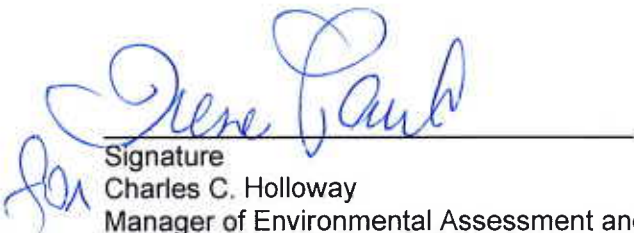
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the Environmental Impacts discussion in Section 3.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

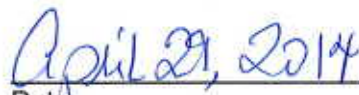
DETERMINATION

On the basis of this initial evaluation:

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



Signature
Charles C. Holloway
Manager of Environmental Assessment and Planning
Los Angeles Department of Water and Power



Date

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?		X		
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		X		
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				X
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))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment that, 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?				X
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?			X	

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d. Expose sensitive receptors to substantial pollutant concentrations?	X			
e. Create objectionable odors affecting a substantial number of people?			X	
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 Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on 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?				X
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?		X		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	X			
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?				X
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	X			
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	X			

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d. Disturb any human remains, including those interred outside of formal cemeteries?	X			
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b. Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
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?			X	
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?			X	
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?				X
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impacts on the environment?	X			
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	X			
VIII. 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?			X	

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
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?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
e. 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?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j. Inundation by seiche, tsunami, or mudflow?			X	
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. 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?				X
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?				X
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XIII. 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)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIV. 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:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X
XV. 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?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?			X	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	X			
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e. Result in a determination by the wastewater treatment provider that 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?				X
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

	Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
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.	X			
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	X			

SECTION 3 ENVIRONMENTAL IMPACT ASSESSMENT

INTRODUCTION

The following discussion addresses impacts to various environmental resources in accordance with the Initial Study checklist questions contained in Appendix G of the CEQA Guidelines.

I. AESTHETICS

Would the project:

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

Less Than Significant Impact After Mitigation Incorporated. Scenic views or vistas are panoramic public views to various natural features, including the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views may be from park lands, private and publicly owned sites, and public right-of-way.¹

Elysian Park WRP

The Elysian Park WRP would include some permanent above-ground structures, all of which would be located within Elysian Park. Above-ground structures proposed in the Elysian Park WRP include a potable water booster pump near Stadium Way and Elysian Park Drive; a recycled water pumping station, non-potable water pumping station, and 30,000 gallon forebay tank at the park's boundary near I-5; and a new recycled water tank on a hilltop near Elysian Fields. The Silver Lake – Echo Park – Elysian Valley Community Plan does not identify any official scenic vistas at or near the proposed locations for any of these structures.²

There are no park facilities that would have a view of the proposed forebay tank or recycled and non-potable water pumping stations and the Final Draft of the Elysian Park Master Plan does not identify a scenic vista in this area of the park.³ The area near Grace E. Simons Lodge where the potable water booster pump would be installed is not identified in the Final Draft of the Elysian Park Master Plan as a scenic viewpoint or viewshed.⁴

However, the Final Draft Elysian Park Master Plan identifies Elysian Fields as providing a scenic overlook of the Elysian Valley and plans to establish a permanent viewpoint from this location.⁵

¹ City of Los Angeles Department of City Planning, *City of Los Angeles General Plan, Conservation Element*, adopted September 26, 2001.

² City of Los Angeles Department of City Planning, *Silver Lake – Echo Park – Elysian Valley Community Plan*, adopted August 11, 2004.

³ City of Los Angeles Department of Recreation and Parks, *Final Draft Elysian Park Master Plan*, June 2006.

⁴ Ibid.

⁵ Ibid.

The proposed project would include the installation of recycled water pipeline along a 700-foot segment of the existing Los Angeles River Bike Path near the northern terminus of Dorris Place in the Elysian Valley neighborhood. This segment of the bike path would require temporary closure during the construction of the Elysian Park WRP. During this time, views of the Los Angeles River from and adjacent to this segment of the bike path would not be available. However, this view is not designated as a scenic vista and the Los Angeles River is currently a concrete-lined channel with no unique features.

As discussed above, the proposed project is not anticipated to create significant impacts to scenic resources within Elysian Park or along the Los Angeles River Bike Path. Nonetheless, potential impacts to scenic vistas from proposed Elysian Park WRP construction activities in Elysian Park and along the Los Angeles River Bike Path will be further evaluated in the EIR.

Downtown WRP

The Downtown WRP does not involve construction and operation of any new permanent above-ground structures, such as water tanks or pumping stations. Following installation of the pressure regulator station and the recycled water pipeline, the existing roadways would be returned to their existing condition. However, the Boyle Heights Mixed Use Project segment of the Downtown WRP would require a bridge crossing (Olympic Boulevard Viaduct) on Olympic Boulevard totaling 1,750 linear feet over the Los Angeles River. The pipeline would be hung below or along the side of the bridge. As such, potential impacts to scenic vistas from the Downtown WRP will be further evaluated in the EIR.

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

No Impact. Implementation of the proposed project would not damage scenic resources within a state scenic highway. There are no state- or City-designated Scenic Highways in the vicinity of the Elysian Park WRP or Downtown WRP.^{6,7} Therefore, the proposed project would not have the potential to damage scenic resources within a designated scenic highway, and no impact would occur. No further evaluation of this issue is required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact with Mitigation Incorporated. The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings with incorporation of mitigation.

Elysian Park WRP

The Elysian Park WRP would be installed primarily within Stadium Way and other park roads. All roadways disturbed during construction would be returned to their

⁶ State of California Department of Transportation. *State Scenic Highway Program*. Website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm, accessed March 31, 2014.

⁷ City of Los Angeles Department of City Planning, *City of Los Angeles General Plan, Transportation Element*, adopted September 8, 1999.

existing conditions. Therefore, pipeline construction would have a less than significant impact to the visual character of Elysian Park. As discussed in Section I(a) above, the Elysian Park WRP would include permanent above-ground structures, all of which would be located within Elysian Park. One new 2 MG recycled water tank would be installed on a hilltop near Elysian Fields. This tank would be visible from the fields and from Angels Point Road within the park. The active recreation facilities and picnic areas within Elysian Fields are heavily utilized, as well as providing a scenic viewpoint to the southeast, south, and southwest to the Elysian Valley. The proposed new tank and the associated vegetation removal may potentially diminish the visual character of surrounding areas of Elysian Park. As such, potential impacts to visual character of Elysian Park will be further evaluated in the EIR.

As discussed in Section I(a) above, the proposed project would include the installation of recycled water pipeline along a 700-foot segment of the existing Los Angeles River Bike Path near the northern terminus of Dorris Place in the Elysian Valley neighborhood. This segment of the bike path would require temporary closure during the construction of the Elysian Park WRP. During this time, the visual character of views of Los Angeles River from and adjacent to this segment of the bike path may be altered. Therefore, potential impacts to visual character from proposed Elysian Park WRP construction activities along the Los Angeles River Bike Path will be further evaluated in the EIR.

Downtown WRP

The Downtown WRP does not involve construction and operation of any new permanent above-ground structures, such as water tanks or pumping stations. Following installation of the pressure regulator station and the recycled water pipeline, the existing roadways would be returned to their existing condition. However, the Boyle Heights Mixed Use Project segment of the Downtown WRP would require a bridge crossing (Olympic Boulevard Viaduct) on Olympic Boulevard totaling 1,750 linear feet over the Los Angeles River. The pipeline would be hung below or along the side of the bridge. As such, potential impacts to visual character from the Downtown WRP will be further evaluated in the EIR.

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

Less Than Significant Impact. Implementation of the proposed project would not create a new source of light or glare that would adversely affect day or nighttime views. As discussed in Section 1.7, nighttime construction could occur, which may require the use of temporary night lighting. However, nighttime construction activities, should they be necessary, would only occur in non-residential areas and any lighting would be focused on the construction zone. Thus, night lighting during construction would not adversely affect nighttime views in the area. No further evaluation of this issue is required.

Materials used in the permanent above-ground facilities in the Elysian Park WRP would be non-reflective and would be similar to those in use on existing facilities in the project area. In addition, the pipeline to be hung below or along the side of the Olympic Boulevard Viaduct (bridge) over the Los Angeles River within the Boyle Heights Mixed Use Project segment of the Downtown WRP would be non-reflective

and would be similar to those in use on existing facilities in the project area. No new sources of glare would be introduced that would adversely affect views. Therefore, impacts related to light and glare would be less than significant. No further evaluation of this issue is required.

II. AGRICULTURE AND FORESTRY RESOURCES

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. The project site for the Elysian Park WRP and the Downtown WRP is designated as Urban and Built-Up Land on the “Important Farmland in California” map prepared by the California Resources Agency pursuant to the Farmland Mapping and Monitoring Program. Thus, no part of the proposed project would be located on or near Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.⁸ Additionally, the project site is not developed for farming or agricultural use. Therefore, the proposed project would not convert farmland to a non-agricultural use. No impact to farmland would occur, and no further evaluation is required.

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

No Impact. The project site is not zoned or developed for agricultural use. Furthermore, the only land in Los Angeles County currently under a Williamson Act contract is located on Santa Catalina Island, approximately 41 miles southwest of the project sites.⁹ Therefore, the proposed project would not conflict with existing zoning or a Williamson Act contract. No impact would occur, and no further evaluation is required.

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))?

No Impact. The project site is zoned for open space, public facilities, residential, manufacturing, industrial, and commercial uses, and is designated for such uses in the General Plan and the applicable community plans. No portion of the project site is zoned for or developed as forest land or timberland as defined in Public Resources Code Section 12220(g) and Government Code Section 4526, respectively.¹⁰ Therefore, the proposed project would not conflict with existing zoning for or cause a rezoning of forest or timberland. No impact would occur, and no further evaluation is required.

⁸ State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping & Monitoring Program, *Important Farmland in California, 2008* map. Website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2008/fmmp2008_08_11.pdf, accessed March 18, 2014.

⁹ State of California Department of Conservation, Williamson Act Program. Williamson Act Maps in PDF format, *Los Angeles County Williamson Act FY 2011/2012* Map. Website: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_11_12_WA.pdf, accessed March 18, 2014.

¹⁰ City of Los Angeles Zoning Information and Map Access System (ZIMAS). Website: <http://zimas.lacity.org/>, accessed March 17, 2014.

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

No Impact. No portion of the project site is zoned or developed for a forest land use.¹¹ No forest lands exist within or adjacent to the project sites. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur, and no further evaluation is required.

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. The project site and adjacent properties are designated as “Urban and Built-Up Land;” and no portion of the project site or surrounding area is identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.¹² Additionally, no forest lands exist on or adjacent to the project site. Therefore, the proposed project would not change the existing environment in a way that would result in the conversion of Farmland to non-agricultural use or forest land to non-forest use. No impact would occur, and no further evaluation is required.

III. AIR QUALITY**Would the project:****a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., the SCAQMD Plan or Congestion Management Plan)?**

Less Than Significant Impact. The SCAQMD and the Southern California Association of Governments (SCAG) have responsibility for preparing an Air Quality Management Plan (AQMP), which implements federal Clean Air Act and California Clean Air Act requirements and details goals, policies, and programs for improving air quality in the South Coast Air Basin. The 2012 AQMP was adopted by the SCAQMD Governing Board on December 7, 2012. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources and area sources. The 2012 AQMP proposes attainment demonstration of the federal 24-hour particulate matter smaller than or equal to 2.5 microns in diameter (PM_{2.5}) standard by 2014 in the South Coast Air Basin through adoption of all feasible measures while incorporating current scientific information and meteorological air quality models. It also updates the U.S. Environmental Protection Agency approved eight-hour ozone (O₃) control plan with new commitments for short-term nitrogen oxide (NO_x) and volatile organic compound (VOC) reductions.

According to the SCAQMD, there are two key indicators of consistency with the AQMP: 1) whether the project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and 2) whether the project will not exceed the assumptions in the AQMP based on the year of project buildout. The first consistency criterion refers to violations of the California Ambient Air Quality Standards. The amount of vehicle

¹¹ Ibid.

¹² State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping & Monitoring Program, *Important Farmland in California, 2008* map. Website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2008/fmmp2008_08_11.pdf, accessed March 18, 2014.

trips during post-construction operations of the proposed project would be similar to the existing conditions. Operational activity would not generate regional emissions that could interfere with attainment or maintenance of ambient air quality standards. In addition, the proposed project would be comply with State and local strategies designed to control air pollution. Therefore, the proposed project would comply with Consistency Criterion No. 1.

The second consistency criterion requires that the proposed project not exceed the assumptions in the AQMP. A project is consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. The proposed project does not include a residential component, and therefore, would not increase population or housing in the area. In addition, the proposed project would not increase employment since upon completion of construction of the recycled water pipelines and facilities, the project area would return to existing conditions. As such, the proposed project is considered to be consistent with growth assumptions included in the AQMP, and it would comply with Consistency Criterion No. 2.

Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality management plan. The impact would be less than significant, and no further evaluation is required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The proposed project would be located within the Los Angeles County portion of the South Coast Air Basin, which is designated a non-attainment area for O₃, particulate matter smaller than or equal to 10 microns in diameter (PM₁₀), and PM_{2.5}. The SCAQMD maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the South Coast Air Basin.

Construction of the proposed project would contribute air quality emissions through the use of heavy-duty construction equipment, truck delivery and haul trips, and vehicle trips generated by construction workers traveling to and from the project sites for both stages of the proposed project. Fugitive dust emissions would primarily result from trenching activities. NO_x emissions would primarily result from the use of construction equipment.

It is mandatory for all construction projects in the South Coast Air Basin to comply with SCAQMD Rule 403 for Fugitive Dust. As discussed in Section 1.7 above, Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project sites, and maintaining effective cover over exposed areas. The proposed project would be constructed in compliance with Rule 403. However, a detailed air quality study will be prepared, and construction air quality impacts will be further evaluated in the EIR.

The proposed project would not have an operational component. As such, operational activities following completion of construction of the proposed project

would be the same as current levels. Therefore, no impact to regional operational emissions would occur. No further operational evaluation is required.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. Both stages of the proposed project and the whole of the Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The South Coast Air Basin is currently classified as a federal and state non-attainment area for O₃, PM₁₀, PM_{2.5}, and lead; state non-attainment for NO₂; and a federal maintenance area for carbon monoxide (CO). It is classified as a state attainment area for CO, and it currently meets the federal and state standards for sulfur oxide (SO_x). The SCAQMD determines cumulative impacts based on whether an individual project will exceed SCAQMD thresholds of significance for operational or construction impacts. A detailed air quality study will be prepared, and cumulative air quality impacts, will be further evaluated in the EIR.

The proposed project would not have an operational component. As such, operational activities following completion of construction of the proposed project would be the same as current levels. Therefore, no impact to a cumulatively considerable net increase in emissions during operation of the proposed project would occur. No further operational evaluation is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. There are numerous sensitive receptor land uses near the project sites. Construction activity would generate on-site pollutant emissions associated with equipment exhaust and fugitive dust. The maximum daily VOC, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀ emissions for the construction of the proposed project will be detailed in the air quality study. In addition, impacts to localized traffic concentrations and toxic air contaminant (TAC) emissions will also be detailed in the air quality study. Construction air quality impacts to sensitive receptors will be further evaluated in the EIR.

The proposed project operation would not have an operational component. As such, operational activities would be the same as the current levels. Therefore, no air quality impact to sensitive receptors would occur during operation of the proposed project, and no further operational evaluation is required.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed alignment and facility sites in both stages of the proposed project. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Therefore, the odor impact during construction would be less than significant, and no further evaluation is required.

The proposed project would have no operational component. As such, operational activities would be the same as the current levels. Therefore, no odor impact would occur during operation of the proposed project, and no further evaluation is required.

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?

Less Than Significant Impact With Mitigation Incorporated. Sensitive plants include those listed as threatened or endangered, proposed for listing, or candidates for listing by the U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) or those listed by the California Native Plant Society. Sensitive wildlife species are those listed as threatened or endangered, proposed for listing, or candidates for listing by the USFWS and/or CDFW, or considered special status by CDFW. Sensitive habitats are those that are regulated by USFWS, U.S. Army Corps of Engineers, and/or those considered sensitive by the CDFW. The Elysian Park WRP would be located primarily within the vegetated Elysian Park. As such, a biological resources study will be prepared to assess the presence of and potential impacts to sensitive plants, sensitive wildlife species, sensitive vegetation communities, and migratory wildlife. Potential impacts to sensitive or special species will be further evaluated in the EIR.

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

No Impact. The project site does not contain riparian vegetation and it is not located within sensitive natural communities. Construction activities would occur in existing roadways, compacted dirt hiking trails, and disturbed areas. Therefore, no impact to riparian habitat or sensitive natural communities would occur, and no further evaluation is required.

- c) **Have a substantial adverse effect on 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?**

No Impact. The project site does not contain jurisdictional waterways. Construction activities would occur in existing roadways, compacted dirt hiking trails, and disturbed areas. Therefore, no impact to federally protected wetlands as defined by Section 404 of the Clean Water Act would occur, and no further evaluation is required.

- 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/breeding sites?**

Less Than Significant Impact With Mitigation Incorporated. In an urban context, a wildlife migration corridor can be defined as a linear landscape feature of sufficient width and buffer to allow animal movement between two comparatively undisturbed habitat fragments, or between a habitat fragment and some vital resources, thereby encouraging population growth and diversity. A viable wildlife migration corridor consists of more than a path between fragmented habitats. A wildlife migration corridor must also include adequate vegetative cover and food sources for transient species, as well as resident populations of less mobile animals to survive. They must be extensive enough to allow for large animals to pass relatively undetected, be free of obstacles, and lack any other distraction that may hinder wildlife passage such as lights or noise.

Elysian Park WRP

Several noncontiguous open spaces support suitable habitat for a variety of wildlife near Elysian Park, including: Echo Park (less than 1 mile west), Mt. Washington (1 mile northeast), Arroyo Seco Park (2 miles northeast), and Griffith Park (5 miles northwest). Elysian Park is not part of a major contiguous linkage between two or more large areas of open space because it is separated from most of these areas by freeways and large roadways. However, Elysian Park contains suitable acreage for local terrestrial wildlife migration within the park and to nearby areas. Project construction would occur in portions of Elysian Park and would not impede movement throughout or within the park. Local wildlife movement may be restricted by construction zones, particularly in the locations of the proposed non-potable water pumping station, recycled water pumping station, and recycled and potable water tanks if construction fencing is used to demarcate the zone of construction and protect public safety. However, the majority of Elysian Park and connections to surroundings areas would not be affected, thereby allowing wildlife migration in other areas of the park to continue. Vegetation clearance occurring during the nesting/breeding season could impact migratory bird species. As such, a biological resources study will be prepared to assess potential impacts. Potential impacts to wildlife migration will be further evaluated in the EIR.

Downtown WRP

Vegetation located along public streets associated with the Downtown WRP are primarily ornamental and likely to support a variety of species adapted to high levels of disturbance. A biological resources study will be prepared to assess potential impacts. Potential impacts to wildlife migration will be further evaluated in the EIR.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

Potentially Significant Impact. The LARAP Urban Forest Program provides direction for the care of trees within City parkland. LARAP recognizes and implements regulatory procedures for trees specified in the Tree Preservation Policy. The Tree Preservation Policy regulates protection of trees in four categories: Trees Protected by LA City Ordinances, Heritage Trees, Special Habitat Value Trees, and all other Common Park Trees. The Urban Forest Program *Tree Care Manual* describes all regulations, standards, and specifications for implementation of the Tree Preservation Policy.¹³ Pruning of park trees must adhere to the recommendations described in Section 3.10 of the Urban Forest Program *Tree Care Manual*. The Tree Removal Procedure (Appendix J of the Urban Forest Program *Tree Care Manual*) must be followed for the removal of any park trees. A biological resources study will be prepared to assess the presence of protected biological resources, as well as any potential impacts. Potential impacts to policies or ordinances protecting biological resources will be further evaluated in the EIR.

- 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. The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project site is not located within a Significant Ecological Area or designated Critical Habitat. No regional habitat conservation plans or Natural Community Conservation Plans have been adopted that apply to the areas in which the Elysian Park WRP and Downtown WRP are located.¹⁴ No impact would occur, and no further evaluation is required.

¹³ City of Los Angeles Department of Recreation and Parks, Urban Forest Program – *Tree Care Manual*, 2004.

¹⁴ County of Los Angeles, *Draft General Plan, Conservation & Open Space, Proposed Significant Ecological Areas Map*, 2007.

V. CULTURAL RESOURCES

Would the project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?**

Potentially Significant Impact.

Elysian Park WRP

Elysian Park was proposed in 1883 and dedicated in 1886 on a 746-acre piece of land west of the Los Angeles River.¹⁵ Reduced from its original size, Elysian Park is the last remaining large piece of the original Pueblo of Los Angeles public land grant.¹⁶ The park includes numerous components, some of which have been designated Los Angeles Historic Cultural Monuments (LAHCMs) and others have been noted as points of interest associated with the park. Developments that have occurred within and adjacent to Elysian Park detract somewhat from its integrity in that the park does not appear exactly as it did when it was initially established. However, many of the developments that have occurred on park land have served important municipal functions, and as such the history of the park reflects the changing needs of a growing metropolis. While the size of the park has decreased by approximately 142 acres, many portions of the park have remained intact. Furthermore, the feel of the park remains largely the same. Therefore, a cultural resources report will be prepared to evaluate the potential impact of the Elysian Park WRP on historical resources. Potential impacts to historical resources will be further evaluated in the EIR.

Downtown WRP

The Olympic Boulevard Bridge (LAHCM No. 902) is located along East Olympic Boulevard (Caltrans Bridge No. 53C0163). Built in 1925, this Beaux-Arts bridge was originally the Ninth Street Viaduct. The bridge has undergone substantial changes over the years including a seismic retrofit. However, the Olympic Boulevard Bridge (also called viaduct) is eligible for listing in the National Register of Historic Places and California Register of Historic Resources. Therefore, a detailed cultural resources report will be prepared to evaluate the potential impact of the Downtown WRP on historical resources, including the bridge. Potential impacts to historical resources will be further evaluated in the EIR.

¹⁵ Blake Gumprecht, *The Los Angeles River: Its Life, Death and Possible Rebirth*, 1999.

¹⁶ Echo Park Historical Society, *Historic Echo Park, Elysian Park*. Website: <http://www.historicechopark.org/id31.html> accessed March 31, 2014.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?

Potentially Significant Impact.

Elysian Park WRP

The location of the Elysian Park WRP relative to the Los Angeles River would have provided access to important resources during all periods of prehistory. Furthermore, research also indicates proximity of a Native American village to the project area. As such, construction could potentially uncover Native American cultural resources and buried sites related to historic use of the project area. Therefore, a cultural resources report will be prepared to evaluate the potential impact of the Elysian Park WRP on archaeological resources. Potential impacts to archaeological resources will be further evaluated in the EIR.

Downtown WRP

Several past projects have encountered portions of features related to the Los Angeles *zanja* system and in most cases, the segment(s) of the resource was documented and assessed as eligible or presumed eligible for listing in both the National Register of Historic Places and the California Register of Historic Resources. Therefore, a cultural resources report will be prepared to evaluate the potential impact of the Downtown WRP on archaeological resources. Potential impacts to archaeological resources will be further evaluated in the EIR.

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

Potentially Significant Impact. A records search will be conducted for the proposed project to locate known paleontological resources. Potential impacts of the proposed project on paleontological resources would be assessed as part of the cultural resources reports, including the potential to encounter these resources during construction. The potential impacts will be further evaluated in the EIR.

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

Potentially Significant Impact. Potential impacts of the proposed project on human remains will be assessed in the cultural resources report, including the potential to encounter these resources during construction. The potential impacts will be further evaluated in the EIR.

VI. GEOLOGY AND SOILS

Would the project:

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less Than Significant Impact. The proposed project would not expose people or structures to new adverse effects associated with rupture of a known earthquake fault. There are numerous known earthquake faults in the vicinity of the project site. However, the project site is not located within a City designated Alquist-Priolo Special Study Zone or a Fault Rupture Study Area.¹⁷ Nonetheless, all proposed pipelines and facilities would be designed and constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to seismic criteria. Compliance with existing regulations would ensure a less than significant impact related to fault rupture. No further evaluation of this issue is required.

- ii) **Strong seismic ground shaking?**

Less Than Significant Impact. The project site is located within the seismically active southern California region, and like all locations within the area, is subject to strong seismic ground shaking. However, as discussed in Section VI(a)(i) above, all proposed pipelines and facilities would be designed and constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to seismic criteria. Compliance with existing regulations would ensure a less than significant impact from strong seismic ground shaking. No further evaluation of this issue is required.

- iii) **Seismic-related ground failure, including liquefaction?**

Less Than Significant Impact. Portions of the project site are located within a City designated liquefiable area.¹⁸ However, the proposed project would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to liquefaction criteria. Compliance with existing regulations would ensure a less than significant impact related to seismic-related ground failure, including liquefaction. No further evaluation of this issue is required.

¹⁷ City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Alquist-Priolo Special Study Zones & Fault Rupture Study Areas Map*, September 1996.

¹⁸ City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Areas Susceptible to Liquefaction Map*, September 1996.

iv) Landslides?

Less Than Significant Impact. Portions of the project site would be located within a City designated hillside area.¹⁹ Some of these hillside areas have been identified as susceptible to landslides. Construction and grading activities could potentially increase the risk of landslides in the hillside areas. However, all construction work in areas containing slopes would be stabilized as necessary to prevent landslides. Compliance with existing regulations would ensure a less than significant impact. No further evaluation of this issue is required.

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

Less Than Significant Impact. Construction activities would expose soils for a limited time, allowing for possible erosion. However, all grading and site preparation would comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavation, and fill. During construction, transport of sediments from the project site by storm water runoff and winds would be prevented through the use of appropriate Best Management Practices. As discussed in Section 1.7 above, Rule 403 dust control measures would be implemented as required by the SCAQMD. Additionally, the LADWP would develop and implement an erosion control plan and a Storm Water Pollution Prevention Plan for construction activities, in compliance with the latest National Pollutant Discharge Elimination System requirements for storm water discharges. Implementation of the required construction Best Management Practices would ensure that soil erosion impacts would be less than significant. Additionally, no large areas of exposed soils subject to erosion would be created or affected by operation of the proposed project. Therefore, there would be no long-term impact to erosion and loss of topsoil. No further evaluation of this issue is required.

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. One of the major types of liquefaction induced ground failure is lateral spreading of mildly sloping ground. Lateral spreading involves primarily side-to-side movement of earth materials due to ground shaking, and is evidenced by near-vertical cracks to predominantly horizontal movement of the soil mass involved. As discussed in Sections VI(a)(iii) and VI(a)(iv) above, portions of the project site are located in areas identified as being at risk for liquefaction and designated hillside areas. However, all construction work in areas containing slopes would be stabilized as necessary to prevent landslides. Additionally, the proposed project would adhere to the latest version of the City of Los Angeles Building Code, and other applicable federal, state, and local codes relative to liquefaction criteria.

Subsidence is the lowering of surface elevation due to changes occurring underground, such as the extraction of large amounts of groundwater, oil, or gas. When groundwater is extracted from aquifers at a rate that exceeds the rate of replenishment, overdraft occurs, which can lead to subsidence. However, the

¹⁹ City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Landslide Inventory & Hillside Areas Map*, September 1996.

proposed project does not anticipate the extraction of any groundwater, oil, or gas. Therefore, subsidence would not occur.

Collapsible soils consist of loose dry materials that collapse and compact under the addition of water or excessive loading. Collapsible soils are prevalent throughout the southwestern United States, specifically in areas of young alluvial fans. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. However, the Elysian Park WRP project site is primarily underlain by alluvial fans consisting of sand, silt, and gravel.²⁰ The Downtown WRP project site is underlain by a mix of moderately dense to dense clay and silt, and dense to very dense sand and clay.²¹ The proposed project would be constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to seismic criteria. These building codes are designed to ensure safe construction. Compliance with existing regulations would ensure a less than significant impact. No further evaluation of this issue is required.

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. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. The on-site geologic materials in the Elysian Park WRP project site consist of loose to medium dense sand, silt, and gravel.²² Geologic materials in the Downtown WRP project site consist of a mix of moderately dense to dense clay and silt, and dense to very dense sand and clay.²³ Due to the mix of earth materials underlying the project site, these soils are not expected to be high clay bearing, and expansion potential is considered low. Additionally, the proposed project would be constructed in accordance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to seismic criteria. Furthermore, the proposed project does not include any habitable structures. Therefore, the proposed project would not create a substantial risk to life or property resulting from expansive soils, and the impact would be less than significant. No further evaluation of this issue is required.

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

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

²⁰ California Department of Conservation, *Seismic Hazard Zone Report for the Los Angeles 7.5-Minute Quadrangle, Los Angeles County, California*, 1998.

²¹ Ibid.

²² Ibid.

²³ Ibid.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

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

Potentially Significant Impact. Greenhouse gas (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit. GHG emissions would be generated by equipment exhaust, truck trips, and worker commute trips during the construction of the proposed project. A detailed air quality analysis, including GHG emissions, will be included in the EIR.

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

Potentially Significant Impact. As discussed in Section VII(a) above, the proposed project has the potential to generate construction emissions, which may conflict with a state or local climate change policy or regulation adopted for the purpose of reducing emissions of GHGs. A detailed air quality analysis, including GHG emissions, will be included in the EIR.

VIII. 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?**

Less than Significant Impact. Implementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction activities would be temporary in nature and would involve the limited transport, storage, usage, and disposal of hazardous materials. Such hazardous materials could include on-site fueling/servicing of construction equipment, and the transport of fuels, lubricating fluids, and solvents. These types of materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control, the U.S. Environmental Protection Agency, the Occupational Safety & Health Administration, the Los Angeles County Fire Department, and the Los Angeles County Health Department. The transport, use, and disposal of construction-related hazardous materials would occur in conformance with applicable federal, state, and local regulations governing such activities. Therefore, the short-term construction impact would be less than significant.

Long-term operation of the proposed project would not involve the routine transport, storage, use, or disposal of hazardous materials. Additionally, neither phase of the proposed project would generate industrial wastes or toxic substances during operation. Therefore, project operation would not pose a significant hazard to the

public or the environment. No operational impact would occur, and no further evaluation of this issue is required.

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. The project construction would not create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As discussed in Section VIII(a) above, construction activities may involve limited transport, storage, use, or disposal of some hazardous materials, such as on-site fueling/servicing of construction equipment, and the transport of fuels, lubricating fluids, and solvents. These types of materials are not acutely hazardous, and compliance with existing federal, state, and local regulations would ensure that construction impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant. No further evaluation of this issue is required.

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

Less than Significant Impact. The following schools are proximal to the proposed pipeline alignments: Dorris Place Elementary School, located at 2225 Dorris Place; St. Turibius School, located at 1524 Essex Street; John Adams Middle School, located at 151 30th Street; Accelerated Charter Elementary School, located at 119 East 37th Street; Dolores Huerta Elementary School, located at 260 East 31st Street; Clinton Middle School, located at 3500 South Hill Street; Ricardo Lizarraga Elementary School, located at 401 East 40th Place; 49th Street Elementary School, located at 750 East 49th Street; and Maya Angelou Community High School, located at 300 East 53rd Street. As discussed in Section VIII(a) above, construction activities would involve limited transport, storage, usage, and disposal of hazardous materials. However, as discussed, these materials are not acutely hazardous and the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable federal, state, and local regulations governing such activities. Therefore, impacts of hazardous materials within one-quarter mile of an existing or proposed school would be less than significant. No further evaluation of this issue is required.

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?

Less Than Significant Impact. There are no hazardous materials sites listed within or near the Elysian Park WRP; however, some sites have been identified on or near the proposed alignment for the Downtown WRP. The California Department of Toxic Substances Control's EnviroStor database lists sites of identified underground storage tanks on and near the proposed alignment; the State Water Resources Control Board's GeoTracker site indicates that three open sites are located on the

proposed alignment, however, none of these sites are listed on the Cortese list.^{24,25,26} The project area is not listed on the U.S. Environmental Protection Agency's National Priorities List.²⁷ These lists are compiled pursuant to Section 65962.5 of the Government Code. As discussed in Section 1.6 above, construction activities along the Downtown WRP alignment would not require deep excavations. As such, it is not anticipated that any underground storage tanks would be encountered or disturbed during construction activities. Additionally, each of the sites identified as active are eligible for closure. Therefore, implementation of the proposed project would not create a significant hazard to the public or the environment. The impact would be less than significant, and no further evaluation of this issue is required.

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

No Impact. The proposed project is not located within 2 miles of a public airport, nor is it located within an airport land use plan. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area. No impact would occur, and no further evaluation of this issue is required.

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

No Impact. The project site is not located within the vicinity of a private airstrip.²⁸ However, several heliports are located on rooftops of buildings adjacent to the proposed pipeline alignment of the Downtown WRP. Based on the approach and departure patterns of the helicopters, and the location, height, and nature of the Downtown WRP construction activities, the proposed project would not result in a safety hazard related to the helicopter operations for people residing or working in the project area. No impact would occur, and no further evaluation of this issue is required.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less than Significant Impact. The proposed project intersects with, is located adjacent to, or extends along several disaster routes within the City, including I-5, I-110, US 101, Spring Street, Cesar Chavez Avenue, Alameda Street, Temple Street, 1st Street, San Pedro Street, Washington Boulevard, Figueroa Street, Soto Street, Martin Luther King Jr Boulevard, and Avalon Boulevard.²⁹ As described in Section

²⁴ California Department of Toxic Substances Control, *EnviroStor Database*. Website: <http://www.envirostor.dtsc.ca.gov/public/>, accessed March 31, 2014.

²⁵ California State Water Resources Control Board, *GeoTracker Database*, Search by Map Location. Website: <http://geotracker.waterboards.ca.gov/>, accessed March 31, 2014.

²⁶ California Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List)*. Website: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm, accessed March 31, 2014.

²⁷ United States Environmental Protection Agency, *National Priorities List*, Search by Location. Website: <http://www.epa.gov/superfund/sites/query/queryhtm/nplmapsg.htm>, accessed March 31, 2014.

²⁸ Airnav.com, Airports search. Website: <http://www.airnav.com/airports/>, accessed March 18, 2014.

²⁹ Los Angeles County Department of Public Works, Disaster Route Maps by City, *City of Los Angeles – Central Area Map*. Website: <http://dpw.lacounty.gov/dsg/disasterRoutes/city.cfm>, accessed March 31, 2014.

1.6 above, construction of the proposed project would involve temporary lane closures, which could have an effect on designated disaster routes. However, full roadway closures are not anticipated and any open trenches would be covered with steel plates during non-work hours. Additionally, a Traffic Management Plan would be prepared in coordination with LADOT for the proposed project and would detail construction traffic control and detour methods. Implementation of the Traffic Management Plan during construction would ensure that impacts related to emergency response plans would be less than significant. Following installation of the proposed pipelines, all roadways would be returned to their existing conditions. Therefore, no long-term impacts would result from operation of the proposed project. No further evaluation of this issue is required.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site is located within a City designated Wildfire Hazard Area or Fire Buffer Zone.³⁰ Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur, and no further evaluation of this issue is required.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The proposed project would not violate a water quality standard or waste discharge requirement. Construction activities, such as grading and excavation, would result in the disturbance of soil and temporarily increase the potential for soil erosion. Additionally, construction activities and equipment would require the on-site use and storage of fuels, lubricants, and other hydrocarbon fluids. Storm events occurring during the construction phase would have the potential to carry disturbed sediments and spilled substances from construction activities off-site to nearby receiving waters. Prior to the start of construction, LADWP would be required to obtain a General Construction Activity Stormwater Permit, issued by the State Water Resources Control Board. One of the conditions of the General Permit is the development and the implementation of a Storm Water Pollution Prevention Plan, which would identify structural and nonstructural Best Management Practices to be implemented during construction. As discussed in Section 1.7, LADWP would also develop and implement an erosion control plan for the proposed project. Best Management Practices developed for the Stormwater Pollution Prevention Plan and the erosion control plan may include, but not be limited to, minimizing the extent of disturbed areas and duration of exposure, stabilizing and protecting disturbed areas, keeping runoff velocities low, and retaining sediment within the construction area, as well as the use of temporary desilting basins, silt fences, gravel bag barriers, temporary soil stabilization, temporary drainage inlet protection, and diversion dikes and interceptor swales. With implementation of Best Management Practices, the proposed project would not

³⁰ City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Selected Wildfire Hazard Areas Map*, September 1996.

violate any water quality standards or waste discharge requirements. Therefore, impacts on water quality from construction activities would be less than significant.

Upon completion of the proposed project, storm flows would be directed to the existing storm drain system, similar to existing conditions. There would be no increase in the amount of exposed soil remaining at the completion of construction activities for either the Elysian Park WRP or the Downtown WRP; therefore, there would be no potential for soil erosion or contamination. No long-term impact to water quality would occur during project operations.

In addition, LADWP designs and constructs recycled water pipelines in accordance with California Department of Health Services (DHS) regulations and guidelines to provide adequate vertical and horizontal separation from potable water pipelines and potable supply wells.³¹ This would minimize the potential for possible travel of recycled water from a pipeline leak or rupture to reach or affect potable supply wells or the water distribution system. All recycled water would be treated to meet or exceed Title 22 of the California Code of Regulations standards before entering the recycled water distribution system. If a break were to occur along a recycled water pipeline, impacts related to water quality standard violations at production wells are not anticipated because the separation distances between the recycled water distribution pipelines and production wells would comply with Title 22 requirements. Therefore, the proposed pipeline would not violate any water quality standards or water discharge requirements, and no further evaluation of this issue is required.

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

Less Than Significant Impact. For the Elysian Park WRP, there are no active or inactive groundwater wells located within the construction footprint. The nearest active groundwater wells are maintained by the County of Los Angeles Department of Public Works (well numbers 2760 and 2760C), located approximately 310 feet northwest and 410 feet northeast of the project site near Dorris Place, respectively.³² For the Downtown WRP, there are no active wells located near the proposed site for the pressure regulator station or along the proposed pipeline alignment. However, several inactive wells are located adjacent to and in the vicinity of the Downtown WRP pipeline alignment. The groundwater levels along the proposed pipeline alignment range from approximately 20 to 150 feet below ground surface. As discussed in Section 1.6 above, excavation for trenches within which the pipe would be placed would occur to a depth of approximately 5 feet. Some excavation would also occur for the foundations for the pumping stations and tanks proposed as part of the Elysian Park WRP. However, it is not anticipated that groundwater would be encountered during construction, as deep excavations would not be necessary. Additionally, the proposed project does not involve any direct extraction of

³¹ City of Los Angeles, Department of Public Works, Bureau of Sanitation and Department of Water and Power. 2005. *Integrated Resources Plan Draft Environmental Impact Report*. Website: <http://www.lacity-irp.org/drafteir.htm>, accessed March 31, 2014.

³² County of Los Angeles, Department of Public Works. *Groundwater Wells*. Website: <http://dpw.lacounty.gov/general/wells/>, accessed March 31, 2014.

groundwater. Although some new permanent structures would be built as part of the Elysian Park WRP, the project site would remain primarily covered with permeable surfaces. Further, following installation of the proposed pipelines, all roadways and the vegetated hillside in the Elysian Park WRP would be returned to their existing conditions. Therefore, the proposed project would neither decrease the amount of storm water entering the groundwater table through an increase in the amount of impermeable surfaces, nor deplete groundwater through extraction. The impact to groundwater supply and recharge would be less than significant, and no further evaluation of this issue is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The proposed pipelines would be located within existing roadways and dirt hiking trails. For the Elysian Park WRP, the areas where the new recycled and non-potable water pumping stations and recycled water storage tank would be constructed are areas that have been previously disturbed with development. All drainage flows would be routed through existing storm water infrastructure within the project vicinity. As previously discussed, following installation of the proposed pipelines, all existing roadways would be returned to their existing conditions. As such, storm water flows would generally follow the same course as existing flows. Construction activities would temporarily increase the potential for erosion due to grading associated with the Elysian Park WRP and excavation. However, compliance with the Storm Water Pollution Prevention Plan and the erosion control plan developed for the proposed project would minimize impacts. Therefore, erosion impacts resulting from altered drainage patterns would be less than significant, and no further evaluation of this issue is required.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

Less Than Significant Impact. The project site for Elysian Park WRP primarily consists of existing roadways, compacted dirt hiking trails, and other heavily disturbed areas, with one portion of the potable water pipeline alignment extending along a vegetated hillside. The project site for the Downtown WRP consists of existing roadways. All drainage flows would be routed through existing storm water infrastructure serving the project site and surrounding areas. Additionally, following construction of the proposed project, all roadways and the vegetated hillside in the Elysian Park would be returned to their existing conditions. As such, after construction, storm water flows would be similar to the current condition, and the proposed project does not have the potential to substantially increase the rate of surface runoff. As discussed in Section IX(a) above, Best Management Practices would be implemented to control runoff from the project sites during construction. Therefore, no flooding is expected to occur on- or off-site as a result of the proposed project. The impact would be less than significant, and no further evaluation of this issue is required.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Less Than Significant Impact. As discussed above, implementation of the proposed project would result in similar amounts of permeable surfaces as under existing conditions. Thus, no substantial increase in the amount of runoff from the project site is anticipated. Construction could require water, as necessary, to control fugitive dust. Fugitive dust emissions at the construction sites would be controlled by water trucks equipped with spray nozzles. Construction water needs would generate minimal quantities of discharge water, which would drain into existing storm drains located along the pipeline alignments. Additionally, Best Management Practices would be identified in the Storm Water Pollution Prevention Plan developed for the proposed project pursuant to the National Pollutant Discharge Elimination System permit requirements to control runoff from the project sites during construction. Thus, the proposed project would not create or contribute runoff which would exceed drainage system capacity, nor would it provide substantial additional sources of polluted runoff. The impact would be less than significant, and no further evaluation of this issue is required.

- f) **Otherwise substantially degrade water quality?**

Less Than Significant Impact. Other than the sources described for construction activities (i.e., potential soil erosion and fuels for construction equipment), the proposed project does not include other potential sources of contaminants that could potentially degrade water quality. Additionally, as discussed in Section IX(a) above, a Storm Water Pollution Prevention Plan and an erosion control plan would be developed and implemented for the proposed project construction to prevent the degradation of water quality. Also, as discussed in Section IX(a) above, LADWP designs and constructs recycled water pipelines in accordance with DHS regulations and guidelines to provide adequate vertical and horizontal separation from potable water pipelines and potable supply wells. All recycled water would be treated to meet or exceed Title 22 of the California Code of Regulations standards before entering the recycled water distribution system. Compliance with existing regulations would ensure a less than significant impact related to water quality. No further evaluation of this issue is required.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No Impact. A 100-year flood is a flood defined as having a 1.0 percent chance of occurring in any given year. The proposed project would be located within areas designated as Zone X on the Federal Emergency Management Agency flood insurance rate maps. The Zone X designation indicates areas determined to be outside the 0.2 percent annual chance floodplain.³³ However, the proposed project does not include a residential component; therefore, it would not place housing within a 100-year flood hazard area. No impact would occur, and no further evaluation of this issue is required.

³³ Federal Emergency Management Agency, Flood Insurance Rate Maps, Search by Street Address. Website: <http://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1>, accessed March 31, 2014.

h) Place within a 100-year flood area structures to impede or redirect flood flows?

No Impact. As discussed above, the proposed project would be located within areas designated as Zone X on the Federal Emergency Management Agency flood insurance rate maps. The Zone X designation indicates areas determined to be outside the 100-year floodplain.³⁴ Although the Elysian Park WRP includes construction of permanent structures, these would be located within Elysian Park and surrounded by open space. Therefore, the proposed project would not have the potential to impede or redirect flood flows within a 100-year flood area. No impact to flooding would occur, and no further evaluation of this issue is required.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. No portion of the Elysian Park WRP is located within an inundation area; however, portions of the Downtown WRP would be located within the designated inundation area of Elysian Reservoir, Eagle Rock Reservoir, and Garvanza Reservoir.³⁵ Nonetheless, following installation of the Downtown WRP, all roadways would be returned to their existing condition. Additionally, no habitable structures would be included as part of the proposed project. Therefore, implementation of the proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam. The impact would be less than significant, and no further evaluation of this issue is required.

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. Seiches are oscillations generated in enclosed bodies of water usually as a result of earthquake related ground shaking. A seiche wave has the potential to overflow the sides of a containing basin to inundate adjacent or downstream areas. No portion of the Elysian Park WRP is located within an inundation area; however, portions of Downtown WRP would be located within the designated inundation area of Elysian Reservoir, Eagle Rock Reservoir, and Garvanza Reservoir. However, seiches primarily cause damage to properties that are located in close proximity to the body of water. The distance between the project site and these bodies of water would result in a decreased risk of a seiche resulting in damage to the proposed project. Further, only portions of the Downtown WRP would be located within an inundation zone, which only includes underground pipelines. No above ground structures would be included in the Downtown WRP of the proposed project.

Tsunamis are large ocean waves caused by the sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption. Tsunamis affect low-lying areas along the coastline. The project site is located approximately 10 miles northeast of the Pacific Ocean at elevations ranging between approximately 180 and 800 feet above sea level. As such, the project site is not located within a designated Tsunami Hazard Area.³⁶

³⁴ Ibid

³⁵ City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Inundation and Tsunami Hazard Areas* Map, September 1, 1996.

³⁶ Ibid.

As discussed in Section VI(a)(iv) above, portions of the Elysian Park WRP and Downtown WRP would be located within a City designated hillside area. However, all slopes involved in project construction would be stabilized as necessary. Additionally, the proposed project would adhere to the City Hillside Grading Ordinance during construction.

Therefore, construction of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. The impact would be less than significant, and no further evaluation of this issue is required.

X. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The proposed project would not physically divide an established community. The Elysian Park WRP would be located primarily in Elysian Park, with a portion of the alignment located within the Elysian Valley neighborhood beginning on the Los Angeles River Bike Path, and running along Riverdale Avenue, Blake Avenue, and Dorris Place. The alignment of the proposed recycled and potable water pipelines would be placed within existing roadways, dirt hiking trails, and previously disturbed areas, with a portion of the potable water pipeline extending along a vegetated hillside within the park. Additionally, the recycled and non-potable water pumping stations and the proposed recycled water and forebay tanks would be located in areas of the park that currently contain a pumping station and potable water storage tank. The alignment for the Downtown WRP would be located entirely within the existing roadway. Following installation of the pressure regulator station and the proposed pipelines, all roadways would be returned to their existing condition. No streets or sidewalks would be permanently closed as a result of the proposed project, and no separation of uses or disruption of access between land use types would occur. As such, the project would not divide an established community, and no impact would occur. No further evaluation of this issue is required.

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

Potentially Significant Impact. The alignment for the Elysian Park WRP would begin on the Los Angeles River Bike Path on the west side of the Los Angeles River, down Riverdale Avenue to Blake Avenue, along Blake Avenue to Dorris Place, and down Dorris Place continuing into Elysian Park. Land uses along the Los Angeles River Bike Path are designated as Open Space; the areas surrounding Riverdale Avenue and Blake Avenue are designated as Low Density Residential, and land uses on the northwest side of Dorris Place are designated as Public Facilities in the City of Los Angeles General Plan, while uses on the southeast side are designated as Low Density Residential. Elysian Park is designated as Open Space in the General Plan. The Open Space designation is intended for, among other uses,

rights-of-way for utilities.³⁷ The proposed recycled and potable water pipeline installation and development, and installation of the recycled and non-potable water pumping stations and recycled water and forebay tanks are anticipated to be consistent with the General Plan designation and existing development at the project site for Elysian Park WRP. However, a detailed land use discussion will be included in the EIR.

The alignment for the Downtown WRP would be located entirely within the existing roadways. The properties located adjacent to the Downtown WRP alignment include the following General Plan designations: Light Manufacturing, Heavy Manufacturing, Limited Manufacturing, Public Facilities, Commercial Manufacturing, Regional Commercial, Regional Center Commercial, General Commercial, Community Commercial, Open Space, Low Medium II Residential, Medium Residential, and High Medium Residential. The installation of the recycled water pipeline proposed for the Downtown WRP would serve existing uses along the alignment and is not anticipated to conflict with the zoning or land use designations of such uses. However, a detailed land use discussion will be included in the EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. Both stages of the proposed project would be located within an urbanized area. There are no adopted habitat conversation plans that apply to the areas in which the Elysian Park WRP and Downtown WRP would be located, nor is the proposed project located in or near any natural community conservation plan areas (refer to Section IV[f] above). Therefore, the proposed project would not conflict with any such plan. No impact would occur, and no further evaluation of this issue is required.

XI. 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?

No Impact. Portions of the alignment extend within City-designated Mineral Resource Zone 2 Areas, which are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.³⁸ Additionally, according to the State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, several wells are known to exist in the vicinity of the pipeline alignments for the Downtown WRP.³⁹ However, no wells exist within the Elysian Park WRP and no active wells are located

³⁷ City of Los Angeles Department of City Planning, *Silver Lake – Echo Park – Elysian Valley Community Plan, Chapter III Land Use Policies and Programs, Public and Institutional Land Use, Recreational and Park Facilities, Open Space*, Adopted August 2004.

³⁸ City of Los Angeles Department of City Planning, *Environmental and Public Facilities Maps, Areas Containing Significant Mineral Deposits* Map, September 1996.

³⁹ State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, DOGGR Online Mapping System. Website: <http://www.conservation.ca.gov/dog/Pages/WellFinder.aspx>, accessed March 31, 2014.

within the limits of construction for the Downtown WRP.⁴⁰ Additionally, should any future mineral resource be discovered on or near the project site, implementation of the proposed project would not preclude the mineral's extraction. Therefore, 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. No impact would occur, and no further evaluation of this issue is required.

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. Portions of the proposed alignments are located within areas delineated by the City as areas known to contain or having a high likelihood of containing important mineral resources.^{41,42} Nonetheless, as discussed in Section XI(a) above, no active oil wells exist on the project site, and development of the proposed project would not preclude future extraction of minerals. Therefore, implementation of the proposed project would not result in the loss of availability of a locally-important mineral resource recovery site, and no impact would occur. No further evaluation of this issue is required.

XII. NOISE

a) Exposure of persons to or generation of noise levels in excess of applicable standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact with Mitigation Incorporated. The proposed project would pass through a variety of land uses sensitive to increased noise levels, which include residences, schools, and passive recreation areas. There are numerous sensitive receptors located within 500 feet of the proposed pipeline alignments. A significant impact would occur if the proposed project would expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance or other applicable standards. Both the Elysian Park WRP and Downtown WRP may potentially expose sensitive receptors to increased noise levels during construction activities. Construction noise impacts will be further evaluated in the EIR.

Following installation of the pipeline network and associated facilities, there would be no operational component of the proposed project. Therefore, the proposed project would not create new sources of noise, and no operational noise impact would occur. No further operational evaluation is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact with Mitigation Incorporated. Heavy trucks can generate ground-borne vibrations that vary depending on vehicle type, weight, and

⁴⁰ Ibid.

⁴¹ City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Oil Field & Oil Drilling Areas Map*, September 1, 1996.

⁴² City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Areas Containing Significant Mineral Deposits Map*, September 1, 1996.

pavement conditions. As heavy trucks typically operate on major streets, existing ground-borne vibration in the project vicinity is largely related to heavy truck traffic on the surrounding roadway network. Construction activity can result in varying degrees of vibration, depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. The primary source of operational vibration includes on-site haul trucks. A significant impact would occur if the proposed project would cause excessive vibration levels that may expose sensitive receptors to increased vibration levels during construction activities. Construction vibration impacts will be further evaluated in the EIR.

Following installation of the recycled and potable water pipelines and facilities, the proposed project would have no operational component. Therefore, there would be no operational vibration impacts. No further operational evaluation is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. A significant impact would occur if the proposed project would cause a substantial permanent increase in noise levels above existing ambient levels. As discussed in Section XII(a) above, operation of the proposed project would create no new permanent sources of noise. Additionally, following installation of the recycled and potable water pipelines and facilities, the roadways would be returned to their existing conditions. As such, operational activities would be the same as current levels. Therefore, the proposed project would not create a substantial permanent increase in noise levels above existing ambient levels. No impact would occur, and no further evaluation is required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would result in a substantial temporary or periodic increase in ambient noise levels. Following installation of the recycled and potable water pipelines and facilities, the roadways would be returned to their existing conditions. Operational activities would be the same as current levels. Therefore, operation of the proposed project would not result in an increase in ambient noise levels. However, as discussed in Section XII(a) above, construction activities during both stages of the proposed project could result in temporary increases in noise levels at the project sites. Temporary construction noise impacts will be further evaluated in the EIR.

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

No Impact. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The nearest airports to the project site are Hawthorne Municipal Airport, which is located approximately 10 miles southwest of the project sites, and Burbank (Bob Hope) Airport, which is located approximately 11.5 miles

northwest of the project sites. Airport noise from these airports is not audible at the project site. In addition, the project site is not located within an airport land use plan. Furthermore, the proposed project would include no occupied facilities that would expose people to excessive noise levels related to aircraft use. Therefore, no impacts related to exposing people residing or working in the project area to excessive noise levels from a public airport or public use airport would occur. No further evaluation of this issue is required.

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

No Impact. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not located within 10 miles of a private airstrip, and noise levels generated at private airports are not audible at the project sites. Furthermore, the proposed project would not include occupied facilities that would expose people to excessive noise levels related to aircraft use. Therefore, no impact related to exposing people residing or working in the project area to excessive noise levels from a private airstrip would occur. No further evaluation of this issue is required.

XIII. 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)?

No Impact. The proposed project does not include construction or operation of any residential or commercial land uses, and therefore, would not result in a direct population increase from construction of new homes or businesses. The potable water pipelines and facilities for the Elysian Park WRP would be installed to serve the potable water needs of Elysian Park, and would not increase the capacity of the drinking water provided to other land uses. Additionally, the recycled water pipelines and facilities in both the Elysian Park WRP and the Downtown WRP would serve existing customers in the City. Therefore, the proposed project would not result in indirect population growth. No impact to population growth would occur, and no further evaluation of this issue is required.

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

No Impact. The Elysian Park WRP would begin on the Los Angeles River Bike Path on the west side of the Los Angeles River, down Riverdale Avenue to Blake Avenue, along Blake Avenue to Dorris Place, and down Dorris Place, continuing into Elysian Park. The areas surrounding Riverdale Avenue and Blake Avenue, as well as the southeast side of Dorris Place are developed with residential uses; however, construction activities on Riverdale Avenue, Blake Avenue, and Dorris Place would occur entirely within the existing road right-of-way. Additionally, following installation of the recycled water pipeline, the roadway would be restored to its existing condition. All construction for the Downtown WRP would occur in the existing road right-of-way and the roadways would be restored to their existing condition following

installation of the pipelines. Therefore, neither the Elysian Park WRP nor the Downtown WRP would require the removal of existing housing. Implementation of the proposed project would not impact the number or availability of existing housing in the area, and would not necessitate the construction of replacement housing elsewhere. No impact to housing would occur, and no further evaluation of this issue is required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As discussed in Section XIII(b) above, there are currently no residential uses on the project site. As such, no persons would be displaced as a result of implementation of either the Elysian Park WRP or the Downtown WRP. Construction of replacement housing would not be necessary, and no impact would occur. No further evaluation of this issue is required.

XIV. PUBLIC SERVICES

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

i) Fire protection?

Less than Significant Impact. Fire protection services in the City are provided by the City of Los Angeles Fire Department (LAFD). There are several LAFD Fire Stations serving the proposed project. The Elysian Park WRP involves installation of recycled and potable water pipelines, and associated pumping stations, and tanks to serve Elysian Park. The Downtown WRP involves installation of a pressure regulator station and recycled water pipeline to serve customers in the downtown Los Angeles, Exposition Park, southeast Los Angeles, and Boyle Heights areas. As the proposed project would serve existing customers, it would not generate population growth. Furthermore, no new habitable structures would be built as part of the proposed project. Therefore, construction and operation of the proposed project would not require the construction of additional fire protection services or facilities, or expansion of existing facilities.

As discussed in Section VIII(h), the proposed alignment is not located within any lands designated as Wildfire Hazard Areas or a Fire Buffer Zone. Therefore, construction activities would not occur within an area designated as having a substantial fire risk.

Fire protection could be required at the project construction site in the event of a construction accident. The likelihood of an accident requiring such a response would be low as project construction would not occur in areas of high fire danger. In addition, watering activities associated with dust suppression for disturbed areas would reduce the potential for any fire accident to occur. Therefore, the

service capacity of local fire stations would not be adversely affected by the proposed project.

Installation of the proposed pipeline alignments would require temporary lane closures during the construction period, which could affect response times and emergency access. However, it is not anticipated that full roadway closures would be necessary and the operation of existing roadways would be preserved throughout construction. Vehicular access to intersecting streets would be limited during portions of the construction period. However, construction would occur in approximately 90-foot segments and no portion of the roadway would remain closed during the entire construction period. Additionally, it is anticipated that lane closures would be effective and access would be restricted during working hours only and would reopen at the end of each work day. Recessed steel plates would be used to cover any open trenches during non-work hours. Furthermore, LADWP would consult with LAFD regarding construction schedules and worksite traffic control and detour plans. Development of such plans and consultation with LAFD would ensure that impacts to emergency response and access during construction would be less than significant. No further evaluation of this issue is required.

ii) Police protection?

Less than Significant Impact. The City of Los Angeles Police Department (LAPD) is the local law enforcement agency responsible for providing police protection services in the City. Several LAPD Community Police Stations serve the proposed project. As previously stated, the proposed project would not generate population growth. Therefore, construction and operation of the proposed project would not require the construction of additional police protection services or facilities, or expansion of existing police facilities.

As discussed in Section XIV(a)(i) above, installation of the proposed pipeline alignments would require temporary lane closures during the construction period, which could have an impact on response times and emergency access. However, full roadway closures are not anticipated and any open trenches would be covered with steel plates during non-work hours. Furthermore, LADWP would consult with LAPD regarding construction schedules and worksite traffic control and detour plans. Development of such plans and consultation with LAPD would ensure that impacts to emergency response and access during construction would be less than significant. No further evaluation of this issue is required.

iii) Schools?

No Impact. The proposed project involves an extension of the recycled water pipeline network in Elysian Park and in downtown Los Angeles, Exposition Park, southeast Los Angeles, and Boyle Heights, as well as installation of recycled, non-potable, and potable water facilities in Elysian Park. As the proposed project does not include development of any residential uses, no increase in residential population would occur. Additionally, as the proposed project would serve existing customers, no housing or employment opportunities would be provided by the proposed project. Therefore, no indirect population growth would occur. No new students would be generated, and no increase in demand for local

schools would result. No impact to schools would occur, and no further evaluation of this issue is required.

iv) Parks?

No Impact. Residential developments typically have the greatest potential to result in impacts to parks since these types of developments generate a permanent increase in residential population. As stated previously, the proposed project does not include development of any residential uses and would not generate any new permanent residents that would increase the demand for local and regional park facilities. Therefore, no impact to parks would occur. No further evaluation of this issue is required.

v) Other public facilities?

No Impact. The proposed project does not include development of residential or commercial uses and would not increase the demand for other public facilities. The proposed project involves an extension of the recycled water pipeline network in Elysian Park and in downtown Los Angeles, Exposition Park, southeast Los Angeles, and Boyle Heights, as well as installation of recycled, non-potable, and potable water facilities in Elysian Park. The proposed project would not result in indirect population growth, which could increase demand for other public facilities. No impact to other public facilities would occur, and no further evaluation of this issue is required.

XV. RECREATION

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. The proposed project involves an extension of the recycled water pipeline network in Elysian Park and the downtown Los Angeles, Exposition Park, Boyle Heights, and southeast Los Angeles areas, as well as installation of recycled, non-potable, and potable water facilities in Elysian Park. Neither construction nor operation of the proposed project would generate new permanent residents that would increase the use of existing parks and recreational facilities. Therefore, substantial physical deterioration of these facilities would not occur or be accelerated with implementation of the proposed project. No impact would occur, and no further evaluation of this issue is required.

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

No Impact. The proposed project does not include development of any residential uses and, thus, would not generate new permanent residents that would increase the demand for recreational facilities. Further, the proposed project would serve existing customers and would not promote or indirectly induce new development that would require the construction or expansion of recreational facilities. Therefore, no impact would occur, and no further evaluation of this issue is required.

XVI. TRANSPORTATION/TRAFFIC

Would the project:

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

Less Than Significant Impact with Mitigation Incorporated. Construction of the proposed project could result in temporary, localized increases in traffic volumes associated with construction activities and temporarily reduced roadway capacities during brief periods of time in the area in which construction is occurring. A detailed traffic study will be prepared, and construction traffic impacts will be further evaluated in the EIR.

Operation of the proposed project would not cause any increase in traffic in relation to the existing traffic load and capacity of the street system. Following completion of construction, the proposed project would not generate additional traffic. Therefore, the proposed project would not result in permanent impacts to traffic. No further operational evaluation is required.

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

Potentially Significant Impact. Project related traffic impacts may potentially occur during construction activities only. No traffic impacts would occur during operation of the proposed project. The County of Los Angeles Congestion Management Program level of significance thresholds are not intended to be applied to construction activities. As such, the proposed project would not exceed the significant impact thresholds defined by the County's Congestion Management Program. The proposed project would not generate any new measurable and regular vehicle trips during project operation. However, a detailed traffic study will be prepared and this issue will be further evaluated in the EIR.

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

No Impact. The proposed project would not result in a change in air traffic patterns. Construction and operation of the proposed project would not generate air traffic. Further, the proposed project would not include any high-rise structures that could act as a hazard to aircraft navigation. No impact would occur, and no further evaluation of this is required.

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

No Impact. The proposed project would primarily be constructed within existing roadways. Additionally, a portion of the recycled water pipeline as part of the Elysian

Park WRP would be constructed within an approximately 700-foot segment of the Los Angeles River Bike Path. No design changes to the existing roadways or use of roadways would occur. Although construction of the proposed project would require temporary roadway lane and bike path closures and detours, the proposed project does not include any permanent alterations of roadways or the bike path. Once construction within a segment of roadway or bike path has been completed, these facilities would be returned to their original conditions. Therefore, no impact related to an increase in hazards due to a design feature or incompatible uses would occur. No further evaluation of this issue is required.

e) Result in inadequate emergency access?

Less Than Significant Impact. Installation of the proposed pipeline alignments would require temporary lane closures during the construction period, which could have an effect on emergency access. However, it is not anticipated that full roadway closures would be necessary and the operation of existing roadways would be preserved throughout construction. Vehicular access to intersecting streets would be limited during portions of the construction period. However, construction would occur in approximate 90-foot segments and no portion of the roadway would remain closed during the entire construction period. Additionally, it is anticipated that lane closures would be effective and access would be restricted during working hours only and would reopen at the end of each work day. Recessed steel plates would be used to cover any open trenches during non-work hours. Furthermore, LADWP would consult with emergency service providers (e.g., LAPD, LAFD, etc.) regarding construction schedules, and worksite traffic control and detour plans. Development of such plans and consultation with emergency service providers would ensure that impacts related to emergency response and access during construction would be less than significant. No further evaluation of this issue is required.

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

Potentially Significant Impact. Construction activities would require the closure of one or two travel lanes and may result in left-turn restrictions. Construction activities are also anticipated to temporarily affect public transit, bicycle, or pedestrian facilities during construction activities. A detailed traffic study will be prepared and this issue will be further evaluated in the EIR.

The operation of the proposed project would be similar to existing conditions. No impacts to public transit, bicycle, or pedestrian facilities would occur during project operation. No further operational evaluation of this issue is required.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The proposed project involves installation of recycled and potable water pipelines and associated facilities to serve Elysian Park and an extension of the recycled water pipeline network in downtown Los Angeles,

Exposition Park, southeast Los Angeles, and Boyle Heights. As previously discussed, a Storm Water Pollution Prevention Plan and erosion control plan would be prepared for the proposed project that would specify appropriate Best Management Practices to control runoff from the project site. Additionally, any wastewater discharged by the proposed project must comply with National Pollutant Discharge Elimination System requirements. Construction activities would comply with all applicable wastewater treatment requirements of the Regional Water Quality Control Board. The impact would be less than significant, and no further evaluation of this issue is required.

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

No Impact. The proposed project involves installation of recycled and potable water pipelines and associated facilities to serve Elysian Park and an extension of the recycled water pipeline network in downtown Los Angeles, Exposition Park, southeast Los Angeles, and Boyle Heights as part of the Downtown WRP. These improvements would not increase the amount of water used or wastewater generated at the project sites, and the proposed project would serve existing customers in the City. Thus, no new or expanded water or wastewater treatment facilities would be required due to implementation of the proposed project. No impact would occur, and no further evaluation of this issue is required.

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

Less Than Significant Impact. As discussed in Section IX(e) above, all drainage flows would be routed through existing storm water infrastructure serving the project sites and surrounding area. Additionally, following construction of the proposed project, all roadways and dirt trails would be returned to their existing conditions. As such, after construction, storm water flows would be similar to the current condition. Therefore, the proposed project would not require or result in the construction or expansion of storm water drainage facilities. The impact would be less than significant, and no further evaluation of this issue is required.

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

No Impact. High water demand is typically associated with residences, hotels, and large offices.⁴³ The proposed project would provide recycled water to Elysian Park and known customers in downtown Los Angeles, Exposition Park, southeast Los Angeles, and Boyle Heights in lieu of potable water supplies. Therefore, additional water supplies would not be needed and the proposed project would have the beneficial impact of offsetting a portion of the City's potable water demand. No impact would occur, and no further evaluation of this issue is required.

⁴³ City of Los Angeles Bureau of Sanitation, *Sewer Generation Rates Table*, March 2002.

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

No Impact. As discussed in Section XVII(d) above, the recycled water pipelines would reduce the potable water demand and usage at the identified customers. Therefore, no additional demand for wastewater treatment would be created. No impact to wastewater treatment capacity would occur, and no further evaluation of this issue is required.

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

Less Than Significant Impact. Construction activities would generate construction waste, such as demolition debris. As discussed in Section 1.7 above, the project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance. These measures would minimize the amount of construction debris generated by the proposed project that would need to be disposed of in an area landfill. Any non-recyclable construction waste generated would be disposed of at a landfill approved to accept such materials. The proposed project would not have an operational component. As such, no solid waste would be generated with project operation. The impact would be less than significant, and no further evaluation of this issue is required.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant Impact. The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. As discussed in Section XVII(f) above, construction debris would be recycled or disposed of according to local and regional standards. All materials would be handled and disposed of in accordance with existing local, state, and federal regulations. Compliance with existing regulations would ensure a less than significant impact, and no further evaluation of this issue is required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

Potentially Significant Impact. The proposed project would primarily be located within existing roadways, compacted dirt hiking trails, and disturbed areas, as well as a vegetated hillside in Elysian Park. As discussed in Sections IV(a) and (d) above, there are areas within the project site containing vegetation that could be suitable for use by candidate, sensitive, or special status species, as well as migratory wildlife. A biological resources study will be prepared to assess the presence of and potential impacts to sensitive plants, sensitive wildlife species, sensitive vegetation

communities, and migratory wildlife. Potential impacts to these biological resources will be further evaluated in the EIR.

As discussed in Sections V(a) through (d) above, several cultural resources are located within and in the vicinity of the Elysian Park WRP and Downtown WRP. As such, it is possible that historic, archaeological, and/or paleontological resources could be impacted with implementation of both stages of the proposed project. However, cultural resources reports will be prepared to evaluate the potential impact of the proposed project on cultural resources. Potential impacts to cultural resources will be further evaluated in the EIR.

- b) Does the project have environmental effects that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Potentially Significant Impact. As discussed in Section III(c) above, the proposed site and the whole of the Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The South Coast Air Basin is currently classified as a federal and state non-attainment area for O₃, PM₁₀, PM_{2.5}, and lead; state non-attainment for NO₂; and a federal maintenance area for CO. It is classified as a state attainment area for CO, and it currently meets the federal and state standards for SO_x. The SCAQMD determines cumulative impacts based on whether an individual project will exceed SCAQMD thresholds of significance for operational or construction impacts. An air quality analysis will be conducted, and cumulative air quality impacts will be further evaluated in the EIR.

Both stages of the proposed project would primarily be located within existing roadways, compacted dirt hiking trails, and disturbed areas, as well as a vegetated hillside in Elysian Park. As discussed in Sections IV(a) and (d) above, there are areas within the project site containing vegetation that could be suitable for use by candidate, sensitive, or special status species, as well as migratory wildlife. A biological resources study will be prepared to assess the presence of and potential impacts to sensitive plants, sensitive wildlife species, sensitive vegetation communities, and migratory wildlife. Potential cumulative biological resources impacts will be further evaluated in the EIR.

As discussed in Sections V(a) through (d) above, several cultural resources are located within and in the vicinity of the project site. Therefore, it is possible that historic, archaeological, and/or paleontological resources could be impacted with implementation of the proposed project. Cultural resources reports will be prepared to evaluate the potential impact of the proposed project on cultural resources. Potential cumulative cultural resources impacts will be further evaluated in the EIR.

As discussed in Section VII(a) and (b) above, GHG emissions refer to a group of emissions, such as CO₂, CH₄, and N₂O that are generally believed to affect global climate conditions. GHG emissions would be generated by equipment exhaust, truck trips, and worker commute trips during the construction. An air quality analysis, including GHG emissions, will be prepared and cumulative GHG emissions impacts will be further evaluated in the EIR.

As discussed in Section X(b), the land uses located along the Elysian Park WRP alignment include Open Space, Low Density Residential, Public Facilities in the City of Los Angeles General Plan, while uses on the southeast side are designated as Low Density Residential. Elysian Park is designated as Open Space in the General Plan. The land uses located along the Downtown WRP alignment include Light Manufacturing, Heavy Manufacturing, Limited Manufacturing, Public Facilities, Commercial Manufacturing, Regional Commercial, Regional Center Commercial, General Commercial, Community Commercial, Open Space, Low Medium II Residential, Medium Residential, and High Medium Residential. The proposed project is anticipated to be consistent with the General Plan designation and existing development at the project site. However, a detailed land use discussion will be provided in the EIR, including an evaluation of potential cumulative land use impacts.

As discussed in Section XII(a), (b), and (d), the proposed project may result in a temporary noise and vibration impacts to some project area sensitive receptors due to the construction activities, use of various construction equipment and construction trucks. A noise and vibration analysis will be included in the EIR, including an evaluation of potential cumulative noise and vibration impacts.

As discussed in Section XVI(a) and (f), the construction of the proposed project could result in short-term traffic impacts associated with temporary lane closures, roadway capacity, driveway access, use of adjacent on-street parking, and neighborhood circulation. In addition, construction activities are also anticipated to temporarily affect public transit, bicycle, or pedestrian facilities during construction. A traffic study will be prepared, and cumulative construction traffic impacts will be further evaluated in the EIR.

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

Potentially Significant Impact. As discussed in Section XVI(f) above, construction activities would potentially result in temporary sidewalk and bicycle lane closures and the temporary relocation of bus stops. These activities could pose a hazard to human beings during construction. A traffic study will be prepared, and cumulative construction traffic impacts will be further evaluated in the EIR.

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