



NEWHALL COUNTY WATER DISTRICT

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NOTICE OF INTENT TO ADOPT A RECIRCULATED MITIGATED NEGATIVE DECLARATION

Newhall County Water District

23780 Pine Street
Newhall, CA 91321
(661) 259-3610

Date: June 5, 2017

To: Public Agencies, Organizations and Individuals

Subject: Notice of Intent ("NOI") to Adopt a Recirculated Mitigated Negative Declaration

Pursuant to Section 15072 of the California Environmental Quality Act (CEQA) Guidelines, the Newhall County Water District, as Lead Agency, is providing notice that it intends to adopt a Recirculated Mitigated Negative Declaration for the Project identified below:

Project Title: Phase 2C South End Recycled Water Main Extension Project

Lead Agency Name & Address: Newhall County Water District
23780 Pine Street
Newhall, CA 91321

Contact Person and Phone Number: Mr. Mike Alvord, Assistant General Manager
Newhall County Water District
(661) 259-3610

Project Location: The Project is generally located along existing paved public roadways (within the public Right-of-Way) in the County of Los Angeles and the City of Santa Clarita. Under Option 1, the Project would also be located along an existing paved maintenance road within the Pico Canyon Wash flood control channel. See Figures 1 & 2 (attached) for project location.

Project Sponsor and Address: Newhall County Water District (NCWD)
23780 Pine Street
Newhall, CA 91321

Project Description: The Project involves the construction and potential future operation of a new phase to the existing Castaic Lake Water Agency ("CLWA") recycled water system. The proposed Phase 2C – South End Recycled Water Main Extension ("Phase 2C") line ("line"), varying in size from 12 inches to 24 inches, would connect to the existing CLWA recycled water system at the intersection of Valencia

Boulevard and The Old Road and would terminate at Newhall Elementary School at 11th and Walnut Streets. More specifically, the alignment of the line would run east of The Old Road along Valencia Boulevard to Rockwell Canyon Road. From there, the line would extend south to McBean Parkway. At McBean Parkway, two potential alignments are proposed, as described below.

- Option 1 – The line would extend south on Tournament Road to the improved Pico Canyon Wash flood control channel. At this point, the line would extend east along this improved channel within the adjacent paved maintenance road to Wiley Canyon Road. From this point, the line would extend east on Wiley Canyon Road to Orchard Village Road. The line would then extend south on Orchard Village Road, crossing the South Fork of the Santa Clara River on the bridge, to the intersection with Dalbey Drive. The line would then extend east on Dalbey Drive to the intersection with Newhall Avenue. From this point the line would extend in two directions; north approximately 600 feet (to provide service to Placerita Junior High School); and south to 13th Street. At 13th Street and Newhall Avenue, the line would extend east on 13th Street to its intersection with Walnut Street. From the intersection, the line would extend south on Walnut Street terminating at 11th Street. The total pipeline length of Option 1 is 23,560 linear feet or 4.46 miles.
- Option 2 – The line would extend east on McBean Parkway to Orchard Village Road. From this point, the line would extend south on Orchard Village Road to Dalbey Drive. The alignment of the line from this location would be the same as Option 1. The total pipeline length of Option 2 is 22,990 linear feet or 4.35 miles.

Project Background: At the January 12, 2017 regular meeting of the Board of Directors of the NCWD, the Board unanimously adopted the Final Mitigated Negative Declaration and Mitigation Monitoring Program for the Phase 2C South End Recycled Water Main Extension Project (“Approved Project”). The minutes of this meeting and Agenda Item F2 associated with this action have been included for reference as Appendix D to the Recirculated Draft IS/MND. It should be noted that only one comment letter was received on the previous Draft IS/MND for the Approved Project and it was submitted by the County Sanitation Districts of Los Angeles County (“San District”). The comment letter did not raise any issues related to the CEQA analysis or review process, and focused on the logistical implementation of the Project and the need for the NCWD to coordinate with the San District to ensure no disruption of their existing facilities (e.g., trunk sewers, recycled waterline etc.). The San District comment letter and the NCWD response is also included as Appendix D to the Recirculated Draft IS/MND.

Purpose for Recirculation: The purpose for recirculation of this NOI and Draft IS/MND is to formally include the State Clearinghouse in the review process. The previous NOI for the Approved project was circulated to various appropriate federal, state and local agencies and organizations. The complete distribution list for the Approved Project is included as Appendix D to the Recirculated Draft IS/MND. With respect to state agencies specifically, the NOI was circulated to: California Environmental Protection Agency, California Public Utilities Commission, California Department of Fish & Wildlife, Division of Drinking Water (Environmental Planning), California Regional Water Quality Control Board,

California Department of Conservation, and California State Board of Equalization. However, as the Approved Project did not appear to meet the criteria of statewide, regional or areawide significance (Section 15206 of CEQA Guidelines), the Approved Project was not submitted to the State Clearinghouse. As a result of the funding process for the Approved Project, the NOI and Draft IS/MND are being recirculated to include the State Clearinghouse. Thus, the purpose for recirculation is strictly procedural and no changes to the Approved Project, Draft IS/MND impact analyses, or mitigation measures are included as part of this recirculation. Thus, a re-printed copy of the Draft IS/MND for the Approved Project has been re-published by the NCWD to support this recirculated NOI. See below for availability of documents.

Other public agencies whose approval is required:

All permits/approvals, as may be necessary and consistent with CLWA's future implementation of RWMP may include, but are not limited to: South Coast Air Quality Management District (SCAQMD) Permit to Construct and Operate; California Department of Transportation (Caltrans) Encroachment Permit; Los Angeles County Encroachment Permit; City of Santa Clarita Encroachment Permit; and Regional Water Quality Control Board General Construction Permit/SWPPP approval.

Public Review Period:

June 8, 2017 to July 7, 2017

Notice of Public Hearing:

This item will be heard at a regular public hearing before the Newhall County Water District Board of Directors on August 10, 2017 at 6:30 PM. The hearing will be held in the District Office Board Room, 23780 Pine Street, Newhall, CA 91321.

Availability of Documents:

The Initial Study and proposed MND are available online at www.ncwd.org and hardcopies are also available for review at the Newhall County Water District, 23780 Pine Street, Newhall, CA 91321, during normal business hours. If you need a hard copy of the Mitigated Negative Declaration, please contact Mr. Mike Alvord at Newhall County Water District at the phone number referenced below.

For additional information on the proposed Mitigated Negative Declaration, please contact Mr. Mike Alvord at (661) 259-3610. It is requested that any written comments on the proposed project be submitted to the Newhall County Water District during the 30-day comment period which ends on July 7, 2017. If you challenge the action taken on this proposal in court, you may be limited to raising only those issues you or someone else has raised at the Public Hearing, or in written correspondence delivered to the Newhall County Water District.

Signature:



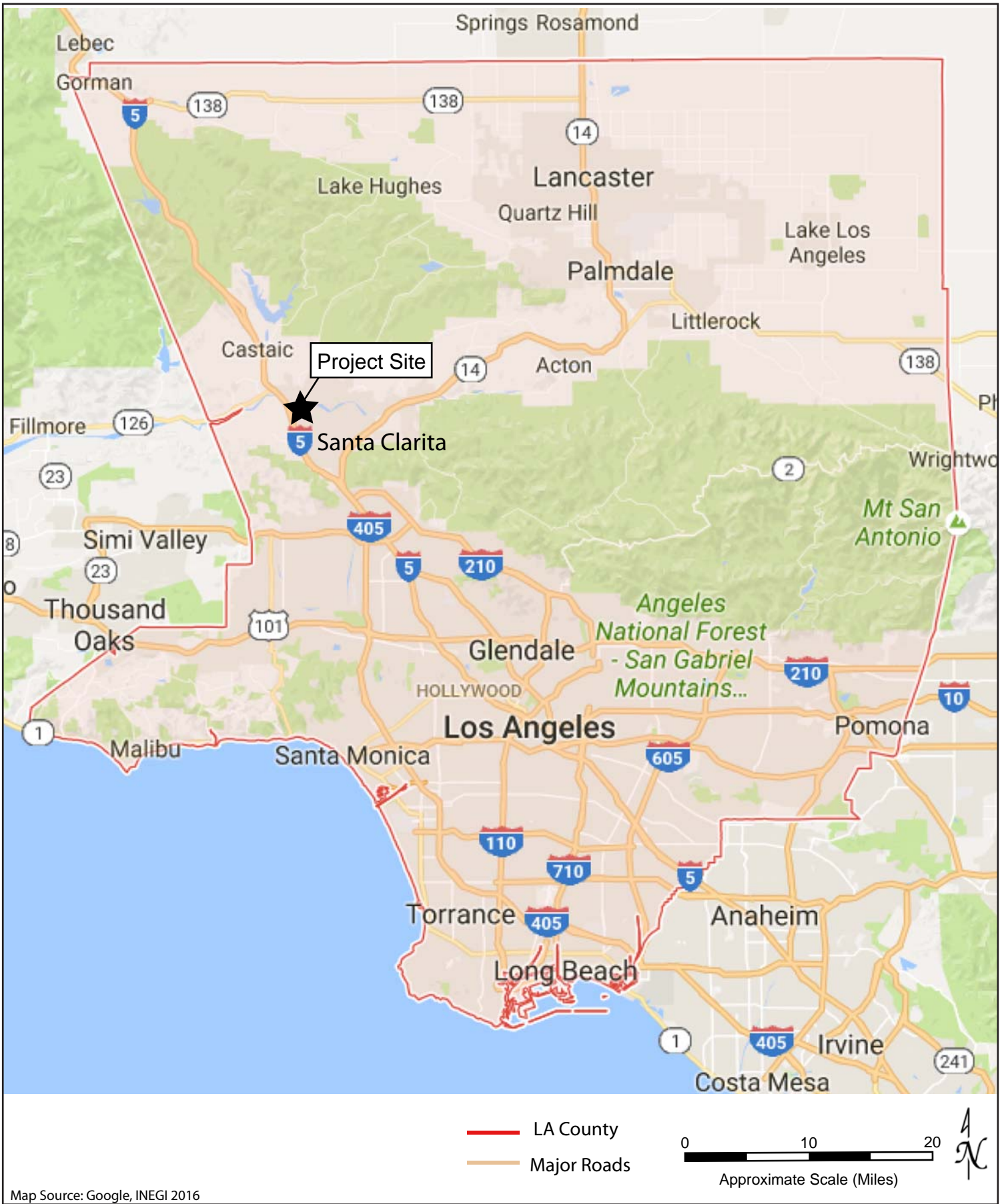
Mr. Michael Alvord

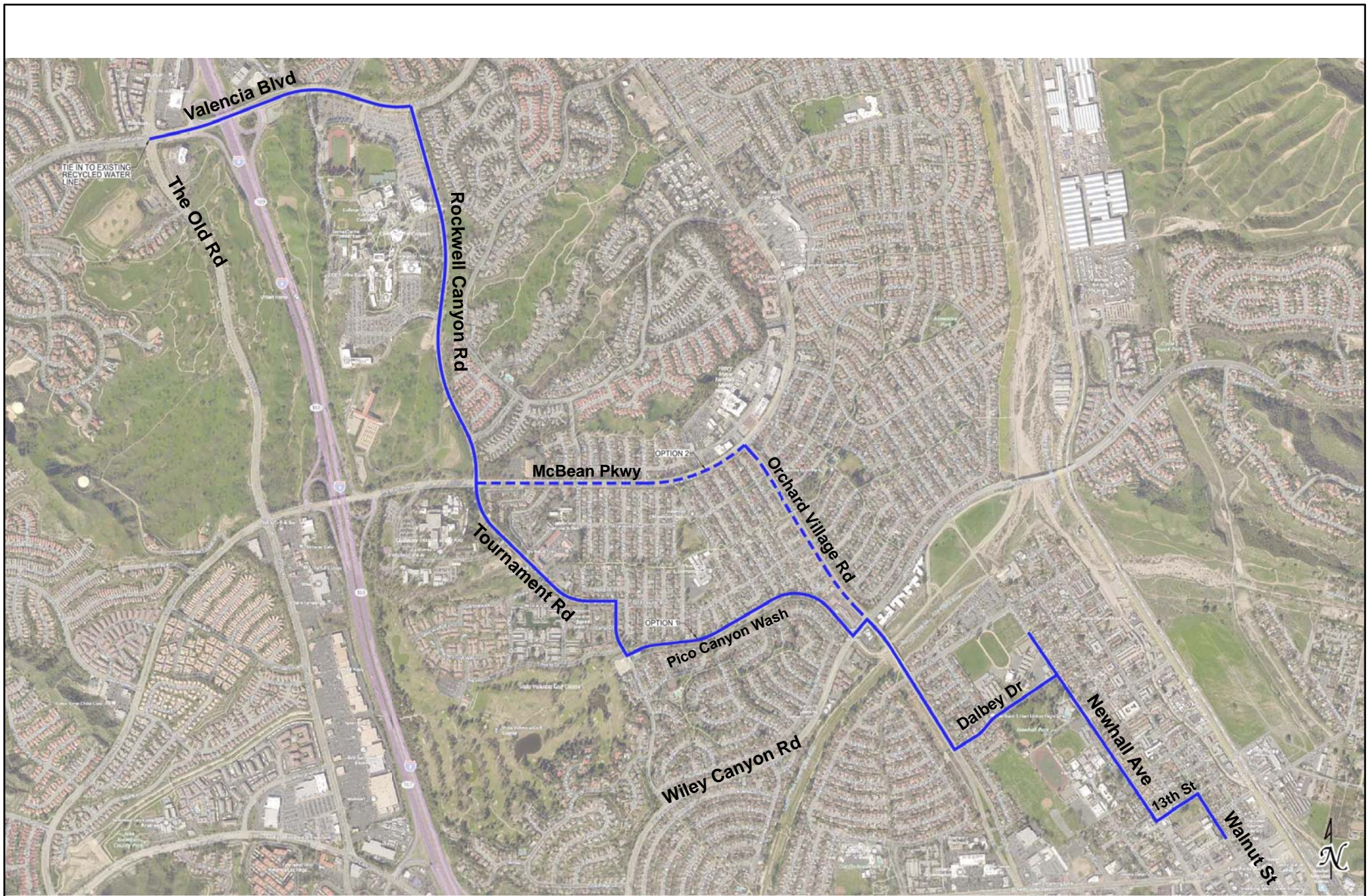
Title:

Assistant General Manager

Date:

June 5, 2017





— Option 1 - - - Option 2

Map Source: Alliance Land Planning & Engineering Inc., 6/17/16

Phase 2C South End Recycled Water Main Extension Project

Recirculated Draft Initial Study & Proposed Mitigated Negative Declaration

Prepared for:



**23780 Pine Street
Newhall, CA 91321
(661) 259-3610**

Prepared by:



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June 2017

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INITIAL STUDY – PROJECT INFORMATION
NEWHALL COUNTY WATER DISTRICT

Date: June 5, 2017

Project Title: Phase 2C South End Recycled Water Main Extension

Lead Agency Name & Address: Newhall County Water District (NCWD)
23780 Pine Street
Newhall, CA 91321

Contact Person & Telephone: Mr. Mike Alvord, Assistant General Manager
(661) 259-3610

Project Sponsor & Address: Newhall County Water District (NCWD)
23780 Pine Street
Newhall, CA 91321

Project Location: The Project is generally located along existing paved public roadways (within the public Right-of-Way) in the County of Los Angeles and the City of Santa Clarita. Under Option 1, the Project would also be located along an existing paved maintenance road within the Pico Canyon Wash flood control channel. See Figures 1 through 6 herein for Project exhibits and photographs of the Project location.

Project Type: Utility Extension

Project Summary: The Project involves the construction and potential future operation of a new phase to the existing Castaic Lake Water Agency (“CLWA”) recycled water system. The proposed Phase 2C – South End Recycled Water Main Extension (“Phase 2C”) line (“line”), varying in size from 12 inches to 24 inches, would connect to the existing CLWA recycled water system at the intersection of Valencia Boulevard and The Old Road and would terminate at Newhall Elementary School at 11th and Walnut Streets. More specifically, the alignment of the line would run east of The Old Road along Valencia Boulevard to Rockwell Canyon Road. From there, the line would extend south to McBean Parkway. At McBean Parkway, two potential alignments are proposed. See Section 2 (Project Description) of this Draft IS/MND for a more detailed discussion of the existing setting, Project background, Project description, and Project exhibits.

1. INTRODUCTION

Purpose and Contents of the Initial Study

An Initial Study is a preliminary analysis prepared by and for the Newhall County Water District (NCWD) as Lead Agency to determine whether an Environmental Impact Report, a Negative Declaration, or a Mitigated Negative Declaration must be prepared for a proposed project.

State CEQA Guidelines Section 15063 states:

(a) The Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment. If the Lead Agency can determine that an EIR will clearly be required for the project, an Initial Study is not required but may still be desirable.

(1) All phases of project planning, implementation, and operation must be considered in the Initial Study of the project.

(2) The lead agency may use an environmental assessment or a similar analysis prepared pursuant to the National Environmental Policy Act.

(3) An initial study may rely upon expert opinion supported by facts, technical studies or other substantial evidence to document its findings. However, an initial study is neither intended nor required to include the level of detail included in an EIR.

(b) Results.

(1) If the agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the Lead Agency shall do one of the following:

(A) Prepare an EIR, or

(B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or

(C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration. Another appropriate process may include, for example, a master EIR, a master environmental assessment, approval of housing and neighborhood commercial facilities in urban areas, approval of residential projects pursuant to a specific plan described in section 15182, approval of residential projects consistent with a

community plan, general plan or zoning as described in section 15183, or an environmental document prepared under a State certified regulatory program. The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.

- (2) The Lead Agency shall prepare a Negative Declaration if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

(c) Purposes. The purposes of an Initial Study are to:

- (1) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.
- (2) Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.
- (3) Assist in the preparation of an EIR, if one is required, by:
 - (A) Focusing the EIR on the effects determined to be significant,
 - (B) Identifying the effects determined not to be significant,
 - (C) Explaining the reasons for determining that potentially significant effects would not be significant, and
 - (D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
- (4) Facilitate environmental assessment early in the design of a project;
- (5) Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
- (6) Eliminate unnecessary EIRs; and
- (7) Determine whether a previously prepared EIR could be used with the project.

(d) Contents. An Initial Study shall contain in brief form:

- (1) A description of the project including the location of the project;
- (2) An identification of the environmental setting;

- (3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found.
 - (4) A discussion of the ways to mitigate the significant effects identified, if any;
 - (5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls; and
 - (6) The name of the person or persons who prepared or participated in the Initial Study.
- (e) Submission of Data. If the project is to be carried out by a private person or private organization, the Lead Agency may require such person or organization to submit data and information which will enable the Lead Agency to prepare the Initial Study. Any person may submit any information in any form to assist a Lead Agency in preparing an Initial Study.
- (f) Format. Sample forms for an applicant's project description and a review form for use by the lead agency are contained in Appendices G and H. When used together, these forms would meet the requirements for an initial study, provided that the entries on the checklist are briefly explained pursuant to subsection (d)(3). These forms are only suggested, and public agencies are free to devise their own format for an initial study. A previously prepared EIR may also be used as the initial study for a later project.
- (g) Consultation. As soon as a Lead Agency has determined that an Initial Study will be required for the project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by the project to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared. During or immediately after preparation of an Initial Study for a private project, the Lead Agency may consult with the applicant to determine if the applicant is willing to modify the project to reduce or avoid the significant effects identified in the Initial Study.

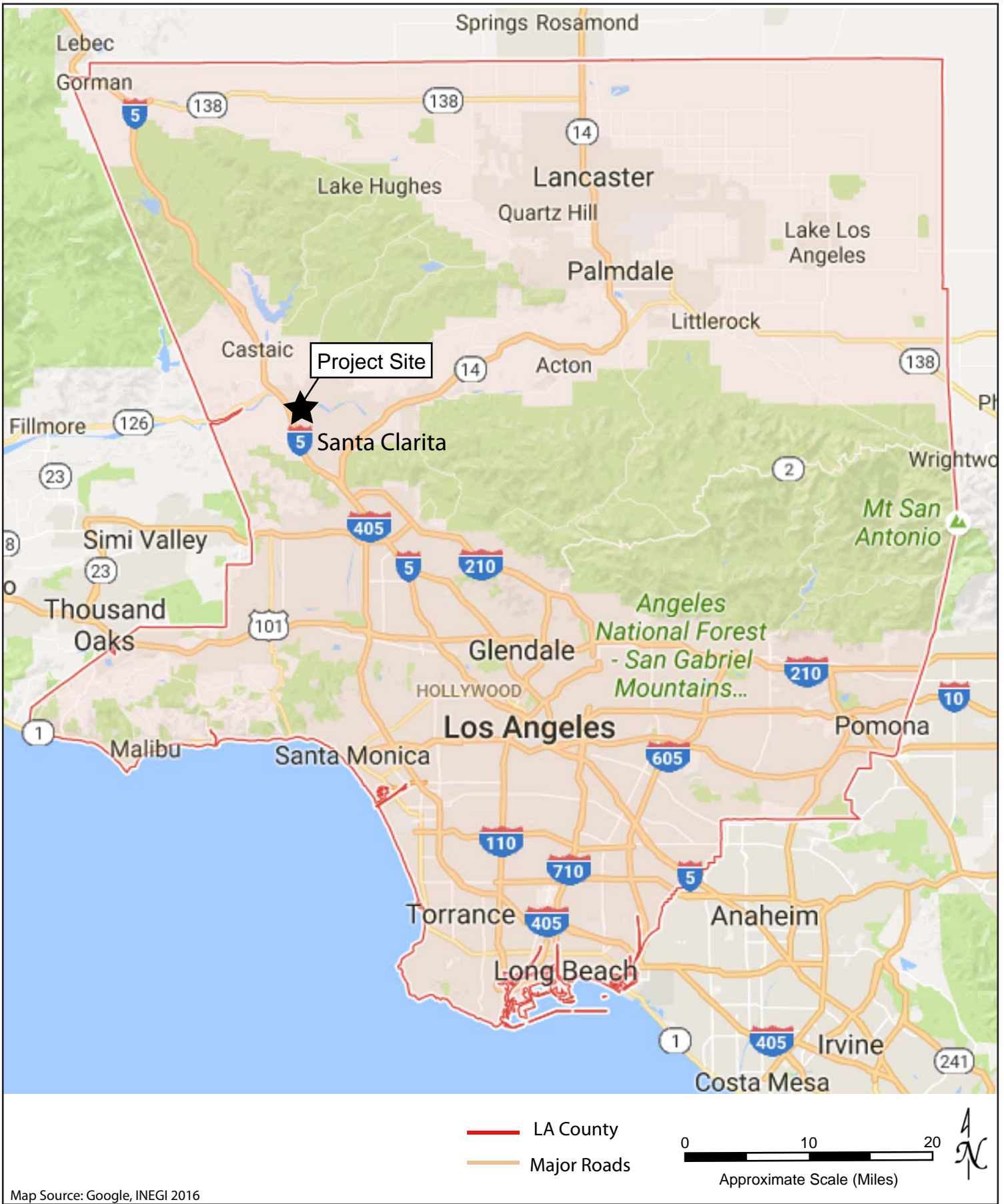
A "Mitigated Negative Declaration" is prepared for a project when the Initial Study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the

environment. As shown in the following environmental analysis contained in this Initial Study, the implementation of the proposed Project could cause some potentially significant impacts on the environment, but these potentially significant impacts would be reduced to less than significant impacts by Project revisions in the form of mitigation measures. With regard to other impacts, the Initial Study shows that no substantial evidence indicates that the proposed Project would have significant environmental impacts. Consequently, this Initial Study concludes that a Mitigated Negative Declaration shall be prepared for the proposed Project.

2. PROJECT DESCRIPTION

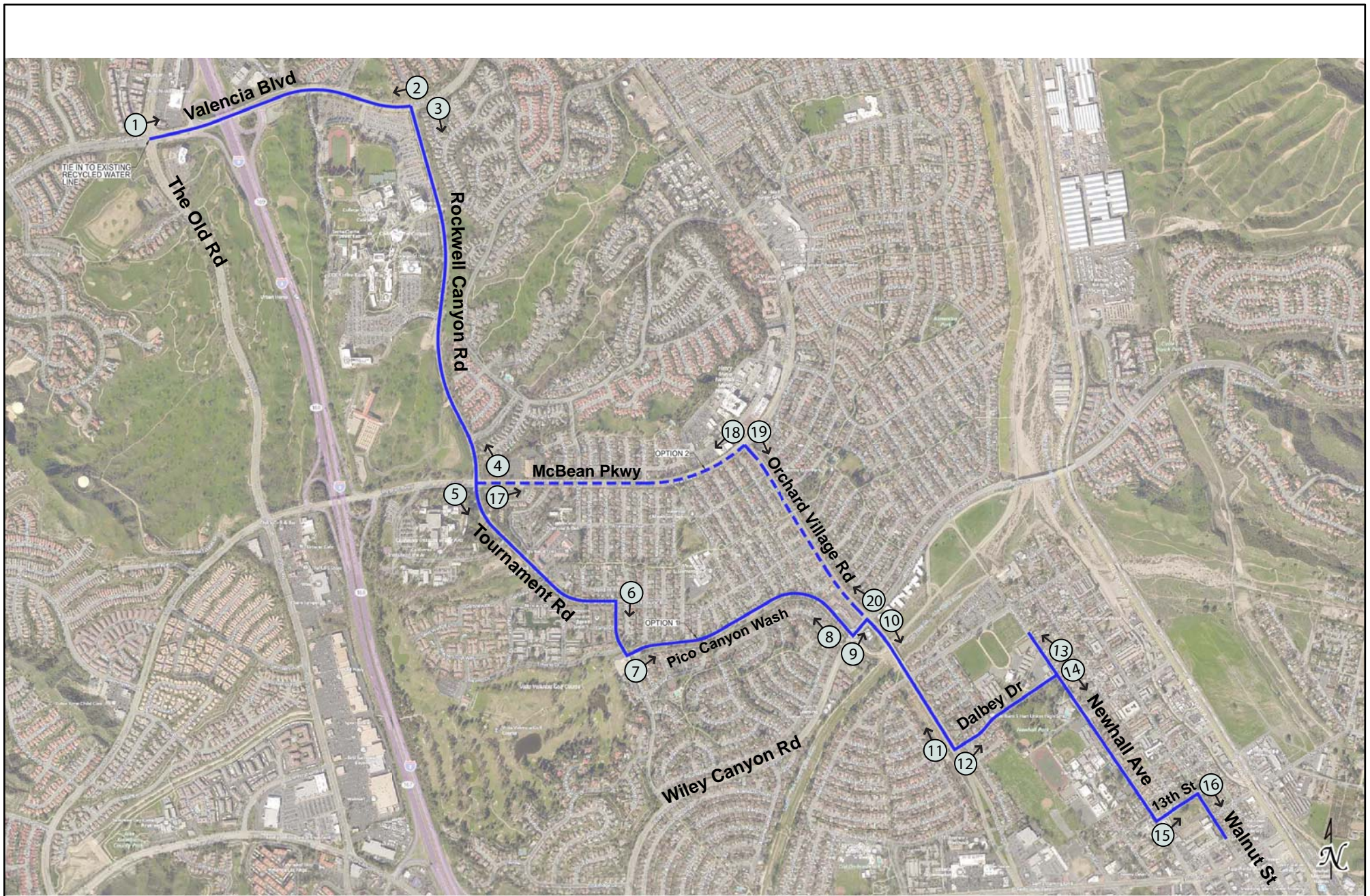
The Project is generally located along existing paved public roadways (within the public Rights-of-Way) in the County of Los Angeles and the City of Santa Clarita (see Figure 1, Vicinity Map). The Project involves the construction and potential future operation of a new phase to the existing Castaic Lake Water Agency (“CLWA”) recycled water system. The proposed Phase 2C – South End Recycled Water Main Extension (“Phase 2C”) line (“line”), varying in size from 12 inches to 24 inches, would connect to the existing CLWA recycled water system at the intersection of Valencia Boulevard and The Old Road and would terminate at Newhall Elementary School at 11th and Walnut Streets. More specifically, the alignment of the line would run east of The Old Road along Valencia Boulevard to Rockwell Canyon Road. From there, the line would extend south to McBean Parkway. At McBean Parkway, two potential alignments are analyzed, as described below (see Figure 2, Phase 2C South End Recycled Water Main Extension Exhibit).

- Option 1 – The line would extend south on Tournament Road to the improved Pico Canyon Wash flood control channel. At this point, the line would extend east along this improved channel within the adjacent paved maintenance road to Wiley Canyon Road. From this point, the line would extend east on Wiley Canyon Road to Orchard Village Road. The line would then extend south on Orchard Village Road, crossing the South Fork of the Santa Clara River on the bridge, to the intersection with Dalbey Drive. The line would then extend east on Dalbey Drive to the intersection with Newhall Avenue. From this point the line would extend in two directions; north approximately 600 feet (to provide service to Placerita Junior High School); and south to 13th Street. At 13th Street and Newhall Avenue, the line would extend east on 13th Street to its intersection with Walnut Street. From the intersection, the line would extend south on Walnut Street terminating at 11th Street. The total pipeline length of Option 1 is 23,560 linear feet or 4.46 miles. See Figures 3 through 5 for photograph views of the Option 1 Alignment.
- Option 2 – The line would extend east on McBean Parkway to Orchard Village Road. From this point, the line would extend south on Orchard Village Road to Dalbey Drive. The alignment of the line from this location would be the same as Option 1. The total pipeline length of Option 2 is 22,990 linear feet or 4.35 miles. See Figure 6 for photograph views of the Option 2 Alignment.



Map Source: Google, INEGI 2016

Figure 1
Vicinity Map



— Option 1 - - - Option 2 # Photo Location

Map Source: Alliance Land Planning & Engineering Inc., 6/17/16

Figure 2
Phase 2C South End Recycled Water Main Extension Exhibit



View 1: View from The Old Road looking east along Valencia Boulevard.



View 2: View from Rockwell Canyon Road looking west along Valencia Boulevard.



View 3: View from Valencia Boulevard looking south along Rockwell Canyon Road.



View 4: View from McBean Parkway looking north along Rockwell Canyon Road.



View 5: View from McBean Parkway looking south along Tournament Road.



View 6: View from Golf Course Road looking south along Tournament Road.



View 7: View from Tournament Road looking east along Pico Canyon Wash.



View 8: View from Wiley Canyon Road looking northwest along Pico Canyon Wash.



View 9: View from Pico Canyon Wash looking northeast along Wiley Canyon Road.



View 10: View from Wiley Canyon Road looking southeast along Orchard Village Road.



View 11: View from Dalbey Drive looking north along Orchard Village Road.



View 12: View from Orchard Village Road looking east along Dalbey Drive.



View 13: View from Dalbey Drive looking northwest along Newhall Avenue.



View 14: View from Dalbey Drive looking southeast along Newhall Avenue.



View 15: View from Newhall Avenue looking northeast along 13th street.



View 16: View from 13th Street looking southeast along Walnut Street.



View 17: View from Rockwell Canyon Road looking east along McBean Parkway.



View 18: View from Orchard Village Road looking southwest along McBean Parkway.



View 19: View from McBean Parkway looking southeast along Orchard Village Road.



View 20: View from Wiley Canyon Road looking northwest along Orchard Village Road.

The purpose of this Initial Study is to analyze impacts associated with the physical construction and potential future operation of the line within existing roadway rights-of-way and/or within an existing flood control channel maintenance road. Use of recycled water within this line is subject to the future execution of a contract (including supporting environmental documentation) with the Santa Clarita Valley Sanitation District of Los Angeles County (“SCVSD”) to acquire additional recycled water beyond the existing 1,600 acre-feet per year (AFY) currently under contract between SCVSD and CLWA. Once active, this line would provide recycled water to existing, developed properties replacing the use of potable water for landscaped areas associated with these properties. Subject to the future execution of a contract (and supporting environmental documentation) with the SCVSD, up to approximately 1,374 acre-feet of annual demand could be served in the future by the Project.

Construction of this line is expected to commence in 2019 with completion expected by 2020. NCWD and/or CLWA will acquire all encroachments permits and/or easements prior to construction of the line.

Project Background

The Project (identified as Phase 2C) is included in the Castaic Lake Water Agency Recycled Water Master Plan Update (“RWMP”)¹ prepared for the Santa Clarita Valley public water wholesaler CLWA and the four local water retailers NCWD, Valencia Water Company (VWC), Santa Clarita Water Division (SCWD) and Los Angeles County Waterworks District 36 (LACWD36). Collectively, CLWA and the retail purveyors are the Santa Clarita Valley’s water suppliers. The RWMP updates the 2002 Recycled Water Master Plan to reflect changes in recycled sources, demand and explores the opportunities to maximize the utilization of recycled water in the Santa Clarita Valley. The RWMP identifies recycled water objectives for the near-term, mid-term and long-term. The Draft Program EIR for the RWMP was published in October 2016 and will likely be considered for certification by the water suppliers in early 2017.

The SCVSD operates two water reclamation plants (WRPs) within the Santa Clarita Valley – the Saugus WRP and the Valencia WRP. Developed land uses within the Valley are the primary sources of wastewater to the WRPs. According to the RWMP,² the Valencia WRP has an average flow of 13.8 million gallons per day (mgd), with a current treatment capacity of 21.6 mgd. Ultimately the Valencia WRP would expand to up to 34 mgd. The Saugus WRP has an average flow of 5.5 mgd with a current maximum treatment capacity of 6.5 mgd. There is no future expansion planned for the Saugus WRP. In addition to the two existing WRPs two approved future developments include new water reclamation facilities – Newhall Ranch and Vista Canyon. Future recycled water flows from each of these plants would serve the projects and surrounding areas.

¹ CLWA Recycled Water Master Plan Update, Draft Program EIR published October 2016; <https://clwa.org/news/notice-availability-draft-program-eir-recycled-water-master-plan-update>

² Ibid.

A portion of the flows from the Valencia and Saugus WRPs are discharged to the Santa Clara River to meet instream flow requirements to protect biological resources in the river. SCVSD has prepared technical analyses that show that 13 mgd is the amount of effluent from the Saugus and Valencia WRPs that should be discharged to the Santa Clara River (SCR) in order to sustain biological resources (SCVSD, 2013). Recent trial court decisions have indicated that SCVSD's technical analyses regarding the discharge level of 13 mgd requires additional detail. Such studies may result in higher or lower quantities of water being required for discharge. However, consistent with discussions with the SCVSD, for the purposes of the analysis within this Initial Study, it is assumed that 8.5 mgd of minimum discharge must be maintained at the Valencia WRP outfall and 4.5 mgd at the Saugus WRP outfall.

The amount of effluent available for recycled water reuse is based on the excess supply after the minimum discharge to the river is satisfied. NCWD and CLWA will be required to comply with the eventual SCVSD baseline for required minimal flows discharged to the Santa Clara River as a result of the future studies and approved 1211 petition to divert discharges. A 1211 petition is required when a wastewater treatment plant makes changes to the discharge of treated wastewater. If changes are proposed, the owner of the wastewater treatment plant requires approval of the State Water Resources Control Board. If the proposed change could have an adverse impact to biological resources, the CDFW requires review and mitigation measures to ensure minimal impact to biological resources. Currently, SCVSD has gone through the 1211 petition process and has contract with CLWA for 1,600 AFY of recycled water. For the use of additional recycled water beyond the 1,600 AFY currently available to CLWA, SCVSD would need to go through a new 1211 petition process.

Future production of recycled water is expected to increase at both WRPs as new development comes on-line, thereby increasing wastewater flows into the WRPs. In addition to the Project, there are three other near-term recycled water projects plus the existing use of recycled water. These projects include Phase 2A (Bouquet Extension), Phase 2B (Vista Canyon) and Phase 2D (Valencia Extension). The Vista Canyon project includes a WRP which would provide the recycled water for this recycled water project. According to the RWMP,³ approximately 5,800 acre-feet of annual supply would be available in 2020 accommodating all of the near-term projects, including Phase 2C while still maintaining a discharge of 8.5 mgd from the Valencia WRP to the river. As stated previously, use of recycled water within the Phase 2C line is subject to the future execution of a contract (including supporting environmental documentation) with the SCVSD to acquire additional recycled water beyond the existing 1,600 AFY currently under contract between SCVSD and CLWA.

³ CLWA Recycled Water Master Plan Update, Table 8-2: Summary of Alternative 1 and 2 – NPR Demands that can be met by the Valencia WRP Supply.

Surrounding Land Uses

The Project is surrounded by a variety of land uses, including residential uses, schools and public facilities, commercial uses, and public parks, recreational uses, and open spaces. Specifically, the existing uses in the general vicinity of the Option 1 Alignment include the following (starting at the intersection of Valencia Boulevard and The Old Road):

- Multi-family residences northwest of Valencia Boulevard and The Old Road;
- Commercial uses northeast and southeast of Valencia Boulevard and The Old Road;
- TPC Valencia Golf Course southwest of Valencia Boulevard and The Old Road;
- Valencia Country Club Golf Course north of Valencia Boulevard;
- Single-family residences north of Valencia Boulevard;
- College of the Canyons south of Valencia Boulevard and west of Rockwell Canyon Road;
- Single-family residences east of Rockwell Canyon Road;
- California Institute of the Arts southwest of McBean Parkway and Tournament Road;
- Multi-family residences and commercial uses east and west of Tournament Road;
- Christ Lutheran Church and Pre-School east of Tournament Road;
- Single-family residences near the intersection of Tournament Road and Golf Course Road;
- Vista Valencia Golf Course to the west of Tournament Road;
- Single-family residences along the Pico Canyon Wash storm control channel;
- Pinecrest School and Albert Einstein Academy near Pico Canyon Wash storm control channel and Wiley Canyon Road;
- Single-family residences northeast of Wiley Canyon Road and Orchard Village Road;
- Multi-family residences southeast of Wiley Canyon Road and Orchard Village Road;
- Single-family residences east and west of Orchard Village Road;
- Placerita Junior High School north of Dalbey Drive;
- Newhall Park south of Dalbey Drive;
- Boys and Girls Club west of Newhall Avenue;
- Hart High School west of Newhall Avenue;
- Single- and Multi-family residences east and west of Newhall Avenue;
- Single- and Multi-family residences north of 13th Street;
- Single- and Multi-family residences east of Walnut Street; and
- Newhall Elementary School south of 13th Street and west of Walnut Street.

The existing uses in the general vicinity of the Option 2 Alignment include the following (starting at the intersection of Rockwell Canyon Road and McBean Parkway):

- Multi-family residences and commercial uses south of McBean Parkway;
- The Church of Jesus Christ of Latter-day Saints north of McBean Parkway;
- Single-family residences north and south of McBean Parkway;

- Henry Mayo Newhall Memorial Hospital and supporting medical uses north of McBean Parkway;
- Single-family residences east and west of Orchard Village Road; and
- Pinecrest School and Albert Einstein Academy west of Orchard Village Road.

Project Construction

Construction of the line is expected to commence in 2019 with completion expected in 2020. With a maximum of up to approximately 23,560 total linear feet of water line installation under Option 1 and an average of 200 linear feet installed per day, approximately 120 construction days would be needed for line installation and approximately 60 days would be needed for paving. Thus, a total of 180 construction days is estimated in this analysis, which equates to approximately 8 months of construction (based on an average of 22 construction days available per month). For purposes of this analysis, the following equipment mix would be considered the peak activity: two excavators, one tractor/loader/backhoe, one paver, one compactor, approximately five haul truck trips for spoils, and approximately 28 transfers of concrete for slurry backfill, asphalt and sand.

Discretionary Actions and Approvals

The NCWD, as Lead Agency under CEQA, would require adoption of the Mitigated Negative Declaration, and will acquire all encroachments permits and/or easements prior to construction of the line. All permits/approvals, ministerial or discretionary, as may be necessary and consistent with CLWA's future implementation of RWMP may include, but are not limited to: South Coast Air Quality Management District (SCAQMD) Permit to Construct and Operate; California Department of Transportation (Caltrans) Encroachment Permit; Los Angeles County Encroachment Permit; City of Santa Clarita Encroachment Permit; and Regional Water Quality Control Board General Construction Permit/SWPPP approval.

Related Projects

State CEQA Guidelines Section 15063(b) requires that Initial Studies consider the environmental effects of a proposed project individually as well as cumulatively. Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355).

State CEQA Guidelines Section 15130(b) allows for the use of two alternatives methods to determine the scope of projects for the cumulative impact analysis:

- List Method - A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- Regional Growth Projections Method - A summary of projects contained in an adopted general plan or related planning document or in a prior environmental document which has been adopted

or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

The analysis of cumulative effects in this Initial Study utilizes the regional growth projections method and focuses on the effects of concurrent construction and operation of the proposed components of the CLWA's RWMP, which includes geographic areas in both the City of Santa Clarita and unincorporated areas of Los Angeles County. See Section 5.18 (Mandatory Findings of Significance) in this Draft IS/MND.

3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED & PROPOSED DETERMINATION

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

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input checked="" 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 Environmental Impact Report (EIR) or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: 
Mr. Mike Alvord, Assistant General Manager

Date: 6/5/17

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
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4.1 Aesthetics. Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.2 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
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4.3 Air Quality. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4.4 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Affect a Significant Ecological Area (SEA) or Significant Natural Area (SNA) as identified on the City ESA Delineation Map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.5 Cultural Resources. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.6 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
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4.7 Greenhouse Gases. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4.8 Hazards & 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.9 Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.10 Land Use and Planning. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.11 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.12 Noise. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.13 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
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- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.14 Public Services.

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

- | | | | | |
|-----------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Fire Protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Police Protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.15 Recreation. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
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4.16 Transpiration and 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
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4.17 Utilities and Service Systems. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4. ENVIRONMENTAL CHECKLIST	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact
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4.18 Mandatory Findings of Significance.

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| <p>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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>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)?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

5. EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- a. Earlier Analysis Used. Identify and state where they are available for review.
- b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

- a. the significance criteria or threshold, if any, used to evaluate each question; and
- b. the mitigation measure identified, if any, to reduce the impact to less than significant.

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

a) No Impact. There are no designated scenic vistas within the project area or in the vicinity and the surrounding area is primarily developed. The Project includes construction and potential future operation of a recycled water line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. The proposed line would be located below ground. Construction would be short-term and no impacts on a scenic vista would occur.

b) Less-Than-Significant Impact. The only roadway within the Project area identified in the California Department of Transportation’s State Scenic Highway program is Interstate 5, which is designated as an “Eligible State Scenic Highway.”⁴ According to Caltrans, Route 5 in California's Central Valley parallels the Delta-Mendota Canal and the California Aqueduct, which transformed semi-desert lands into a thriving agricultural area. The proposed line would run along Valencia Boulevard which extends perpendicular over Interstate 5 in the Santa Clarita Valley area, and is not located in the potentially scenic areas described by Caltrans. The NCWD would obtain all necessary Caltrans encroachment permits and construction activities near the 5 Freeway would be short-term. As such, impacts would be less than significant and no mitigation measures are required.

c) Less-Than-Significant Impact. The Project includes construction and potential future operation of a recycled water line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. The proposed line would be located

⁴ California Department of Transportation, California Scenic Highway Mapping System, Los Angeles County, website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed: October 2016.

below ground. Construction would be short-term and, as such, impacts regarding visual character would be less than significant and no mitigation measures are required.

d) No Impact. The Project involves the extension of an already existing recycled water line and would not result in the construction or operation of structures that would create permanent sources of light or glare. As such, no impact would occur.

5.2 Agriculture and Forestry Resources. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) No Impact. The Project includes construction and potential future operation of a recycled water line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. The Project area is not within an area of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance as identified by the California Resources Agency. The Project area is not zoned nor intended for agricultural use, and there is no Williamson Act contract land in the Project area. The Project area contains no forest land or timber resources (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland production (as defined by Government Code section 51104(g)). And, the Project is not located in an area where forest and farm land occur. As such, no impact to agriculture and forestry resources would occur.

5.3 Air Quality. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less-Than-Significant Impact. A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The Project involves the construction and potential future operation of a new phase to the existing CLWA recycled water system. The proposed Phase 2C line would connect to the existing CLWA recycled water system at the intersection of Valencia Boulevard and The Old Road and would terminate at Newhall Elementary School at 11th and Walnut Streets. The Project does not include any changes to housing or population and would therefore not have the potential to conflict with the regional growth projections utilized in the formulation of the AQMP. In addition, and further discussed herein, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the Project would not have the potential to conflict with or obstruct impair implementation of the AQMP, and this impact would be less than significant.

b) Less-Than-Significant Impact. A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would

substantially contribute to an existing or projected air quality violation. The Project Site is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 1, SCAQMD Thresholds of Significance, be considered significant. The NCWD defers to these thresholds for the evaluation of construction and operational air quality impacts.

Table 1
SCAQMD Thresholds of Significance

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO _x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO _x)	150	150
Particulate Matter (PM ₁₀)	150	150
Fine Particulate Matter (PM _{2.5})	55	55
<i>Note: lbs = pounds.</i> <i>Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, website: http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2; accessed October 2016.</i>		

Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 8 months. Construction of the line is expected to commence in 2019 with completion expected in 2020. With a maximum of up to approximately 23,560 total linear feet of water line installation under Option 1 and an average of 200 linear feet installed per day, approximately 120 construction days would be needed for line installation and approximately 60 days would be needed for paving. Thus, a total of 180 construction days is estimated in this analysis, which equates to approximately 8 months of construction (based on an average of 22 construction days available per month). For purposes of this analysis, the following equipment mix would be considered the worst-case daily scenario: two excavators, one tractor/loader/backhoe, one paver, one grinder, up to five haul truck trips for spoils, and up to 28 transfers of concrete for slurry backfill, asphalt and sand. See Appendix A to this Draft IS/MND for additional details regarding construction assumptions.

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Trenching and line installation activities would primarily generate PM_{2.5} and PM₁₀ emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The amount of emissions generated on a daily-basis would vary, depending on the amount and types of construction activities occurring at the same time. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator

Model (CalEEMod 2016.3.1) recommended by the SCAQMD. Table 2, Estimated Peak Daily Construction Emissions, identifies the Project's peak daily construction emissions for each calendar year of activity.

These calculations assume that appropriate dust control measures would be implemented as part of the project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes (two times per day), applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, and maintaining effective cover over exposed areas. As shown in Table 2, construction-related daily emissions associated with the project would not exceed any regional SCAQMD thresholds of significance. Therefore, regional construction impacts would be less than significant.

Table 2
Estimated Peak Daily Construction Emissions

Calendar Year	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2019 Peak Day	1.53	17.83	9.48	0.02	0.94	0.74
2020 Peak Day	0.90	9.84	9.40	0.02	0.59	0.47
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Calculation sheets are provided in Appendix A to this Draft IS/MND.</i>						

Regional Operational Emissions

The operation of the proposed recycled water line would not generate substantive air quality emissions, and any air quality emissions associated with motor vehicle trips for maintenance and operations of the line would be minimal. In addition, air quality impacts generated by pump stations along the alignment would be less than significant through compliance with all applicable rules and regulations, including but not limited to SCAQMD Rule 201 (Permit to Construct) and Rule 402 (Nuisance). Therefore, impacts associated with regional operational emissions would be less than significant.

c) Less-Than-Significant Impact. A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant. Because the South Coast Air Basin is currently in nonattainment for ozone, nitrogen dioxide (NO₂), PM₁₀ and PM_{2.5}, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-

significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of thresholds of significance recommended by the SCAQMD. Also, as discussed below, localized emissions generated by the Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the Project would be less than significant.

d) Less-Than-Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

The nearest sensitive receptors in the vicinity of the Option 1 Alignment include the following (starting at the intersection of Valencia Boulevard and The Old Road):

- Multi-family residences northwest of Valencia Boulevard and The Old Road;
- TPC Valencia Golf Course southwest of Valencia Boulevard and The Old Road;
- Valencia Country Club Golf Course north of Valencia Boulevard;
- Single-family residences north of Valencia Boulevard;
- College of the Canyons south of Valencia Boulevard and west of Rockwell Canyon Road;
- Single-family residences east of Rockwell Canyon Road;
- California Institute of the Arts southwest of McBean Parkway and Tournament Road;
- Multi-family residences and commercial uses east and west of Tournament Road;
- Single-family residences near the intersection of Tournament Road and Golf Course Road;
- Vista Valencia Golf Course to the west of Tournament Road;
- Single-family residences along the Pico Canyon Wash storm control channel;
- Pinecrest School and Albert Einstein Academy near Pico Canyon Wash storm control channel and Wiley Canyon Road;
- Single-family residences northeast of Wiley Canyon Road and Orchard Village Road;
- Multi-family residences southeast of Wiley Canyon Road and Orchard Village Road;

- Single-family residences east and west of Orchard Village Road;
- Placerita Junior High School north of Dalbey Drive;
- Newhall Park south of Dalbey Drive;
- Boys and Girls Club west of Newhall Avenue;
- Hart High School west of Newhall Avenue;
- Single- and Multi-family residences east and west of Newhall Avenue;
- Single- and Multi-family residences north of 13th Street;
- Single- and Multi-family residences east of Walnut Street; and
- Newhall Elementary School south of 13th Street and west of Walnut Street.

The nearest sensitive receptors in the vicinity of the Option 2 Alignment include the following (starting at the intersection of Rockwell Canyon Road and McBean Parkway):

- Multi-family residences south of McBean Parkway;
- Single-family residences north and south of McBean Parkway;
- Henry Mayo Newhall Memorial Hospital and supporting medical uses north of McBean Parkway;
- Single-family residences east and west of Orchard Village Road; and
- Pinecrest School and Albert Einstein Academy west of Orchard Village Road.

Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) and various distances from the source of emissions.

In the case of this analysis, the Project Site is located within SRA 13 covering Santa Clarita Valley area. The nearest sensitive receptors to the Project Site are the adjacent uses identified above. The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. For the purposes of a conservative analysis, this analysis applies the 1-acre LSTs with sensitive receptors located within 25 meters of the Project area (this is the most restrictive threshold available).

As shown in Table 3, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated on-site during construction activities would not exceed the applicable construction LSTs for a one-acre site in SRA 13. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.

Table 3
Localized On-Site Peak Daily Construction Emissions

Construction Phase ^a	Total On-site Emissions (Pounds per Day)			
	NO _x ^b	CO	PM ₁₀	PM _{2.5}
On-Site Emissions	25.21	15.51	1.27	1.16
<i>SCAQMD Localized Thresholds</i>	<i>114.00</i>	<i>590.00</i>	<i>4.00</i>	<i>3.00</i>
Potentially Significant Impact?	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.</i> ^a <i>The localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 13.</i> ^b <i>The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO₂, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO₂ levels as they are associated with adverse health effects. Calculation sheets are provided in Appendix A to this report.</i>				

e) Less-Than-Significant Impact. A project-related significant adverse effect could occur if construction or operation of the Project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project includes construction and potential future operation of a recycled water line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. Thus, the Project's use is not typically associated with odor complaints. 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 Project. The Project would use typical construction techniques, and the odors would be typical of most construction equipment and temporary in nature. As the Project involves no operational elements related to objectionable odors, impacts would be less than significant.

5.4 Biological Resources. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- g) Affect a Significant Ecological Area (SEA) or Significant Natural Area (SNA) as identified on the City ESA Delineation Map?

a-b) Less-Than-Significant Impact. As discussed in detail in Section 2 (Project Description), the purpose of this Initial Study is to analyze impacts associated with the physical construction and potential future operation of the line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. Because the Project would include temporary construction activities within urbanized and previously disturbed areas, direct impacts on wildlife and vegetation would be less than significant.

Also discussed previously, it should be noted that the use of recycled water within this line is subject to the future execution of a contract (and supporting environmental documentation) with the SCVSD to acquire additional recycled water beyond the existing 1,600 AFY currently under contract between SCVSD and CLWA. Subject to the future execution of a contract (and supporting CEQA documentation) with the SCVSD, up to approximately 1,374 acre-feet of annual demand could be served in the future by the Project. As such, the Project would not 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, and these impacts would be less than significant.

c) No Impact. The Project includes construction and potential future operation of a recycled water line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. The Project is not located on or near federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) and no impact would occur.

d) Less-Than-Significant Impact. As discussed previously, the purpose of this Initial Study is to analyze impacts associated with the physical construction and potential future operation of the line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. As stated in Checklist Questions 5.4(a-b), the Project would include temporary construction activities within urbanized and previously disturbed areas. As such, the Project would not directly 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, and these impacts would be less than significant.

e) No Impact. The City of Santa Clarita’s Oak Tree Preservation ordinance⁵ requires the preservation of all healthy oak trees, including scrub oaks, within the City, unless compelling reasons justify the cutting, pruning, encroachment, and/or removal of such trees. The Project includes the physical construction and potential future operation of the line within existing paved roadway rights-of-way, and, under the Option

⁵ City of Santa Clarita, Municipal Code, Section 17.17.090, “Oak Tree Preservation.”

1 Alignment, within an existing and paved flood control channel maintenance road. There are no known oak trees or other native or non-native trees within the Project's proposed trenching areas. Therefore, no impact would occur with respect to local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) No Impact. The Project is not located within the boundaries of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts would occur.

g) Less-Than-Significant Impact. The SCR is identified as a Significant Ecological Area (SEA). As discussed previously, the purpose of this Initial Study is to analyze impacts associated with the physical construction and potential future operation of the line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. As stated in Checklist Questions 5.4(a-b), the Project would include temporary construction activities within urbanized and previously disturbed areas. As such, impacts with respect to SEAs or SNAs would be less than significant.

5.5 Cultural Resources. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) No Impact. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The Project includes the construction and potential future operation of the line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. There are no known historic resources on or near the proposed Project and no impact would occur.

b) Less Than Significant With Mitigation. A significant impact may occur if construction activities associated with the Project would disturb archaeological resources potentially existing within the Project site. The Project includes the construction and potential future operation of the line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. The Project Site and immediately surrounding area do not contain any known archaeological sites or archaeological survey areas. Additionally, the Project is located in a highly urbanized area and has been subject to past disturbance, including trenching for utility projects, and paving and repaving of existing roadways. Any archaeological resources that may have existed near the site surface are likely to have been disturbed or previously removed. However, the Project could result in deeper excavations than previously performed in some areas. As such, previously unknown archaeological resources may exist beneath the Project Site that could be uncovered during construction activities. While the uncovering of archaeological resources is not anticipated, the following mitigation measure is required to ensure that any potential impact to a previously unknown archaeological resource is reduced to a less than significant level. Therefore, with compliance to existing regulations and the implementation Mitigation Measure 1, the Project’s impacts on archaeological resources would be less than significant.

Mitigation Measure 1: If any archaeological materials are encountered during construction activities, work shall cease in the area of the find and a qualified archaeologist shall be secured by contacting the South Central Coastal Information Center located at California State University, Fullerton, or a member of the Society of Professional Archaeologists (SOPA) or a SOPA-qualified archaeologist, who shall determine the significance of the resource(s) as defined in Section 15064.5 of the State CEQA Guidelines. The archaeologist shall prepare a survey, study, or report evaluating the impact. Said survey, study, or report shall contain appropriate measure(s), as necessary, for the preservation, conservation, or relocation of the resource, and the NCWD shall comply with the measure(s).

c) Less Than Significant With Mitigation. A significant impact could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the site. The Project includes the construction and potential future operation of the line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. The Project Site is relatively flat, and does not contain any unique geological features, and there are no known paleontological resources within the Project Site. Additionally, the Project is located in a highly urbanized area and has been subject to past disturbance, including trenching for utility projects, and paving and re-paving of existing roadways. However, the Project could result in deeper excavations than previously performed in some areas. As such, previously unknown paleontological resources may exist beneath the Project Site that could be uncovered during construction activities. While the uncovering of paleontological resources is not anticipated, the following mitigation measure is required to ensure that any potential impact to a previously unknown paleontological resource is reduced to a less than significant level. Therefore, with compliance to existing regulations and the implementation of Mitigation Measure 2, the Project's impacts on paleontological resources would be less than significant.

Mitigation Measure 2: If any paleontological materials are encountered during construction activities, work shall cease in the area of the find and a qualified paleontologist shall be secured by contacting either the Center for Public Paleontology USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum, who shall determine the significance of the resource(s). The paleontologist shall prepare a survey, study, or report evaluating the impact. Said survey, study, or report shall contain appropriate measure(s), as necessary, for the preservation, conservation, or relocation of the resource, and the NCWD shall comply with the measure(s). Project construction activities may resume in the area of the find once copies of the paleontological survey, study, or report are submitted to the Los Angeles County Natural History Museum.

d) Less Than Significant With Mitigation. A significant adverse impact could occur if grading or excavation activities associated with a project were to disturb previously interred human remains. There are no known human remains within the Project Site. However, it is unknown whether human remains may exist beneath the Project Site that could be encountered during Project construction activities. While no formal cemeteries, other places of human internment, or burial grounds sites are known to occur within the immediate Project area, there is always a possibility that human remains could be encountered during construction. While the uncovering of human remains is not anticipated, the following mitigation measure is required to ensure that any potential impact to a previously unknown human remains is reduced to a less than significant level. Therefore, with compliance with existing regulations and the implementation of Mitigation Measure 3, the Project's impacts on disturbing human remains would be less than significant.

Mitigation Measure 3: If human remains are encountered unexpectedly during construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event that human remains are discovered during said activities, all work shall stop immediately and the NCWD shall contact the Los Angeles County Coroner. If the remains are determined to be of Native American descent, the County Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). In such case:

- The NAHC will immediately notify the person it believes to be the Most Likely Descendent (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

5.6 Geology and Soils. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i) No Impact. The Project is not located within an Alquist-Priolo Earthquake Fault Zone.⁶ No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the Project Site during the design life of Project is considered low. However, the Project Site is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. (see Checklist Question a.ii below). No impact would occur with respect to Alquist-Priolo Earthquake Fault Zones or other known faults.

a.ii) Less Than Significant With Mitigation. The Project is located in a seismically active region, which could result in strong seismic ground shaking. In the event of a strong seismic ground shaking, there is potential for structural damage to the Project's recycled water line and related components. However, the Project would comply with all applicable editions of the International Building Code and California Building Code. Compliance with the Building Code includes incorporation of seismic standards appropriate to the Project and its Seismic Design Category. Accordingly, through adherence to all applicable building codes and with implementation of Mitigation Measure 4, impacts would be less than significant.

Mitigation Measure 4: Prior to project construction, NCWD shall have a Final Soils Report/Geotechnical Study prepared by a Registered Geologist or Engineer to determine the seismic safety and soils stability of all proposed improvements for the Project. The plans shall comply with all recommendations and requirements in the Final Soils Report/Geotechnical Study.

a.iii) Less Than Significant With Mitigation. Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction. Some portions of the Project are located within Liquefaction Hazard Zones.⁷ However, the Project would comply with all applicable editions of the International Building Code and California Building Code. Accordingly, through adherence to all applicable building codes and with implementation of Mitigation Measure 4, impacts would be less than significant.

⁶ City of Santa Clarita, Seismic Hazard Zones Map; <http://www.santa-clarita.com/city-hall/departments/administrative-services/technology-services/geographic-information-systems-gis/map-gallery>.

⁷ Ibid.

a.iv) Less Than Significant With Mitigation. A significant impact may occur if a project is located in a hillside area with soil conditions that would suggest a high potential for sliding. Some portions of the Project are located within Earthquake-Induced Landslide Hazard Zones.⁸ However, the Project would comply with all applicable editions of the International Building Code and California Building Code. Accordingly, through adherence to all applicable building codes and with implementation of Mitigation Measure 4, impacts would be less than significant.

b) Less Than Significant With Mitigation. The area surrounding the Project is developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Project. Project-related construction would expose soil on site, for a limited time, resulting in possible erosion. Although there is a potential to expose soil to erosion, construction activities would be performed in accordance with the requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). Additionally, as noted in Mitigation Measure 5, the Project would be required to develop a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. Therefore, with implementation of the SWPPP, impacts associated with soil erosion or loss of topsoil would be less than significant.

Mitigation Measure 5: Prior to issuance of any grading or construction permits, the NCWD shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) consistent with the requirements of the Los Angeles Regional Water Quality Control Board.

c) Less Than Significant Impact with Mitigation. See Response a.ii, above. Mitigation Measure 4 would ensure that potential impacts related to unstable soils are reduced to a less than significant level.

d) Less Than Significant Impact with Mitigation. See Response a.ii, above. Mitigation Measure 4 would ensure that potential impacts related to expansive soils are reduced to a less than significant level.

e) No Impact. The Project includes the construction and potential future operation of the line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. The Project does not include the use of septic tanks or alternative wastewater disposal systems, and no impact would occur.

⁸ *Ibid.*

5.7 Greenhouse Gases. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b) Less-Than-Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases (GHGs), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth’s temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project would have the potential to generate greenhouse gas emissions.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

GHG Significance Threshold

In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO₂e (MTCO₂e) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. As the Project is considered a utility extension, this threshold will be utilized for the purposes of illustrating the scope of the Project’s GHG emissions.

Project GHG Emissions

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as Project-generated. Emissions of GHGs were calculated

using CalEEMod 2016.3.1 for construction of the Project. As shown in Appendix B to this Draft IS/MND, the Project would generate a one-time total of 121.07 metric tons of CO₂e.

The operation of the proposed recycled water line would not generate substantive GHG emissions, and any GHG emissions associated with motor vehicle trips for maintenance and operations of the line would be minimal. In addition, GHG impacts generated by pump stations along the alignment would be less than significant through compliance with all applicable rules and regulations, including but not limited to SCAQMD Rule 201 (Permit to Construct) and Rule 402 (Nuisance). It should also be noted that implementation and ongoing operation of the proposed project would allow NCWD to provide recycled water within its jurisdiction instead of importing state water. As a result, the Project could decrease the use of relatively energy-intensive imported water, thereby reducing energy-related emissions. Based on the above, it is clear the Project would not have the potential to exceed the 10,000 MTCO₂e per year screening level threshold adopted by the SCAQMD, and the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, impacts would be less than significant.

5.8 Hazards and Hazardous Materials.	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?

a-b) Less-Than-Significant Impact. Construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials are reasonably anticipated to be contained, stored, and used in accordance with manufacturers’ instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be reduced through compliance with these standards and regulations. The proposed line would carry water that has been chlorinated as part of the disinfection process. However, the concentration of chlorine in the distribution lines would not be at a level considered hazardous; therefore, no aspect of the proposed line would involve the use of hazardous materials. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. In addition, the Project would not 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. Impacts would be less than significant and no mitigation measures are required.

c) Less-Than-Significant Impact. Schools within a quarter-mile of the Project area include the following:

- College of the Canyons south of Valencia Boulevard and west of Rockwell Canyon Road;
- Pinecrest School and Albert Einstein Academy near Pico Canyon Wash storm control channel and Wiley Canyon Road;
- Placerita Junior High School north of Dalbey Drive;
- Hart High School west of Newhall Avenue; and
- Newhall Elementary School south of 13th Street and west of Walnut Street.

As discussed under Checklist Questions a-b, above, the Project would not emit or handle hazardous materials or substances other than those associated with the operation of construction equipment and mobile sources, and impacts with regards to hazardous materials would be less than significant. Therefore, the impact from the potential emission and handling of hazardous materials near a school would be less than significant.

d) No Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. The Project is not known to be listed on the State of California Government database of hazardous material sites and no impact would occur.

e-f) No Impact. The nearest airport is Whiteman (WHP), located approximately 12 miles south of the Project. The Project is not located within an airport land use plan, is not located within two miles of a

public airport or public use airport, and is not located within the vicinity of a private airstrip. As such, no impact would occur with respect to airport-related safety hazards.

g) Less Than Significant With Mitigation. The Project would have no long-term effect on any emergency response or emergency evacuation plan or procedures. Emergency evacuation routes could be affected during construction due to temporary street or lane closures. However, standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access. Implementation of Mitigation Measure 6 would ensure impacts remain less than significant.

Mitigation Measure 6: Prior to construction activities, the NCWD shall notify the Los Angeles County Sheriff's Department and the Los Angeles County Fire Department of construction activities that would impede movement (such as a lane closures) along the proposed line to allow emergency response teams to reroute traffic to alternative routes, if needed.

h) No Impact. The Project is a utility extension and would not have the potential expose people or structures to wildland fires.

5.9 Hydrology and Water Quality. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5.9 Hydrology & Water Quality Cont.	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
Would the project:				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Less Than Significant With Mitigation. The Project includes the construction and potential future operation of the line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. The construction of the Project could potentially generate storm water runoff. However, all construction activities would be performed in accordance with the requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). Additionally, as noted in Mitigation Measure 5 previously, the Project would be required to develop a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP must be prepared prior to construction and it shall include Best Management Practices to control contamination of surface flows and the potential discharge of pollutants throughout the construction process. Compliance with these regulatory requirements will reduce construction impacts to water quality or waste discharge to a less than significant level.

b) No Impact. The Project includes the construction and potential future operation of the line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. As such, the Project would not have the potential to substantially deplete groundwater supplies or interfere with groundwater recharge, and no impact would occur.

c-d) Less Than Significant With Mitigation. As stated in Checklist Question a above, the construction of the Project could potentially alter the existing drainage pattern of the site or area during construction. However, the Project would not alter the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. And, the Project would not alter 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. All construction activities would be performed in accordance with the requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). Additionally, as noted in Mitigation Measure 5 previously, the Project would be required to develop a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP must be prepared prior to construction and it shall include Best Management Practices to control contamination of surface flows and the potential

discharge of pollutants throughout the construction process. Compliance with these regulatory requirements will reduce construction impacts to water quality to a less than significant level.

e-f) Less Than Significant With Mitigation. As stated in Checklist Question a above, the construction of the Project could potentially alter the existing drainage pattern of the site or area during construction. However, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality. Additionally, as noted in Mitigation Measure 5 previously, the Project would be required to develop a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP must be prepared prior to construction and it shall include Best Management Practices to control contamination of surface flows and the potential discharge of pollutants throughout the construction process. Compliance with these regulatory requirements will reduce construction impacts to water quality to a less than significant level.

g) No Impact. The Project would not place housing within a 100-year flood hazard area, and no impact would occur.

h) No Impact. The Project would not place within a 100-year flood hazard area structures which would impede or redirect flood flows.

i) No Impact. Portions of the Project are located within Moderate to Low Risk Zones and High Risk Zones for flooding.⁹ However, as the Project consists of a below-ground utility extension, the Project would not 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, and no impact would occur.

j) No Impact. The Project is not located an area that is subject to seiche, tsunami, or mudflows, and no impact would occur.

⁹ City of Santa Clarita, Digital Flood Insurance Rate Map (DFIRM) Flood Zones; <http://www.santa-clarita.com/city-hall/departments/administrative-services/technology-services/geographic-information-systems-gis/map-gallery>

5.10 Land Use and Planning. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-c) No Impact. The Project consists of a proposed utility extension within existing public rights-of-way and a paved maintenance road. The Project would not have the potential to divide an established community, conflict with local land use plans or zoning codes, nor conflict with any applicable habitat conservation plan or natural community conservation plan. It should also be noted that this type of public utility extension project would not be subject to local zoning ordinances,¹⁰ and no impact to land use and planning would occur.

¹⁰ California Government Code, Section 53091(d) and (e).

5.11 Mineral Resources. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) No Impact. The Project consists of a proposed utility extension within existing public rights-of-way and a paved maintenance road. The project would not have the potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, and would not have the potential to 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 to mineral resources would occur.

5.12 Noise. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Less-Than-Significant Impact. A significant impact may occur if the Project would generate excess noise that would cause the ambient noise environment to exceed noise level standards set forth in the City of Santa Clarita or County of Los Angeles Noise Ordinance.

Los Angeles County Code

Section 12.08.440 of the County Code regulates noise from construction activities. Specifically, Section 12.08.440(A) states operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at

any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited. Section 12.08.440(B) further states the contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in Table 4, County of Los Angeles Construction Noise Restrictions.

Table 4
County of Los Angeles Construction Noise Restrictions

Time Period	At Single-Family Residential Uses	At Multi-Family Residential Uses	At Semi-residential/Commercial Uses
For mobile equipment maximum noise level for nonscheduled, intermittent, short-term operation of mobile equipment.			
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75dBA	80dBA	85dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60dBA	64dBA	70dBA
For stationary equipment maximum noise level for repetitively scheduled and relatively long-term operation of stationary equipment			
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60dBA	65dBA	70dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50dBA	55dBA	70dBA
<i>Note: At business structures, mobile equipment maximum noise level for nonscheduled, intermittent, short-term operation of mobile equipment operating daily, including Sunday and legal holidays, all hours: maximum of 85dBA. Source: Los Angeles County Code Section 12.08.440.</i>			

Section 11.44.080 of the Santa Clarita Municipal Code (Special Noise Sources—Construction and Building)

No person shall engage in any construction work which requires a building permit from the City on sites within three hundred (300) feet of a residentially zoned property except between the hours of seven a.m. to seven p.m., Monday through Friday, and eight a.m. to six p.m. on Saturday. Further, no work shall be performed on the following public holidays: New Year’s Day, Independence Day, Thanksgiving, Christmas, Memorial Day and Labor Day.

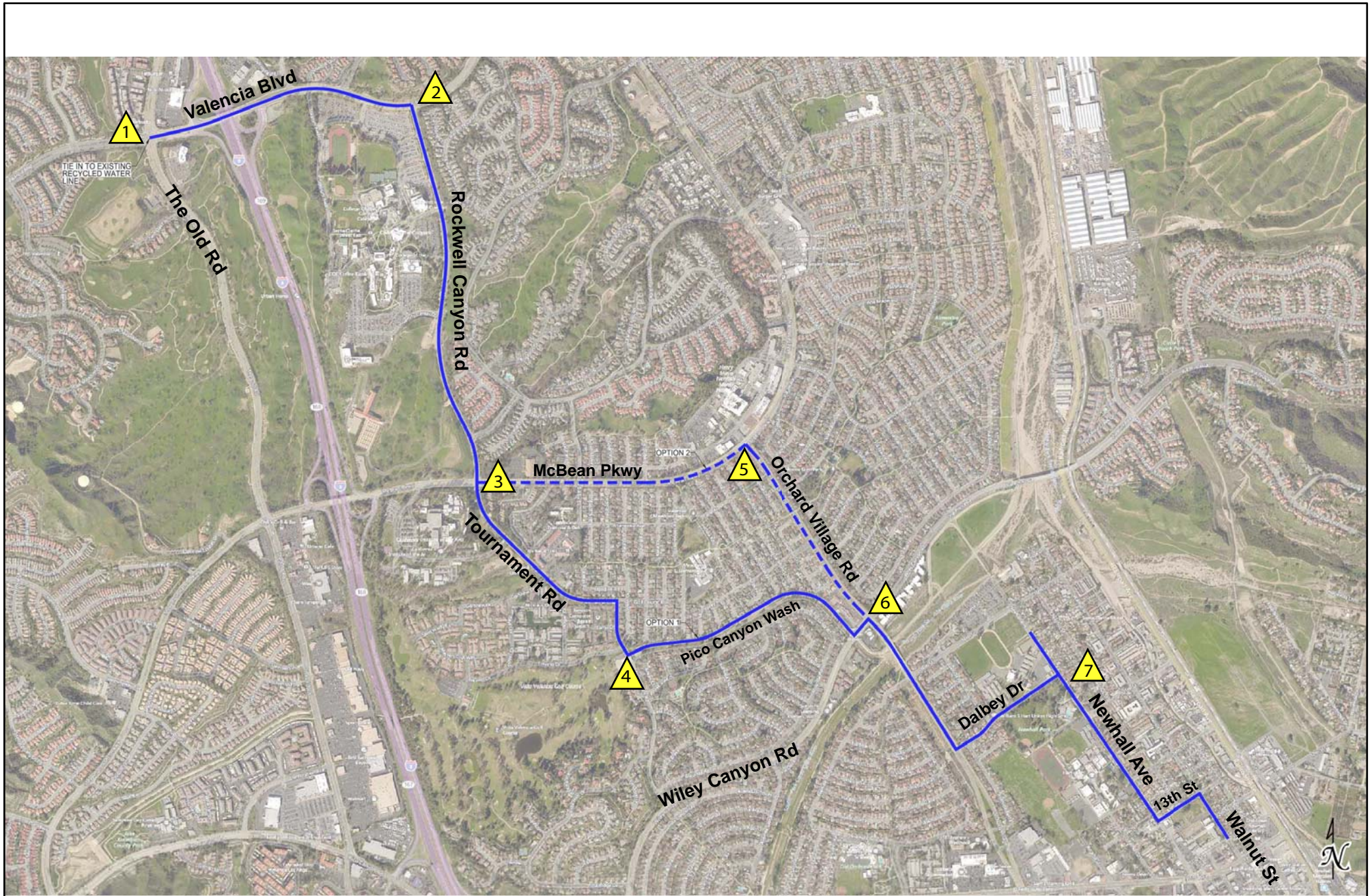
Existing Noise Levels

To identify the existing ambient noise levels in the general vicinity of the Project Site, noise measurements were taken with a 3M SoundPro SP DL-1 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1. This instrument was calibrated and operated according to the manufacturer’s written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The measured noise levels are shown in Table 5, Existing Ambient Daytime Noise Levels. The noise measurement locations are illustrated in Figure 7, Noise Monitoring Location Map.

Table 5
Existing Ambient Daytime Noise Levels

No.	Location	Noise (dBA) ^a		
		L _{eq}	L _{min}	L _{max}
1	Northwest corner of Valencia Blvd. & The Old Rd.	63.9	53.6	78.4
2	Single-family residential neighborhood to the southeast of the intersection of Valencia Blvd. & Rockwell Canyon Rd.	65.3	51.9	74.3
3	Multi-family residential complex to the southeast of McBean Pkwy. & Tournament Rd.	54.7	45.2	62.6
4	Near Tournament Rd. at the Pico Canyon Wash storm channel.	63.1	48.1	73.8
5	Single-family residential neighborhood to the southwest of the intersection of McBean Pkwy. & Orchard Village Rd.	56.5	49.5	64.7
6	Multi-family residential complex to the east of Orchard Village Rd. on Wiley Canyon Rd.	68.3	53.5	82.5
7	Near the intersection of Dalbey Dr. and Newhall Ave.	65.4	47.1	88.9

^a Noise measurements were taken on May 25, 2016 at each location for a duration of 15 minutes. See Appendix C to this Draft IS/MND for noise measurement data.



Map Source: Alliance Land Planning & Engineering Inc., 6/17/16

— Option 1 - - - Option 2 # Noise Monitoring Location

Noise-sensitive receptors in the general vicinity of the Option 1 Alignment include the following (starting at the intersection of Valencia Boulevard and The Old Road):

- Multi-family residences northwest of Valencia Boulevard and The Old Road;
- Single-family residences north of Valencia Boulevard;
- College of the Canyons south of Valencia Boulevard and west of Rockwell Canyon Road;
- Single-family residences east of Rockwell Canyon Road;
- California Institute of the Arts southwest of McBean Parkway and Tournament Road;
- Multi-family residences and commercial uses east and west of Tournament Road;
- Christ Lutheran Church and Pre-School east of Tournament Road;
- Single-family residences near the intersection of Tournament Road and Golf Course Road;
- Single-family residences along the Pico Canyon Wash storm control channel;
- Pinecrest School and Albert Einstein Academy near Pico Canyon Wash storm control channel and Wiley Canyon Road;
- Single-family residences northeast of Wiley Canyon Road and Orchard Village Road;
- Multi-family residences southeast of Wiley Canyon Road and Orchard Village Road;
- Single-family residences east and west of Orchard Village Road;
- Placerita Junior High School north of Dalbey Drive;
- Newhall Park south of Dalbey Drive;
- Boys and Girls Club west of Newhall Avenue;
- Hart High School west of Newhall Avenue;
- Single- and Multi-family residences east and west of Newhall Avenue;
- Single- and Multi-family residences north of 13th Street;
- Single- and Multi-family residences east of Walnut Street; and
- Newhall Elementary School south of 13th Street and west of Walnut Street.

Noise-sensitive receptors in the general vicinity of the Option 2 Alignment include the following (starting at the intersection of Rockwell Canyon Road and McBean Parkway):

- Multi-family residences and commercial uses south of McBean Parkway;
- The Church of Jesus Christ of Latter-day Saints north of McBean Parkway;
- Single-family residences north and south of McBean Parkway;
- Single-family residences east and west of Orchard Village Road; and
- Pinecrest School and Albert Einstein Academy west of Orchard Village Road.

Construction Noise Impacts

Construction of the Project would require the use of heavy equipment for trenching, line installation and paving. For purposes of this analysis, the following equipment mix would be considered the worst-case daily scenario: two excavators, one tractor/loader/backhoe, one paver, one grinder, up to five haul truck

trips for spoils, and up to 28 transfers of concrete for slurry backfill, asphalt and sand. Noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment. The data pertaining to the types of construction equipment is presented in Table 6, Noise Range of Project Construction Equipment, at distances of 50 feet from the noise source (i.e., reference distance).

Table 6
Noise Range of Project Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet
Front Loader	73-86
Vibrator	68-82
Saws	72-82
Pumps	68-72
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

As shown, construction noise from equipment would range from 72 to 98 dBA when measured at a reference distance of 50 feet from the center of construction activity. Average noise levels would be approximately 84 dBA at 50 feet. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor. Thus, construction activities associated with the Project would be expected to generate noise levels consistent with these estimates at the surrounding noise-sensitive uses. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible.

With respect to the County of Los Angeles construction noise impacts, the nearest County sensitive receptor is located more than 200 feet from the Project construction area at the intersection of Valencia Boulevard and The Old Road (multi-family residences to northwest). As described above, unmitigated noise levels would be approximately 72 dBA L_{eq} at 200 feet from the source to the receptor. These noise levels would be below the 80 dBA noise level restrictions for daytime activities (7:00 a.m. to 8:00 p.m.).

The City does not have specific limitation on construction noise levels. Instead, construction noise is regulated by limiting construction activity to the less noise sensitive daytime hours. Specifically, as stated previously, Section 11.44.080 of the SCMC states no person shall engage in any construction work which requires a building permit from the City on sites within three hundred (300) feet of a residentially zoned property except between the hours of seven a.m. to seven p.m., Monday through Friday, and eight a.m. to six p.m. on Saturday. Further, no work shall be performed on the following public holidays: New Year's Day, Independence Day, Thanksgiving, Christmas, Memorial Day and Labor Day. Thus, although construction activity would increase noise levels at the adjacent off-site sensitive receptors, the proposed construction activity would occur within the time confines set forth in the City's Noise Ordinance. Therefore, as Project construction activity would be consistent with the standards established in the County and City Noise Ordinance, construction noise impacts would be less than significant.

With respect to operational noise, the Project consists of a proposed utility extension within existing public rights-of-way and a paved maintenance road (below ground). As such, the Project would not have the potential to expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Operational noise impacts would be less than significant.

b) Less Than Significant Impact. Construction activities for the Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can result in slight damage of buildings at the highest levels. The construction activities associated with the project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance). Table 7, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 7
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Note: in/sec = inches per second

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

With respect to construction vibration impacts upon existing off-site structures, there are no known structures adjacent to the Project Site that would be considered structurally fragile or susceptible to vibration damages. The surrounding buildings consist primarily of engineered concrete and masonry buildings, and reinforced-concrete, steel, or timber buildings. As such, the potential for construction-related vibration damage to off-site structures would be considered low. With respect to human annoyance resulting from vibration generated during construction, the sensitive receptors located in the vicinity of the Project could be exposed to increased vibration levels. Based on the data provided in Table 7, sensitive receptors beyond 50 feet from the construction activity could experience vibration levels of 78 VdB, which would be below the 80 VdB annoyance threshold. In addition, and similar to construction noise, the proposed construction activity would occur within the time confines set forth in the County and City Noise Ordinance. Therefore, as Project construction activity would be consistent with the standards established in the County and City Noise Ordinance, construction vibration impacts would be less than significant.

With respect to operational vibration impacts, the Project consists of a proposed utility extension within existing public rights-of-way and a paved maintenance road (below ground). As such, the Project would not have the potential for the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, and these impacts would be less than significant.

c-d) Less-Than-Significant Impact. As discussed in Checklist Question a, above, the project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. In addition, the project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Therefore, these impacts would be less than significant.

e-f) No Impact. The nearest airport is Whiteman (WHP), located approximately 12 miles south of the Project. The Project is not located within an airport land use plan, is not located within two miles of a public airport or public use airport, and is not located within the vicinity of a private airstrip. As such, no impact would occur with respect to airport-related noise levels.

5.13 Population and Housing. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-c) No Impact. The Project consists of a proposed utility extension within existing public rights-of-way and a paved maintenance road. The line would serve existing and future recycled water demands already anticipated in the developed NCWD jurisdiction. The Project would not result in the construction of new housing or population growth, displacement of existing housing, nor the displacement of people. As such, no impact with respect to population and housing would occur.

5.14 Public Services.	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
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Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire Protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) Less Than Significant With Mitigation. The Project would have no long-term effect on any emergency response, including those related to fire and police protection services. As discussed Section 5.8 (Hazards & Hazardous Materials) previously, emergency response routes could be affected during construction due to temporary street or lane closures. However, standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access. Implementation of Mitigation Measure 6 provided previously would ensure impacts remain less than significant.

c-e) No Impact. The Project consists of a proposed utility extension within existing public rights-of-way and a paved maintenance road. As such, the Project would not have the potential to impact performance objectives associated with schools and capacity, parks and availability, or demand on other public facilities. No Impact would occur.

5.15 Recreation. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. The Project consists of a proposed utility extension within existing public rights-of-way and a paved maintenance road. As such, the Project would not have the potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of a facility would occur or be accelerated. No Impact would occur.

b) No Impact. The Project consists of a proposed utility extension within existing public rights-of-way and a paved maintenance road. As such, the Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No Impact would occur.

5.16 Transportation and Traffic. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) Less-Than-Significant Impact. The Project will result in a short-term, minimal increase in traffic during construction activities. However, this increase would be temporary and no increase in long-term operational vehicle trips would occur. As such, these impacts would be less than significant.

c) No Impact. The Project is not in the vicinity of any airport and will not result in any change in air traffic patterns or levels. No impact would occur.

d) No Impact. The Project would not substantively modify existing intersections or rights-of-way, or propose any transportation or circulation changes that would increase hazards due to a design feature or incompatible uses. No impact would occur.

e) Less Than Significant With Mitigation. The Project would have no long-term effect on emergency access. As discussed Section 5.8 (Hazards & Hazardous Materials) previously, emergency response routes could be affected during construction due to temporary street or lane closures. However, standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access. Implementation of Mitigation Measure 6 provided previously would ensure impacts remain less than significant.

f) No Impact. The Project will result in a short-term, minimal increase in vehicle trips during construction activities. However, this increase would be temporary and no increase in long-term operational vehicle trips, demand for public transit, bicycle facilities, or pedestrian facilities would occur. No impact would occur.

5.17 Utilities and Service Systems. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. The Project would not generate wastewater and would therefore not have the potential to exceed the wastewater treatment requirements of the LARWQCB. No Impact would occur.

b) No Impact. The Project would not result in the expansion of wastewater treatment facilities other than those proposed in the RWMP. The Project would construct a recycled water line to supply the NCWD jurisdiction with recycled water. No impact would occur.

c) No Impact. The Project would not produce substantial amounts of additional runoff to the existing storm water drainage facilities. There would not be a substantial increase in impervious surfaces from implementation of the Project (see also Section 5.9, Hydrology and Water Quality). Further, runoff from irrigation would not be increased by the use of recycled water. The Project would replace the use of potable water with recycled water, but would not necessarily increase the quantity of water used for irrigation and other non-potable purposes. No impact would occur.

d) No Impacts. The Project would not require a potable water supply. Therefore, there would be no impacts to potable water supply.

e) Less-Than-Significant Impact. The Project would not contribute to the wastewater stream. Therefore, there would be no impact to wastewater treatment capacity. Also, as stated previously, use of recycled water within the Phase 2C line is subject to the future execution of a contract (including supporting environmental documentation) with the SCVSD to acquire additional recycled water beyond the existing 1,600 AFY currently under contract between SCVSD and CLWA.

f) Less-Than-Significant Impact. Construction of the Project would result in a small amount of solid waste debris to be recycled and/or disposed of at a local landfill. No demolition of existing structures would be required. The small amount of construction debris generated by this alternative would not have the potential to exceed the permitted capacity of available landfills. Operation of the recycled water system would not generate solid waste, and impacts would be less than significant.

g) No Impact. The Project will comply with all applicable regulations regarding solid waste disposal during construction. Operation of the Project involves the delivery of recycled water to NCWD customers, which would not generate solid waste. No impact would occur with respect to violation of solid waste regulations.

5.18 Mandatory Findings of Significance.	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Less-Than-Significant Impact. As discussed in Section 5.4 (Biological Resources) of this Draft IS/MND, the purpose of this Initial Study is to analyze impacts associated with the physical construction and potential future operation of the line within existing paved roadway rights-of-way, and, under the Option 1 Alignment, within an existing and paved flood control channel maintenance road. Because the Project would include temporary construction activities within urbanized and previously disturbed areas, direct impacts on wildlife and vegetation would be less than significant.

It should be noted that the use of recycled water within this line is subject to the future execution of a contract (and supporting environmental documentation) with the SCVSD to acquire additional recycled water beyond the existing 1,600 AFY currently under contract between SCVSD and CLWA. Subject to the future execution of a contract (and supporting CEQA documentation) with the SCVSD, up to approximately

1,374 acre-feet of annual demand could be served in the future by the Project. As such, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

b) Less Than Significant With Mitigation. No significant and unavoidable impacts were identified for the Project in this Initial Study. Impacts were found to be less than significant with and without mitigation, or there were no impacts.

The Project (identified as Phase 2C) is included in the Castaic Lake Water Agency Recycled Water Master Plan Update (“RWMP”)¹¹ prepared for the Santa Clarita Valley public water wholesaler CLWA and the four local water retailers NCWD, Valencia Water Company (VWC), Santa Clarita Water Division (SCWD) and Los Angeles County Waterworks District 36 (LACWD36). The RWMP updates the 2002 Recycled Water Master Plan to reflect changes in recycled sources, demand and explores the opportunities to maximize the utilization of recycled water in the Santa Clarita Valley. In addition to the Project, the RWMP identifies additional components of the recycled water program, including: Phase 2A (Bouquet Extension), Phase 2B (Vista Canyon) and Phase 2D (Valencia Extension). The Draft Program EIR for the RWMP was published in October 2016 and will likely be considered for certification by the water suppliers in early 2017. Potential operational impacts for each RWMP component were analyzed and mitigated, as necessary, within the RWMP Draft Program EIR. As no significant and unavoidable impacts were identified for the Project in this Initial Study, and each additional component of the RWMP would be held to the impact conclusions and applicable mitigation measures identified in the Draft Program EIR, the Project-level impacts identified herein would not have the potential to be cumulatively considerable.

c) Less Than Significant With Mitigation. No significant and unavoidable impacts were identified for the Project in this Initial Study. Impacts were found to be less than significant with and without mitigation, or there were no impacts. Therefore, the Project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

¹¹ CLWA Recycled Water Master Plan Update, Draft Program EIR published October 2016; <https://clwa.org/news/notice-availability-draft-program-eir-recycled-water-master-plan-update>

6. LIST OF PREPARERS

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Appendix A
Air Quality Data

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

Phase 2C – South End Recycled Water Main Extension
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	23,560.00	User Defined Unit	1.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project includes up to approximately 23,560 total linear feet of water line installation on a daily maximum of one acre.

Construction Phase - schedule per NCWD.

Off-road Equipment - equipment list per NCWD

Off-road Equipment -

Trips and VMT - vendor/material trips for concrete, sand, and asphalt provided by NCWD.

Construction Off-road Equipment Mitigation -

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	PhaseEndDate	6/19/2019	12/2/2019
tblConstructionPhase	PhaseEndDate	11/13/2019	2/24/2020
tblConstructionPhase	PhaseStartDate	11/7/2019	12/3/2019
tblLandUse	LotAcreage	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Crushing/Proc. Equipment
tblProjectCharacteristics	OperationalYear	2018	2020
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	15.00
tblTripsAndVMT	VendorTripNumber	0.00	13.00
tblTripsAndVMT	WorkerTripNumber	13.00	3.00

2.0 Emissions Summary

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2278	0.0224	2.4209	1.8000e-004		8.6800e-003	8.6800e-003		8.6800e-003	8.6800e-003		5.1562	5.1562	0.0138		5.5018
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.2278	0.0224	2.4209	1.8000e-004	0.0000	8.6800e-003	8.6800e-003	0.0000	8.6800e-003	8.6800e-003		5.1562	5.1562	0.0138	0.0000	5.5018

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2278	0.0224	2.4209	1.8000e-004		8.6800e-003	8.6800e-003		8.6800e-003	8.6800e-003		5.1562	5.1562	0.0138		5.5018
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.2278	0.0224	2.4209	1.8000e-004	0.0000	8.6800e-003	8.6800e-003	0.0000	8.6800e-003	8.6800e-003		5.1562	5.1562	0.0138	0.0000	5.5018

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Trenching	6/18/2019	12/2/2019	5	120	
2	Paving	Paving	12/3/2019	2/24/2020	5	60	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Excavators	2	6.00	158	0.38
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Architectural Coating	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Architectural Coating	Crushing/Proc. Equipment	1	4.00	85	0.78
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Pavers	1	6.00	130	0.42
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	6.00	187	0.41

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	3	8.00	15.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	3.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4197	16.0357	6.6065	0.0141		0.7365	0.7365		0.6775	0.6775		1,396.3909	1,396.3909	0.4418		1,407.4359
Total	1.4197	16.0357	6.6065	0.0141		0.7365	0.7365		0.6775	0.6775		1,396.3909	1,396.3909	0.4418		1,407.4359

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.0000e-004	0.0259	5.8100e-003	7.0000e-005	1.4600e-003	1.0000e-004	1.5500e-003	4.0000e-004	9.0000e-005	4.9000e-004		7.0821	7.0821	5.2000e-004		7.0950
Vendor	0.0650	1.7383	0.5077	3.8200e-003	0.0960	0.0113	0.1073	0.0277	0.0108	0.0384		406.9157	406.9157	0.0286		407.6303
Worker	0.0443	0.0325	0.3540	9.2000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		91.3705	91.3705	3.1400e-003		91.4491
Total	0.1101	1.7967	0.8675	4.8100e-003	0.1869	0.0121	0.1990	0.0518	0.0116	0.0633		505.3682	505.3682	0.0323		506.1743

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

3.2 Grading - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4197	16.0357	6.6065	0.0141		0.7365	0.7365		0.6775	0.6775	0.0000	1,396.3909	1,396.3909	0.4418		1,407.4359
Total	1.4197	16.0357	6.6065	0.0141		0.7365	0.7365		0.6775	0.6775	0.0000	1,396.3909	1,396.3909	0.4418		1,407.4359

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.0000e-004	0.0259	5.8100e-003	7.0000e-005	1.4600e-003	1.0000e-004	1.5500e-003	4.0000e-004	9.0000e-005	4.9000e-004		7.0821	7.0821	5.2000e-004		7.0950
Vendor	0.0650	1.7383	0.5077	3.8200e-003	0.0960	0.0113	0.1073	0.0277	0.0108	0.0384		406.9157	406.9157	0.0286		407.6303
Worker	0.0443	0.0325	0.3540	9.2000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		91.3705	91.3705	3.1400e-003		91.4491
Total	0.1101	1.7967	0.8675	4.8100e-003	0.1869	0.0121	0.1990	0.0518	0.0116	0.0633		505.3682	505.3682	0.0323		506.1743

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

3.3 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9038	9.1743	8.9025	0.0135		0.5225	0.5225		0.4815	0.4815		1,325.0953	1,325.0953	0.4112		1,335.3751
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9038	9.1743	8.9025	0.0135		0.5225	0.5225		0.4815	0.4815		1,325.0953	1,325.0953	0.4112		1,335.3751

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0563	1.5065	0.4400	3.3100e-003	0.0832	9.7500e-003	0.0930	0.0240	9.3300e-003	0.0333		352.6602	352.6602	0.0248		353.2796
Worker	0.0166	0.0122	0.1327	3.4000e-004	0.0335	2.9000e-004	0.0338	8.8900e-003	2.7000e-004	9.1600e-003		34.2639	34.2639	1.1800e-003		34.2934
Total	0.0730	1.5187	0.5728	3.6500e-003	0.1168	0.0100	0.1268	0.0329	9.6000e-003	0.0425		386.9242	386.9242	0.0260		387.5730

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

3.3 Paving - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9038	9.1743	8.9025	0.0135		0.5225	0.5225		0.4815	0.4815	0.0000	1,325.0953	1,325.0953	0.4112		1,335.3751
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9038	9.1743	8.9025	0.0135		0.5225	0.5225		0.4815	0.4815	0.0000	1,325.0953	1,325.0953	0.4112		1,335.3751

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0563	1.5065	0.4400	3.3100e-003	0.0832	9.7500e-003	0.0930	0.0240	9.3300e-003	0.0333		352.6602	352.6602	0.0248		353.2796
Worker	0.0166	0.0122	0.1327	3.4000e-004	0.0335	2.9000e-004	0.0338	8.8900e-003	2.7000e-004	9.1600e-003		34.2639	34.2639	1.1800e-003		34.2934
Total	0.0730	1.5187	0.5728	3.6500e-003	0.1168	0.0100	0.1268	0.0329	9.6000e-003	0.0425		386.9242	386.9242	0.0260		387.5730

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8402	8.4514	8.8758	0.0135		0.4695	0.4695		0.4328	0.4328		1,296.946 1	1,296.946 1	0.4111		1,307.224 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8402	8.4514	8.8758	0.0135		0.4695	0.4695		0.4328	0.4328		1,296.946 1	1,296.946 1	0.4111		1,307.224 6

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0483	1.3826	0.3996	3.2800e-003	0.0832	6.6100e-003	0.0898	0.0240	6.3200e-003	0.0303		350.2838	350.2838	0.0234		350.8694
Worker	0.0153	0.0109	0.1203	3.3000e-004	0.0335	2.8000e-004	0.0338	8.8900e-003	2.6000e-004	9.1500e-003		33.2226	33.2226	1.0500e-003		33.2488
Total	0.0637	1.3934	0.5199	3.6100e-003	0.1168	6.8900e-003	0.1237	0.0329	6.5800e-003	0.0394		383.5064	383.5064	0.0245		384.1182

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

3.3 Paving - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8402	8.4514	8.8758	0.0135		0.4695	0.4695		0.4328	0.4328	0.0000	1,296.946 1	1,296.946 1	0.4111		1,307.224 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8402	8.4514	8.8758	0.0135		0.4695	0.4695		0.4328	0.4328	0.0000	1,296.946 1	1,296.946 1	0.4111		1,307.224 6

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0483	1.3826	0.3996	3.2800e-003	0.0832	6.6100e-003	0.0898	0.0240	6.3200e-003	0.0303		350.2838	350.2838	0.0234		350.8694
Worker	0.0153	0.0109	0.1203	3.3000e-004	0.0335	2.8000e-004	0.0338	8.8900e-003	2.6000e-004	9.1500e-003		33.2226	33.2226	1.0500e-003		33.2488
Total	0.0637	1.3934	0.5199	3.6100e-003	0.1168	6.8900e-003	0.1237	0.0329	6.5800e-003	0.0394		383.5064	383.5064	0.0245		384.1182

4.0 Operational Detail - Mobile

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2278	0.0224	2.4209	1.8000e-004		8.6800e-003	8.6800e-003		8.6800e-003	8.6800e-003		5.1562	5.1562	0.0138		5.5018
Unmitigated	0.2278	0.0224	2.4209	1.8000e-004		8.6800e-003	8.6800e-003		8.6800e-003	8.6800e-003		5.1562	5.1562	0.0138		5.5018

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.2278	0.0224	2.4209	1.8000e-004		8.6800e-003	8.6800e-003		8.6800e-003	8.6800e-003		5.1562	5.1562	0.0138		5.5018
Total	0.2278	0.0224	2.4209	1.8000e-004		8.6800e-003	8.6800e-003		8.6800e-003	8.6800e-003		5.1562	5.1562	0.0138		5.5018

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.2278	0.0224	2.4209	1.8000e-004		8.6800e-003	8.6800e-003		8.6800e-003	8.6800e-003		5.1562	5.1562	0.0138		5.5018
Total	0.2278	0.0224	2.4209	1.8000e-004		8.6800e-003	8.6800e-003		8.6800e-003	8.6800e-003		5.1562	5.1562	0.0138		5.5018

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Winter

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Appendix B

Greenhouse Gas Emissions Data

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Annual

Phase 2C – South End Recycled Water Main Extension
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	23,560.00	User Defined Unit	1.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project includes up to approximately 23,560 total linear feet of water line installation on a daily maximum of one acre.

Construction Phase - schedule per NCWD.

Off-road Equipment - equipment list per NCWD

Off-road Equipment -

Trips and VMT - vendor/material trips for concrete, sand, and asphalt provided by NCWD.

Construction Off-road Equipment Mitigation -

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Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	PhaseEndDate	6/19/2019	12/2/2019
tblConstructionPhase	PhaseEndDate	11/13/2019	2/24/2020
tblConstructionPhase	PhaseStartDate	11/7/2019	12/3/2019
tblLandUse	LotAcreage	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Crushing/Proc. Equipment
tblProjectCharacteristics	OperationalYear	2018	2020
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	15.00
tblTripsAndVMT	VendorTripNumber	0.00	13.00
tblTripsAndVMT	WorkerTripNumber	13.00	3.00

2.0 Emissions Summary

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-3-2019	9-2-2019	0.5321	0.5321
2	9-3-2019	12-2-2019	0.6291	0.6291
3	12-3-2019	3-2-2020	0.3320	0.3320
		Highest	0.6291	0.6291

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0285	2.7900e-003	0.3026	2.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	0.5847	0.5847	1.5700e-003	0.0000	0.6239
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0285	2.7900e-003	0.3026	2.0000e-005	0.0000	1.0900e-003	1.0900e-003	0.0000	1.0900e-003	1.0900e-003	0.0000	0.5847	0.5847	1.5700e-003	0.0000	0.6239

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0285	2.7900e-003	0.3026	2.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	0.5847	0.5847	1.5700e-003	0.0000	0.6239
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0285	2.7900e-003	0.3026	2.0000e-005	0.0000	1.0900e-003	1.0900e-003	0.0000	1.0900e-003	1.0900e-003	0.0000	0.5847	0.5847	1.5700e-003	0.0000	0.6239

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Trenching	6/18/2019	12/2/2019	5	120	
2	Paving	Paving	12/3/2019	2/24/2020	5	60	

Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Annual

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Excavators	2	6.00	158	0.38
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Architectural Coating	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Architectural Coating	Crushing/Proc. Equipment	1	4.00	85	0.78
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Pavers	1	6.00	130	0.42
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	6.00	187	0.41

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	3	8.00	15.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	3.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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Water Exposed Area

Clean Paved Roads

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0852	0.9621	0.3964	8.5000e-004		0.0442	0.0442		0.0407	0.0407	0.0000	76.0071	76.0071	0.0241	0.0000	76.6083
Total	0.0852	0.9621	0.3964	8.5000e-004		0.0442	0.0442		0.0407	0.0407	0.0000	76.0071	76.0071	0.0241	0.0000	76.6083

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3.2 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.5800e-003	3.4000e-004	0.0000	9.0000e-005	1.0000e-005	9.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3893	0.3893	3.0000e-005	0.0000	0.3900
Vendor	3.8100e-003	0.1063	0.0291	2.3000e-004	5.6700e-003	6.7000e-004	6.3400e-003	1.6400e-003	6.4000e-004	2.2800e-003	0.0000	22.5058	22.5058	1.5000e-003	0.0000	22.5434
Worker	2.4000e-003	2.0000e-003	0.0218	6.0000e-005	5.2600e-003	5.0000e-005	5.3100e-003	1.4000e-003	4.0000e-005	1.4400e-003	0.0000	5.0561	5.0561	1.7000e-004	0.0000	5.0605
Total	6.2600e-003	0.1099	0.0512	2.9000e-004	0.0110	7.3000e-004	0.0117	3.0600e-003	6.9000e-004	3.7500e-003	0.0000	27.9513	27.9513	1.7000e-003	0.0000	27.9939

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0852	0.9621	0.3964	8.5000e-004		0.0442	0.0442		0.0407	0.0407	0.0000	76.0070	76.0070	0.0241	0.0000	76.6082
Total	0.0852	0.9621	0.3964	8.5000e-004		0.0442	0.0442		0.0407	0.0407	0.0000	76.0070	76.0070	0.0241	0.0000	76.6082

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3.2 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.5800e-003	3.4000e-004	0.0000	9.0000e-005	1.0000e-005	9.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3893	0.3893	3.0000e-005	0.0000	0.3900
Vendor	3.8100e-003	0.1063	0.0291	2.3000e-004	5.6700e-003	6.7000e-004	6.3400e-003	1.6400e-003	6.4000e-004	2.2800e-003	0.0000	22.5058	22.5058	1.5000e-003	0.0000	22.5434
Worker	2.4000e-003	2.0000e-003	0.0218	6.0000e-005	5.2600e-003	5.0000e-005	5.3100e-003	1.4000e-003	4.0000e-005	1.4400e-003	0.0000	5.0561	5.0561	1.7000e-004	0.0000	5.0605
Total	6.2600e-003	0.1099	0.0512	2.9000e-004	0.0110	7.3000e-004	0.0117	3.0600e-003	6.9000e-004	3.7500e-003	0.0000	27.9513	27.9513	1.7000e-003	0.0000	27.9939

3.3 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.4900e-003	0.0963	0.0935	1.4000e-004		5.4900e-003	5.4900e-003		5.0600e-003	5.0600e-003	0.0000	12.6221	12.6221	3.9200e-003	0.0000	12.7200
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.4900e-003	0.0963	0.0935	1.4000e-004		5.4900e-003	5.4900e-003		5.0600e-003	5.0600e-003	0.0000	12.6221	12.6221	3.9200e-003	0.0000	12.7200

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3.3 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.8000e-004	0.0161	4.4100e-003	4.0000e-005	8.6000e-004	1.0000e-004	9.6000e-004	2.5000e-004	1.0000e-004	3.5000e-004	0.0000	3.4134	3.4134	2.3000e-004	0.0000	3.4191
Worker	1.6000e-004	1.3000e-004	1.4300e-003	0.0000	3.5000e-004	0.0000	3.5000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3318	0.3318	1.0000e-005	0.0000	0.3321
Total	7.4000e-004	0.0163	5.8400e-003	4.0000e-005	1.2100e-003	1.0000e-004	1.3100e-003	3.4000e-004	1.0000e-004	4.4000e-004	0.0000	3.7452	3.7452	2.4000e-004	0.0000	3.7512

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.4900e-003	0.0963	0.0935	1.4000e-004		5.4900e-003	5.4900e-003		5.0600e-003	5.0600e-003	0.0000	12.6221	12.6221	3.9200e-003	0.0000	12.7200
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.4900e-003	0.0963	0.0935	1.4000e-004		5.4900e-003	5.4900e-003		5.0600e-003	5.0600e-003	0.0000	12.6221	12.6221	3.9200e-003	0.0000	12.7200

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3.3 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.8000e-004	0.0161	4.4100e-003	4.0000e-005	8.6000e-004	1.0000e-004	9.6000e-004	2.5000e-004	1.0000e-004	3.5000e-004	0.0000	3.4134	3.4134	2.3000e-004	0.0000	3.4191
Worker	1.6000e-004	1.3000e-004	1.4300e-003	0.0000	3.5000e-004	0.0000	3.5000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3318	0.3318	1.0000e-005	0.0000	0.3321
Total	7.4000e-004	0.0163	5.8400e-003	4.0000e-005	1.2100e-003	1.0000e-004	1.3100e-003	3.4000e-004	1.0000e-004	4.4000e-004	0.0000	3.7452	3.7452	2.4000e-004	0.0000	3.7512

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0164	0.1648	0.1731	2.6000e-004		9.1600e-003	9.1600e-003		8.4400e-003	8.4400e-003	0.0000	22.9431	22.9431	7.2700e-003	0.0000	23.1249
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0164	0.1648	0.1731	2.6000e-004		9.1600e-003	9.1600e-003		8.4400e-003	8.4400e-003	0.0000	22.9431	22.9431	7.2700e-003	0.0000	23.1249

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3.3 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.2000e-004	0.0275	7.4400e-003	7.0000e-005	1.6000e-003	1.3000e-004	1.7200e-003	4.6000e-004	1.2000e-004	5.8000e-004	0.0000	6.2976	6.2976	4.0000e-004	0.0000	6.3076
Worker	2.7000e-004	2.2000e-004	2.4100e-003	1.0000e-005	6.4000e-004	1.0000e-005	6.5000e-004	1.7000e-004	1.0000e-005	1.8000e-004	0.0000	0.5975	0.5975	2.0000e-005	0.0000	0.5980
Total	1.1900e-003	0.0277	9.8500e-003	8.0000e-005	2.2400e-003	1.4000e-004	2.3700e-003	6.3000e-004	1.3000e-004	7.6000e-004	0.0000	6.8951	6.8951	4.2000e-004	0.0000	6.9056

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0164	0.1648	0.1731	2.6000e-004		9.1600e-003	9.1600e-003		8.4400e-003	8.4400e-003	0.0000	22.9431	22.9431	7.2700e-003	0.0000	23.1249
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0164	0.1648	0.1731	2.6000e-004		9.1600e-003	9.1600e-003		8.4400e-003	8.4400e-003	0.0000	22.9431	22.9431	7.2700e-003	0.0000	23.1249

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3.3 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.2000e-004	0.0275	7.4400e-003	7.0000e-005	1.6000e-003	1.3000e-004	1.7200e-003	4.6000e-004	1.2000e-004	5.8000e-004	0.0000	6.2976	6.2976	4.0000e-004	0.0000	6.3076
Worker	2.7000e-004	2.2000e-004	2.4100e-003	1.0000e-005	6.4000e-004	1.0000e-005	6.5000e-004	1.7000e-004	1.0000e-005	1.8000e-004	0.0000	0.5975	0.5975	2.0000e-005	0.0000	0.5980
Total	1.1900e-003	0.0277	9.8500e-003	8.0000e-005	2.2400e-003	1.4000e-004	2.3700e-003	6.3000e-004	1.3000e-004	7.6000e-004	0.0000	6.8951	6.8951	4.2000e-004	0.0000	6.9056

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

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5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0285	2.7900e-003	0.3026	2.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	0.5847	0.5847	1.5700e-003	0.0000	0.6239
Unmitigated	0.0285	2.7900e-003	0.3026	2.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	0.5847	0.5847	1.5700e-003	0.0000	0.6239

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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0285	2.7900e-003	0.3026	2.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	0.5847	0.5847	1.5700e-003	0.0000	0.6239
Total	0.0285	2.7900e-003	0.3026	2.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	0.5847	0.5847	1.5700e-003	0.0000	0.6239

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0285	2.7900e-003	0.3026	2.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	0.5847	0.5847	1.5700e-003	0.0000	0.6239
Total	0.0285	2.7900e-003	0.3026	2.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	0.5847	0.5847	1.5700e-003	0.0000	0.6239

7.0 Water Detail

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7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Phase 2C – South End Recycled Water Main Extension - Los Angeles-South Coast County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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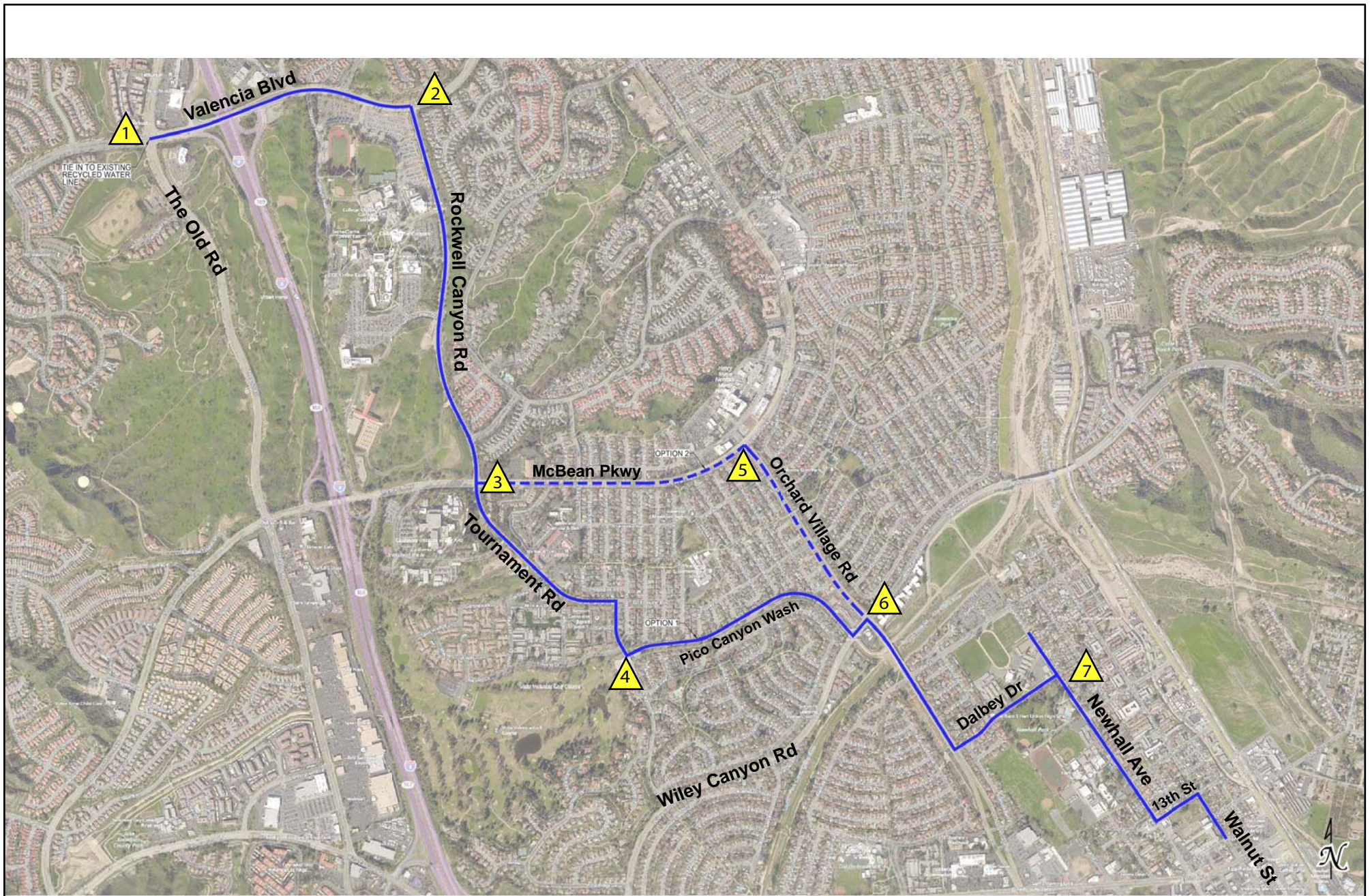
User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Appendix C

Noise Monitoring Data



Map Source: Alliance Land Planning & Engineering Inc., 6/17/16

— Option 1 - - - Option 2 # Noise Monitoring Location

Phase 2C Recycled Water Project - Location 1

Information Panel

Name	Phase 2C Recycled Water Project - Location 1
Start Time	5/25/2016 1:46:19 PM
Stop Time	5/25/2016 2:01:19 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

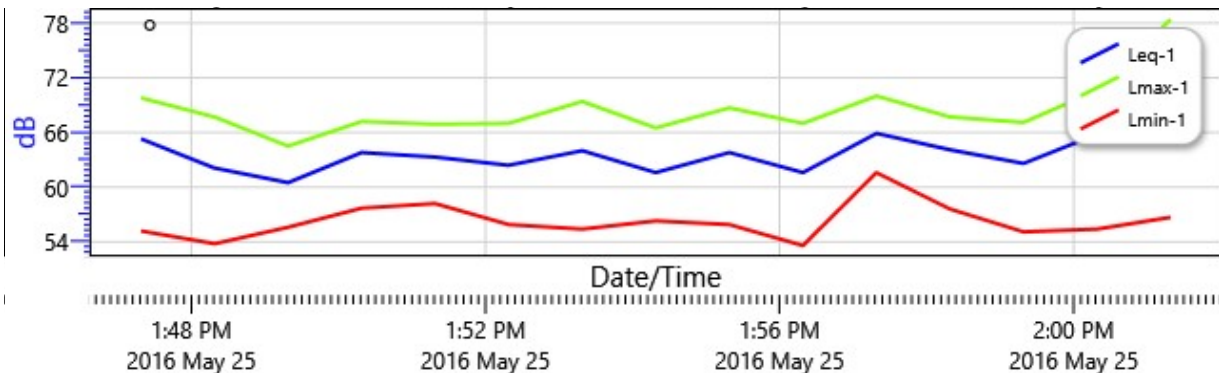
Description	Meter	Value	Description	Meter	Value
Lmin	1	53.6 dB	Lmax	1	78.4 dB
Leq	1	63.9 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
5/25/2016 1:47:19 PM	65.3	69.8	55.2
1:48:19 PM	62.1	67.7	53.8
1:49:19 PM	60.5	64.5	55.6
1:50:19 PM	63.8	67.2	57.7
1:51:19 PM	63.3	66.9	58.2
1:52:19 PM	62.4	67	55.9
1:53:19 PM	64	69.4	55.4
1:54:19 PM	61.6	66.5	56.3
1:55:19 PM	63.8	68.7	55.9
1:56:19 PM	61.6	67	53.6
1:57:19 PM	65.9	70	61.6
1:58:19 PM	64.1	67.7	57.6
1:59:19 PM	62.6	67.1	55.1
2:00:19 PM	65.8	70.6	55.4
2:01:19 PM	67.2	78.4	56.7

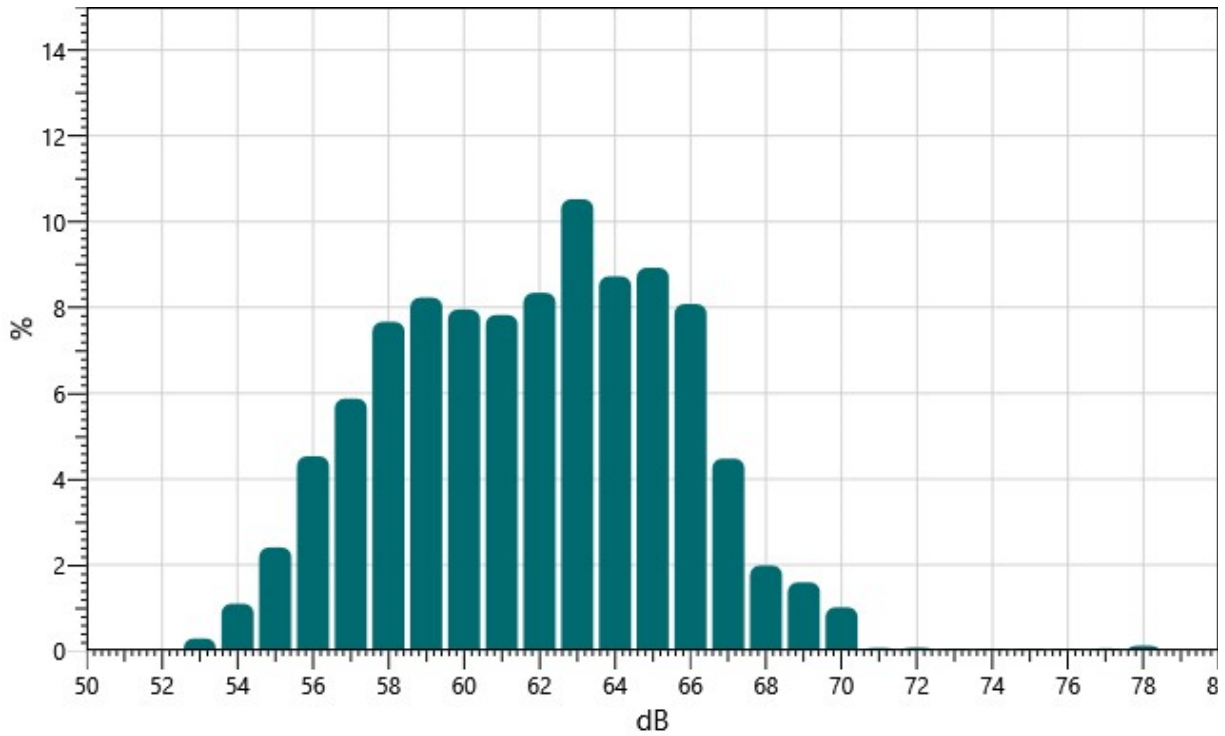
Logged Data Chart

Phase 2C Recycled Water Project - Location 1: Logged Data Chart



Statistics Chart

Phase 2C Recycled Water Project - Location 1: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
5/25/2016 1:41:17 PM	Calibration	114.0			

Phase 2C Recycled Water Project - Location 2

Information Panel

Name	Phase 2C Recycled Water Project - Location 2
Start Time	5/25/2016 2:12:56 PM
Stop Time	5/25/2016 2:27:56 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

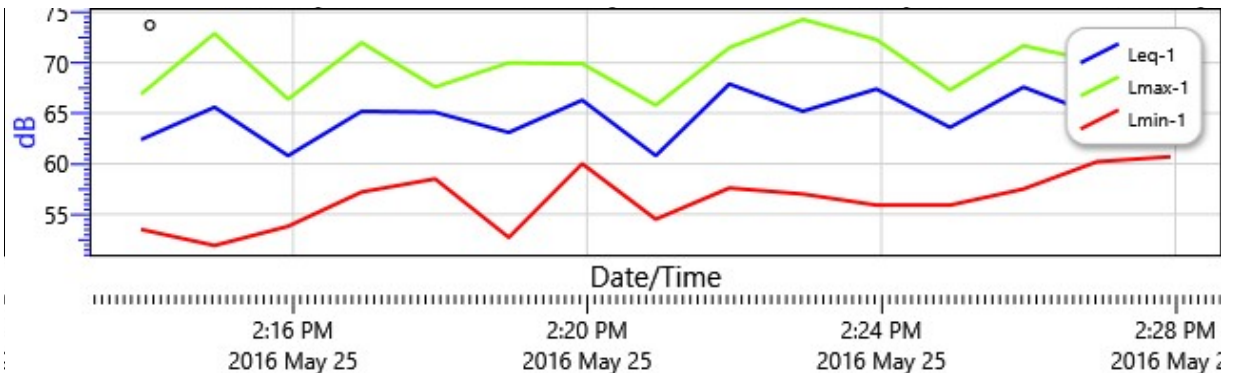
Description	Meter	Value	Description	Meter	Value
Lmin	1	51.9 dB	Lmax	1	74.3 dB
Leq	1	65.3 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
5/25/2016 2:13:56 PM	62.4	66.9	53.5
2:14:56 PM	65.6	72.9	51.9
2:15:56 PM	60.8	66.4	53.8
2:16:56 PM	65.2	72	57.2
2:17:56 PM	65.1	67.6	58.5
2:18:56 PM	63.1	70	52.7
2:19:56 PM	66.3	69.9	60
2:20:56 PM	60.8	65.8	54.5
2:21:56 PM	67.9	71.5	57.6
2:22:56 PM	65.2	74.3	57
2:23:56 PM	67.4	72.3	55.9
2:24:56 PM	63.6	67.3	55.9
2:25:56 PM	67.6	71.7	57.5
2:26:56 PM	64.8	70.1	60.2
2:27:56 PM	66.9	70.3	60.7

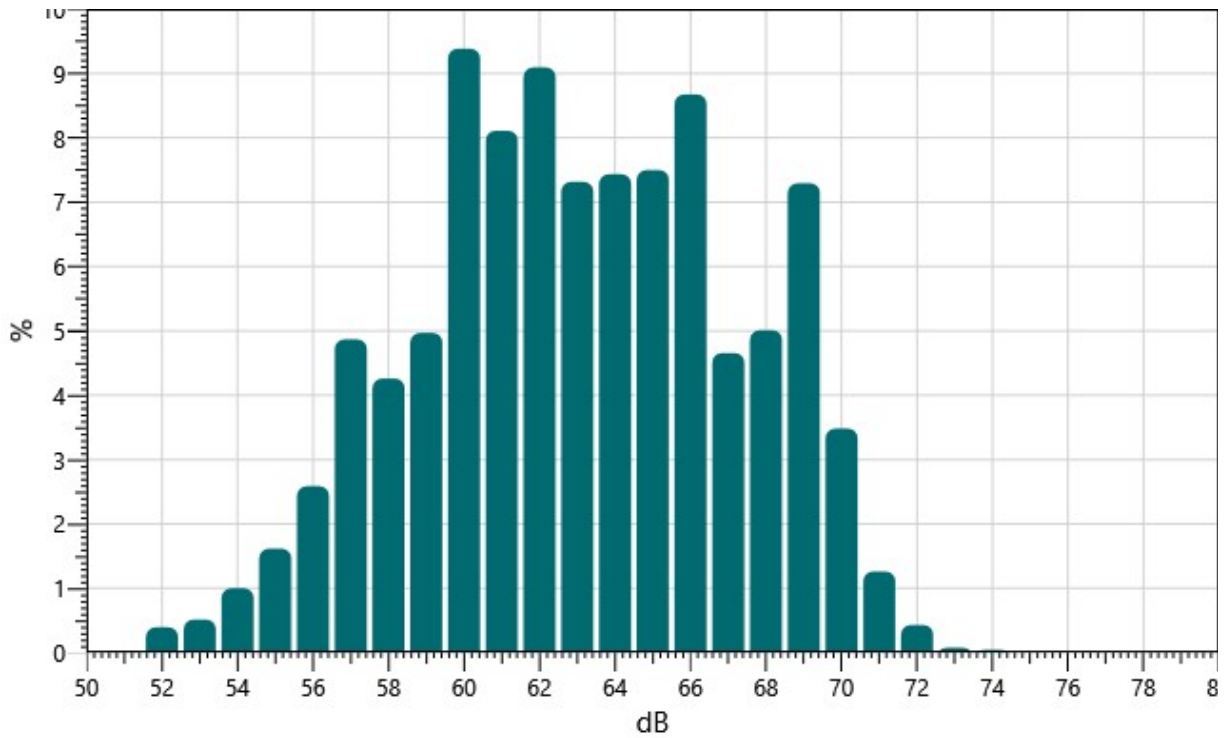
Logged Data Chart

Phase 2C Recycled Water Project - Location 2: Logged Data Chart



Statistics Chart

Phase 2C Recycled Water Project - Location 2: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
5/25/2016 1:41:17 PM	Calibration	114.0			

Phase 2C Recycled Water Project - Location 3

Information Panel

Name	Phase 2C Recycled Water Project - Location 3
Start Time	5/25/2016 2:35:28 PM
Stop Time	5/25/2016 2:50:28 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

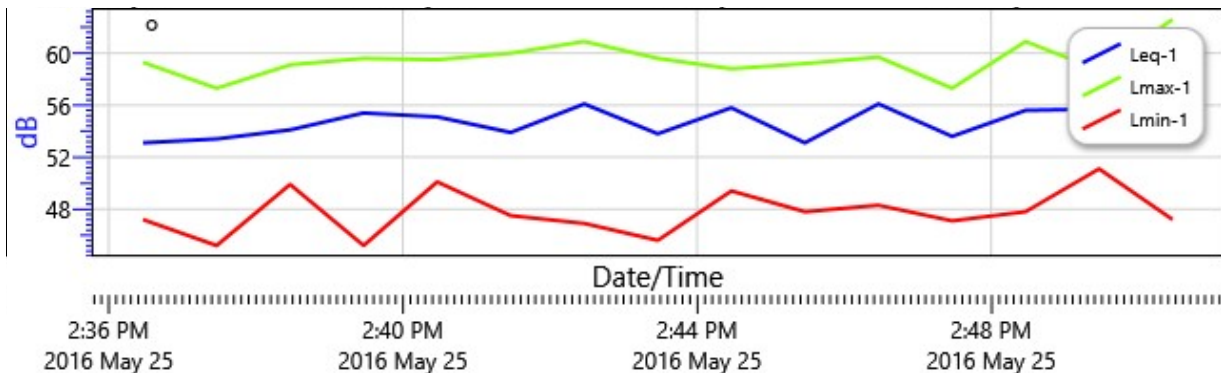
Description	Meter	Value	Description	Meter	Value
Lmin	1	45.2 dB	Lmax	1	62.6 dB
Leq	1	54.7 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
5/25/2016 2:36:28 PM	53.1	59.3	47.2
2:37:28 PM	53.4	57.3	45.2
2:38:28 PM	54.1	59.1	49.9
2:39:28 PM	55.4	59.6	45.2
2:40:28 PM	55.1	59.5	50.1
2:41:28 PM	53.9	60	47.5
2:42:28 PM	56.1	60.9	46.9
2:43:28 PM	53.8	59.6	45.6
2:44:28 PM	55.8	58.8	49.4
2:45:28 PM	53.1	59.2	47.8
2:46:28 PM	56.1	59.7	48.3
2:47:28 PM	53.6	57.3	47.1
2:48:28 PM	55.6	60.9	47.8
2:49:28 PM	55.7	58.7	51.1
2:50:28 PM	55.2	62.6	47.2

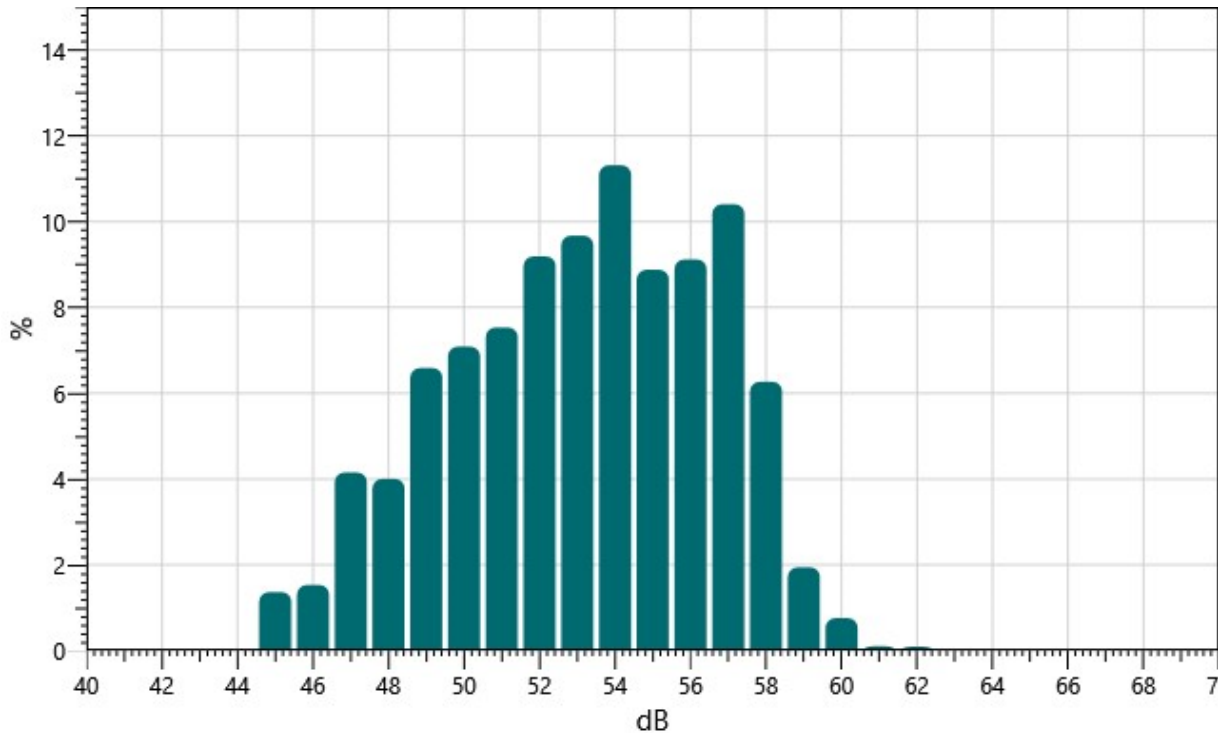
Logged Data Chart

Phase 2C Recycled Water Project - Location 3: Logged Data Chart



Statistics Chart

Phase 2C Recycled Water Project - Location 3: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
5/25/2016 1:41:17 PM	Calibration	114.0			

Phase 2C Recycled Water Project - Location 4

Information Panel

Name	Phase 2C Recycled Water Project - Location 4
Start Time	5/25/2016 2:55:46 PM
Stop Time	5/25/2016 3:10:46 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

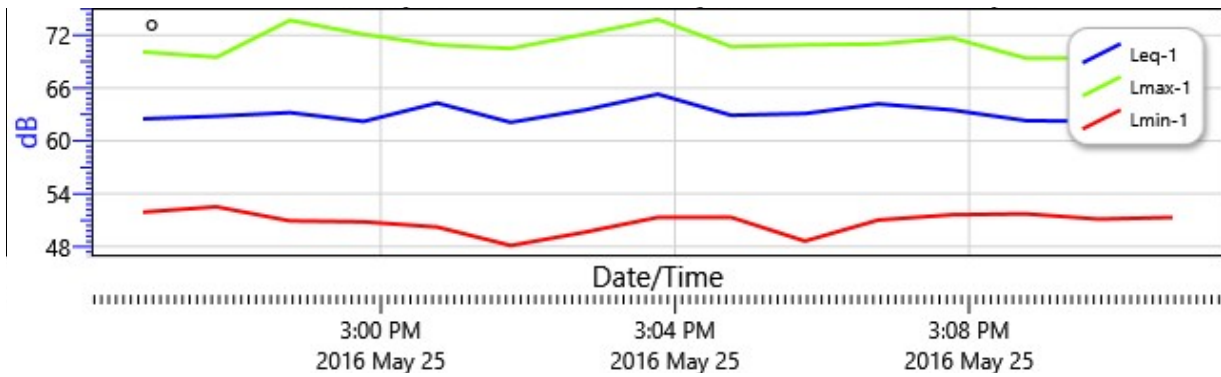
Description	Meter	Value	Description	Meter	Value
Lmin	1	48.1 dB	Lmax	1	73.8 dB
Leq	1	63.1 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
5/25/2016 2:56:46 PM	62.5	70.1	51.9
2:57:46 PM	62.8	69.5	52.5
2:58:46 PM	63.2	73.7	50.9
2:59:46 PM	62.2	72.1	50.8
3:00:46 PM	64.3	70.9	50.2
3:01:46 PM	62.1	70.5	48.1
3:02:46 PM	63.5	72.1	49.6
3:03:46 PM	65.3	73.8	51.3
3:04:46 PM	62.9	70.7	51.3
3:05:46 PM	63.1	70.9	48.6
3:06:46 PM	64.2	71	51
3:07:46 PM	63.5	71.7	51.6
3:08:46 PM	62.3	69.4	51.7
3:09:46 PM	62.2	69.4	51.1
3:10:46 PM	61.8	69.3	51.3

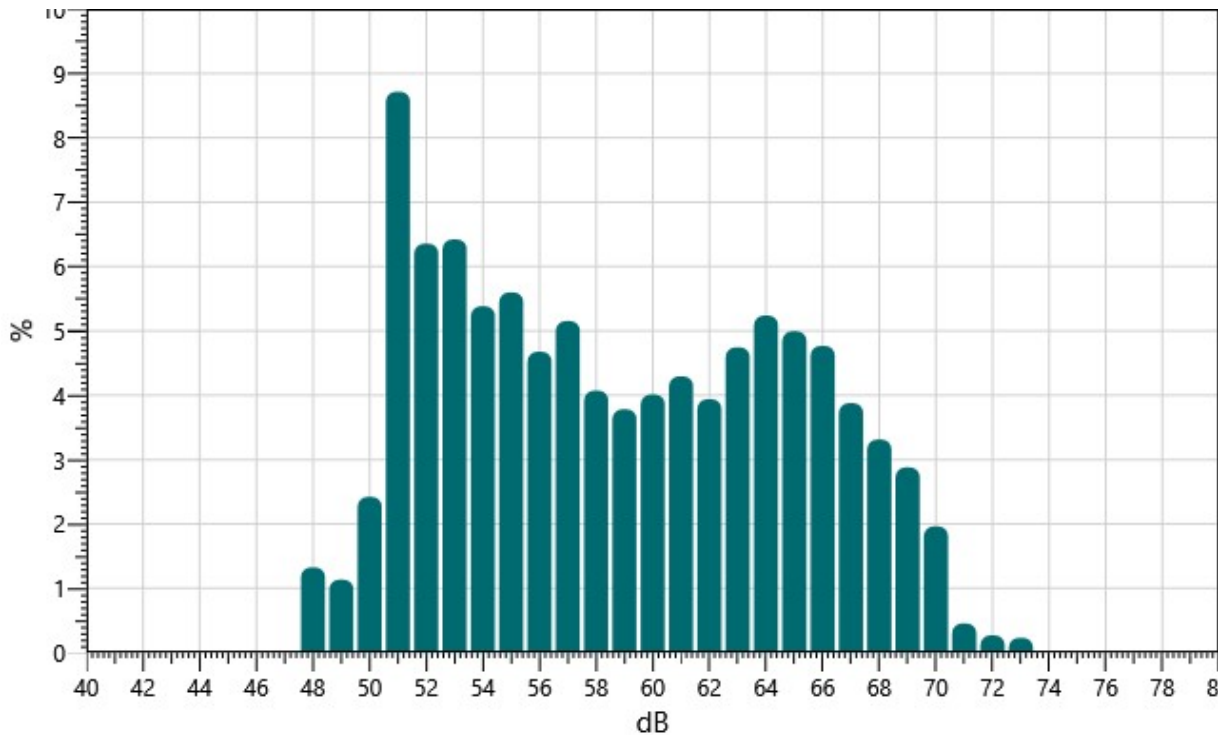
Logged Data Chart

Phase 2C Recycled Water Project - Location 4: Logged Data Chart



Statistics Chart

Phase 2C Recycled Water Project - Location 4: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
5/25/2016 1:41:17 PM	Calibration	114.0			

Phase 2C Recycled Water Project - Location 5

Information Panel

Name	Phase 2C Recycled Water Project - Location 5
Start Time	5/25/2016 3:17:04 PM
Stop Time	5/25/2016 3:32:04 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

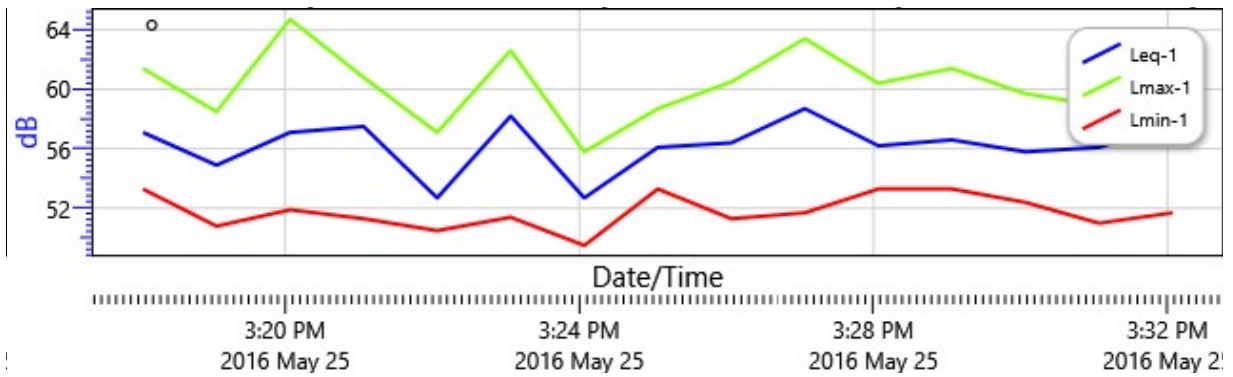
Description	Meter	Value	Description	Meter	Value
Lmin	1	49.5 dB	Lmax	1	64.7 dB
Leq	1	56.5 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
5/25/2016 3:18:04 PM	57.1	61.4	53.3
3:19:04 PM	54.9	58.5	50.8
3:20:04 PM	57.1	64.7	51.9
3:21:04 PM	57.5	60.8	51.3
3:22:04 PM	52.7	57.1	50.5
3:23:04 PM	58.2	62.6	51.4
3:24:04 PM	52.7	55.8	49.5
3:25:04 PM	56.1	58.7	53.3
3:26:04 PM	56.4	60.5	51.3
3:27:04 PM	58.7	63.4	51.7
3:28:04 PM	56.2	60.4	53.3
3:29:04 PM	56.6	61.4	53.3
3:30:04 PM	55.8	59.7	52.4
3:31:04 PM	56.1	58.9	51
3:32:04 PM	57.7	61.4	51.7

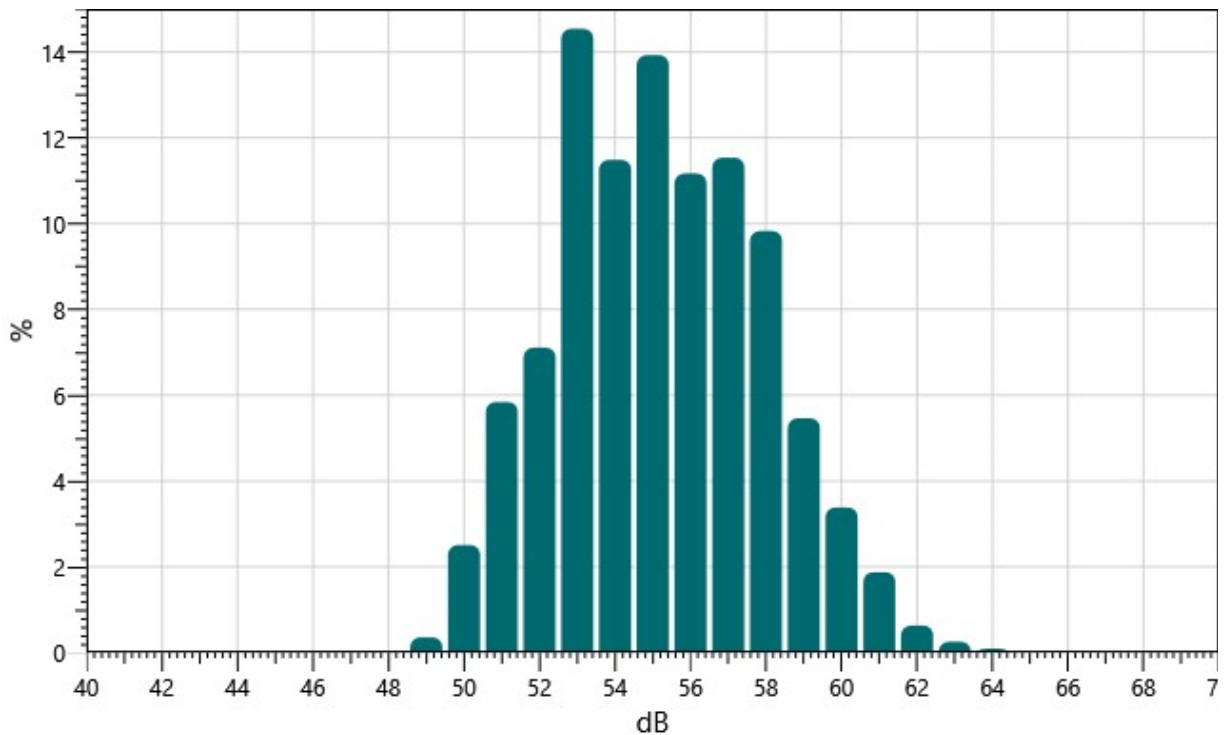
Logged Data Chart

Phase 2C Recycled Water Project - Location 5: Logged Data Chart



Statistics Chart

Phase 2C Recycled Water Project - Location 5: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
5/25/2016 1:41:17 PM	Calibration	114.0			

Phase 2C Recycled Water Project - Location 6

Information Panel

Name	Phase 2C Recycled Water Project - Location 6
Start Time	5/25/2016 3:39:38 PM
Stop Time	5/25/2016 3:54:38 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

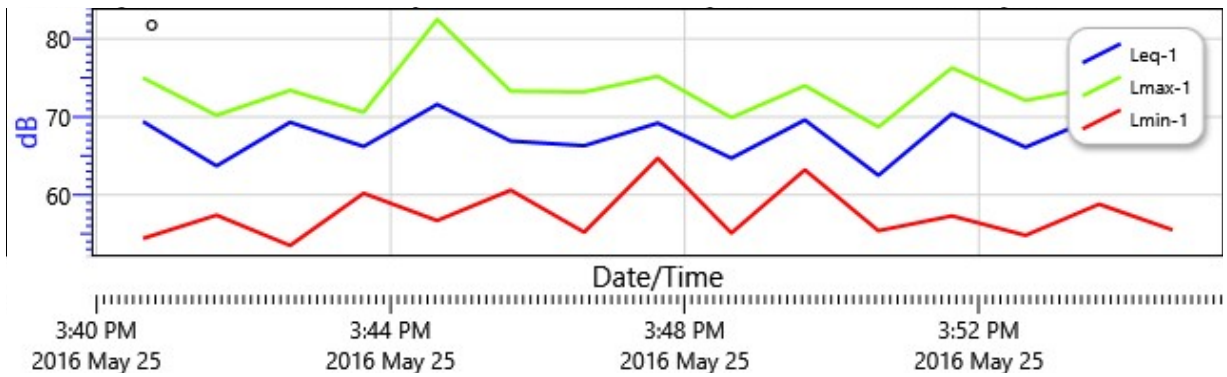
Description	Meter	Value	Description	Meter	Value
Lmin	1	53.5 dB	Lmax	1	82.5 dB
Leq	1	68.3 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
5/25/2016 3:40:38 PM	69.4	75	54.4
3:41:38 PM	63.7	70.2	57.4
3:42:38 PM	69.3	73.4	53.5
3:43:38 PM	66.2	70.6	60.2
3:44:38 PM	71.6	82.5	56.7
3:45:38 PM	66.9	73.3	60.6
3:46:38 PM	66.3	73.2	55.2
3:47:38 PM	69.2	75.2	64.7
3:48:38 PM	64.7	69.9	55.1
3:49:38 PM	69.6	74	63.2
3:50:38 PM	62.5	68.7	55.4
3:51:38 PM	70.4	76.3	57.3
3:52:38 PM	66.1	72.1	54.8
3:53:38 PM	70.1	73.9	58.8
3:54:38 PM	68.8	75.8	55.5

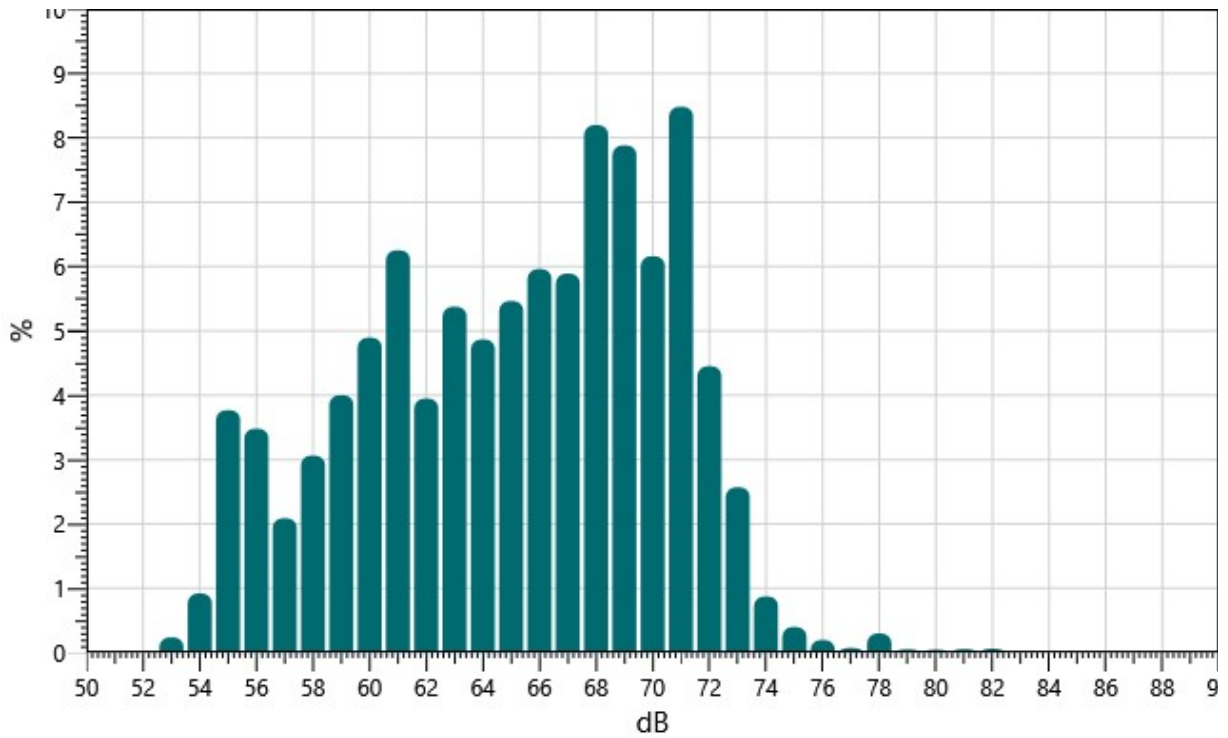
Logged Data Chart

Phase 2C Recycled Water Project - Location 6: Logged Data Chart



Statistics Chart

Phase 2C Recycled Water Project - Location 6: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
5/25/2016 1:41:17 PM	Calibration	114.0			

Phase 2C Recycled Water Project - Location 7

Information Panel

Name	Phase 2C Recycled Water Project - Location 7
Start Time	5/25/2016 3:58:36 PM
Stop Time	5/25/2016 4:13:36 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

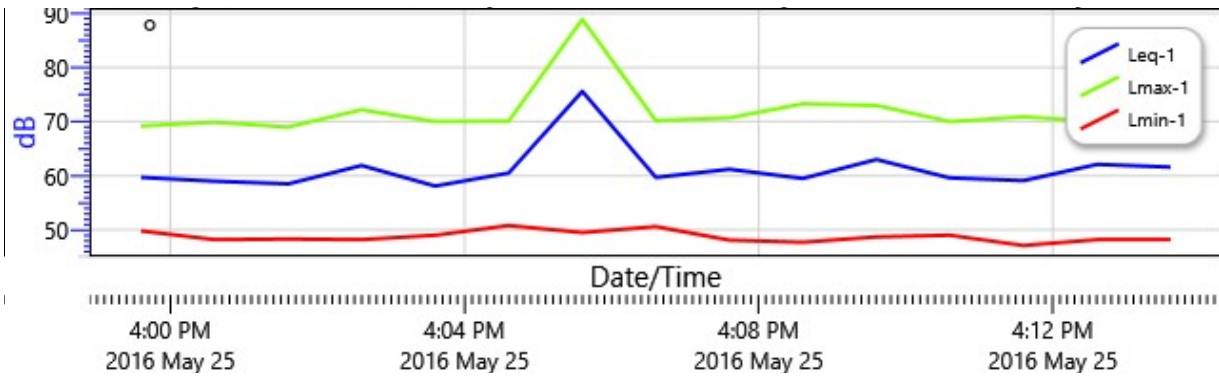
Description	Meter	Value	Description	Meter	Value
Lmin	1	47.1 dB	Lmax	1	88.9 dB
Leq	1	65.4 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
5/25/2016 3:59:36 PM	59.7	69.2	49.8
4:00:36 PM	59	69.9	48.2
4:01:36 PM	58.5	69	48.3
4:02:36 PM	61.9	72.2	48.2
4:03:36 PM	58.1	70	49
4:04:36 PM	60.5	70.1	50.8
4:05:36 PM	75.6	88.9	49.5
4:06:36 PM	59.7	70.2	50.6
4:07:36 PM	61.2	70.7	48.1
4:08:36 PM	59.5	73.3	47.7
4:09:36 PM	63	73	48.7
4:10:36 PM	59.6	70	49
4:11:36 PM	59.1	70.9	47.1
4:12:36 PM	62.1	70	48.2
4:13:36 PM	61.6	71	48.2

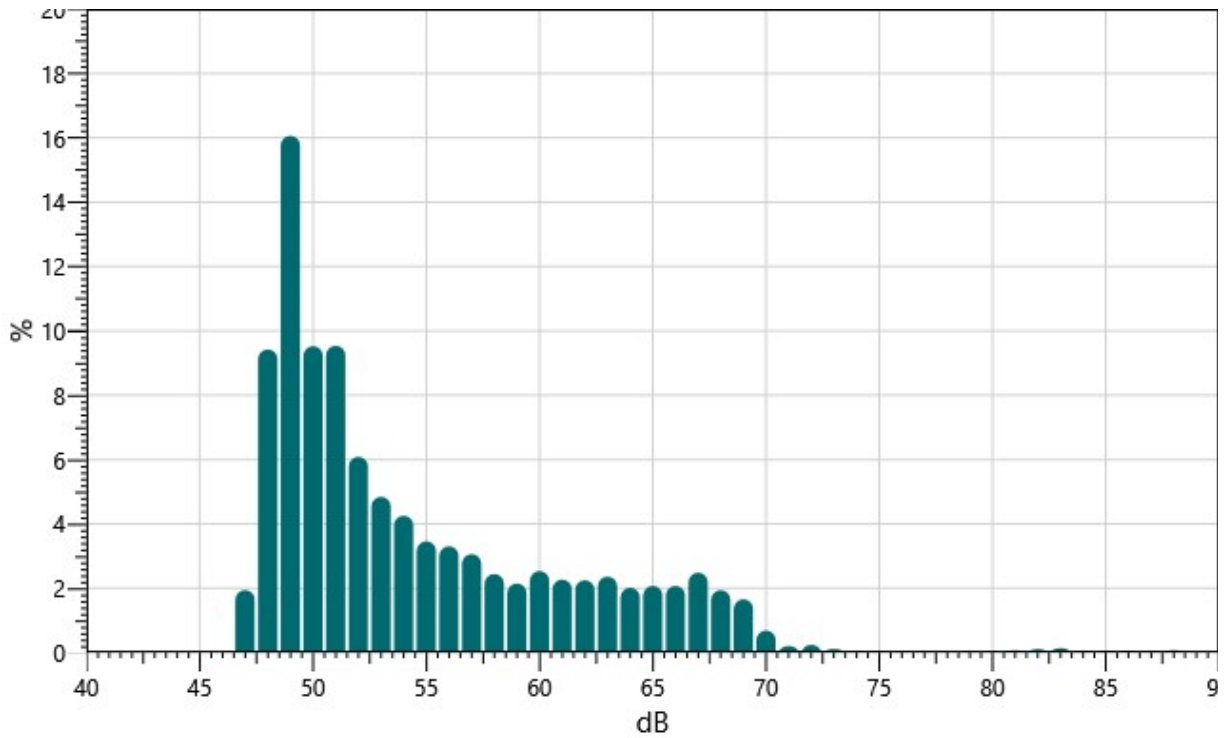
Logged Data Chart

Phase 2C Recycled Water Project - Location 7: Logged Data Chart



Statistics Chart

Phase 2C Recycled Water Project - Location 7: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
5/25/2016 1:41:17 PM	Calibration	114.0			

Appendix D

Approved Project Materials Per Recirculated Notice of Intent (NOI)

**MINUTES OF REGULAR MEETING OF
THE BOARD OF DIRECTORS OF
NEWHALL COUNTY WATER DISTRICT**

A regular meeting of the Board of Directors of NEWHALL COUNTY WATER DISTRICT was held at the District Office Boardroom located at 23780 North Pine Street, Santa Clarita, CA 91321, on Thursday, January 12, 2017 at 6:30 p.m.

The following Directors were present:

Maria Gutzeit, President
B. J. Atkins, Vice President
Kathy Colley
Daniel R. Mortensen

The following Directors arrived late:

Lynne Plambeck (arrived during Discussion and/or Action Item, No. 1)

The following Directors were absent:

None

The following staff members were present:

Stephen L. Cole
Michael Alvord
Rochelle Patterson
Thomas Bunn, Legal Counsel

Also, present were:

Various members of the public

DECLARATION OF POSTING:

A declaration is on file at the District office confirming the posting of the regular meeting agenda next to the front door at the District's office boardroom.

AGENDA:

After discussion, on motion of Director Mortensen, seconded by Vice President Atkins, and unanimously carried; the Board of Directors adopted the agenda.

CONSENT CALENDAR:

After further discussion, on motion of Vice President Atkins, seconded by Director Colley, and unanimously carried; the Board of Directors adopted the Consent Calendar as follows:

1. **Disbursement vouchers, voucher register Report and A/P Aged Payables Report:**

General Account 108096 through 108297
Payroll Account 199100830 through – 00837
Construction 05431 through 05432
Board of Directors Monthly Activity Report

Board of Directors approved disbursement of funds for above numbered vouchers and Aged Payables report.

2. Minutes:
Regular Board Meeting dated December 8, 2016 held at 6:30 pm
Special Joint Board Meeting dated December 13, 2016 held at 6:30 pm
Board of Directors approved the above listed minute.
3. Resolution No. 2017-1 NCWD Policies, Rules and Regulations Appendix I – Investment Policy for 2017
Board of Directors unanimously approved Resolution No. 2017-1.

DISCUSSION AND/OR ACTION ITEMS:

1. Public Hearing – Phase 2C South End Recycled Water Main Extension – Intent to Adopt a Mitigated Negative Declaration
President Gutzeit opened the public hearing at 6:36 p.m. After discussion and public comment, President Gutzeit closed the public hearing at 6:43 p.m.
2. Phase 2C South End Recycled Water Extension – Intent to Adopt a Mitigated Negative Declaration
After discussion, on motion of Vice President Atkins, seconded by Director Colley and unanimously carried, the Board of Directors adopted the Final Mitigated Negative Declaration and Mitigation Monitoring Program for the Phase 2C South End Recycled Water Main Extension Project.

REPORTS

1. Attorney's Report:
Legal Counsel, Thomas Bunn, updated the Board of matters of interest to or having an effect on the District.
2. Directors' Report:
The Board of Directors reported, either written or verbal, on the following items:
 - a. CLWA Board meeting report (Atkins)
 - b. AB 1234 Reporting:
Ethics Online Training held on December 29 (Plambeck)
 - c. Ad Hoc Committee – CLWA Conference Call held on December 12 (Gutzeit, Mortensen)
 - d. Director's Attendance – Authorized Board attendance for Groundwater Sustainability Agency Formation Meetings
 - e. Other Committee Meetings
3. Director of Finance Report:
Director of Finance/Administration, Rochelle Patterson, updated the Board on the following financial items:
 - a. Status of Customer Service, Accounting Projects, Information Systems Specialist
 - b. Projected New 2016-2017 Connection Fees
 - c. Statement of Net Assets
 - d. Profit and Loss Statement
 - e. General and Administrative Expense (Monthly)
 - f. Investments
 - g. 3-month Cash flow
 - h. Comparative Monthly and YTD Water Sales Revenue

i. YTD Capital Project Expenditures

Board of Directors received and filed monthly financial reports.

4. Assistant General Manager Report:

Assistant General Manager, Michael Alvord, updated the Board on the following items:

- a. Engineering and Operations
- b. Water Statistics

5. General Manager Report:

General Manager, Stephen L. Cole, updated the Board on the following items:

- a. Perchlorate Update
- b. Water Supply Outlook
- c. Groundwater Recharge Feasibility Study
- d. Groundwater Sustainability Agency Formation Process
- e. Water Service Availability – Valencia Hills Church

CLOSED SESSION

President Gutzeit stated the Board of Directors will go into Closed Session to meet regarding the following:

1. Conference with Real Property Negotiator:

Property located in the City of Santa Clarita, County of Los Angeles, State of California, Parcel Nos. 2854-064-002 and 2854-064-900. District Negotiator: Stephen L. Cole.

Negotiating Parties: Newhall County Water District and CCTM1 LLC, a Delaware Limited Liability Company. Under Negotiation: Price, Terms of Payment, or Both.

PUBLIC REPORT OF ACTION IN CLOSED SESSION

President Gutzeit requested Thomas Bunn, Legal Counsel, report on Closed Session. Mr. Bunn stated the Board of Directors met regarding the above listed item. The Board was briefed and there was no reportable action under the Brown Act on the above listed item.

DIRECTOR REQUEST FOR FUTURE AGENDA ITEMS

None


ADJOURNMENT:

On motion of Director Plambeck, seconded by Vice President Atkins and unanimously carried, the meeting was adjourned at 8:01 p.m.

Approved:



MARIA GUTZEIT, President of the
BOARD OF DIRECTORS of the
Newhall County Water District



ROCHELLE PATTERSON, Secretary of the
BOARD OF DIRECTORS of the
Newhall County Water District

Newhall County Water District

23780 N. Pine Street
P.O. Box 220970
Santa Clarita, CA 91322-0970

Telephone: (661) 259-3610 • Facsimile: (661) 259-9673

Agenda Item **F2**

TO: Governing Board of Directors

FROM: Steve Cole, General Manager

DATE: January 5, 2017

SUBJECT: **Phase 2C South End Recycled Water Main Extension – Intent to Adopt a Mitigated Negative Declaration**

PURPOSE:

Adopt the Final Mitigated Negative Declaration (MND) for the Phase 2C South End Recycled Water Main Extension Project (Project) pursuant to Section 15074 of the California Environmental Quality Act (CEQA) Guidelines. The Final MND has been included as Attachment A to this agenda item.

FACTS:

In 2016, the District worked alongside Castaic Lake Water Agency (CLWA), the other purveyors, various other agencies, and consultants to prepare an update to CLWA's Recycled Water Master Plan. Several projects referred to as "Phase 2 Projects" rose to the top of the list of recycled water pipeline projects. Among these was Phase 2C South, which would bring recycled water in to the District's service area providing recycled water for irrigation purposes to Placerita Middle School, Hart High School, Newhall Elementary School, and Newhall Park. The project extends approximately 23,000 feet (4.4 miles) from the intersection of The Old Road and Valencia Blvd, extending across Interstate 5 to Rockwell Canyon Road, through parts of Valencia Water Company's service area, to Orchard Village Road and into the District's service area along Dalbey Drive. The recycled water pipeline would continue along Newhall Avenue serving irrigation customers and terminating at Newhall Elementary School.

On December 5, 2016, the District published the Draft Initial Study/Mitigated Negative Declaration (IS/MND) for public review from December 8, 2016 to December 27, 2016. The Draft IS/MND has been included as Attachment B to this agenda item. Staff completed the following requirements as part of the public notification process:

- Los Angeles Registrar Recorder County Clerk - Notice of Intent filed and posted December 8, 2016.
- Publication in the Santa Clarita Signal on December 6, 2016.

In addition, all documents for public review were posted on the District website and copies of the NOI were mailed to the following agencies and organizations;

- California Environmental Protection Agency
- California Public Utilities Commission
- U.S. Fish and Wildlife Services
- LA County Environmental Health Department
- County of Los Angeles Department of Public Works
- State of California Division of Drinking Water
- California Regional Water Quality Control Board

- State of California Department of Fish and Wildlife Services
- State of California Department of Conservation
- California State Board of Equalization
- U.S. Army Corp of Engineers
- South Coast Air Quality
- Castaic Lake Water Agency
- City of Santa Clarita
- LA County Sanitation Districts
- LA County Sheriff Department
- LA County Fire Department
- Santa Monica Mountains Conservancy
- Sierra Club Los Angeles Chapter
- SCOPE

One comment letter was received from the following agency in response to the IS/MND;

- County Sanitation Districts of Los Angeles County

The comment letter focused on the logistics of line installation and did not challenge the adequacy of the environmental analysis contained in the IS/MND. Although not required by CEQA, the District has provided response to the comment, which was mailed to the Sanitation Districts of Los Angeles County on January 5, 2017. A copy of the response letter is included as Attachment C to this agenda item.

CEQA FINDINGS & RECOMMENDATION:

As required by CEQA and pursuant to Section 21081.6 of the Public Resources Code and Section 15074 of the State CEQA Guidelines, District staff recommends the Board of Directors adopt the Final MND and Mitigation Monitoring Program for the Phase 2C South End Recycled Water Main Extension Project based on the following:

1. The Final MND was completed in accordance with the Statutes and Guidelines of CEQA;
2. The Final MND reflects the District's independent judgement and analysis;
3. The Draft IS/MND identified potentially significant effects on the environment, but (A) revisions in the project plans or proposals made by, or agreed to by, the District before the proposed negative declaration and initial study were released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (B) there is no substantial evidence, in light of the whole record before the lead agency, that the project, as revised, may have a significant effect on the environment.
4. The attached Mitigation Monitoring Program shall be adopted by the Board, according to CEQA's requirement to adopt a reporting or monitoring program for the changes made to the project or conditions of project in order to mitigate or avoid significant effects on the environment. See Attachment D.
5. All documents and materials which constitute the record of proceedings upon which this decision is based are available at: 23780 N. Pine Street, Santa Clarita, CA 91322, Contact: Mr. Mike Alvord.

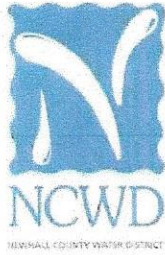
Attachments:

- A Final Mitigated Negative Declaration;*
- B Notice of Intent (NOI) and Draft Initial Study/Mitigated Negative Declaration;*
- C Response to Comment Letter from County Sanitation Districts;*
- D Mitigation Monitoring Program*

**ATTACHMENT A
FINAL MITIGATED NEGATIVE DECLARATION**

FINAL MITIGATED NEGATIVE DECLARATION

(The Final MND is not included here, as the entire IS/MND has been reprinted as the main document)



NEWHALL COUNTY WATER DISTRICT

23780 North Pine Street • P.O. Box 220970 • Santa Clarita, CA 91322-0970
(661) 259-3610 Phone • (661) 259-9673 Fax • email: mail@ncwd.org

Directors: B. J. ATKINS, *President* MARIA GUTZEIT, *Vice President* KATHY COLLEY DANIEL MORTENSEN LYNNE A. PLAMBECK

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Newhall County Water District
23780 Pine Street
Newhall, CA 91321
(661) 259-3610

ORIGINAL FILED

Date: December 5, 2016

DEC 08 2016

To: Public Agencies, Organizations and Individuals

LOS ANGELES, COUNTY CLERK

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration

Pursuant to Section 15072 of the California Environmental Quality Act (CEQA) Guidelines, the Newhall County Water District, as Lead Agency, is providing notice that it intends to adopt a Mitigated Negative Declaration for the Project identified below:

Project Title: Phase 2C South End Recycled Water Main Extension Project

Lead Agency Name & Address: Newhall County Water District
23780 Pine Street
Newhall, CA 91321

Contact Person and Phone Number: Mr. Mike Alvord, Assistant General Manager
Newhall County Water District
(661) 259-3610

Project Location: The Project is generally located along existing paved public roadways (within the public Right-of-Way) in the County of Los Angeles and the City of Santa Clarita. Under Option 1, the Project would also be located along an existing paved maintenance road within the Pico Canyon Wash flood control channel. See Figures 1 & 2 (attached) for project location.

Project Sponsor and Address: Newhall County Water District (NCWD)
23780 Pine Street
Newhall, CA 91321

Project Description: The Project involves the construction and potential future operation of a new phase to the existing Castaic Lake Water Agency ("CLWA") recycled water system. The proposed Phase 2C – South End Recycled Water Main Extension ("Phase 2C") line ("line"), varying in size from 12 inches to 24 inches, would connect to the existing CLWA recycled water system at the intersection of Valencia

Boulevard and The Old Road and would terminate at Newhall Elementary School at 11th and Walnut Streets. More specifically, the alignment of the line would run east of The Old Road along Valencia Boulevard to Rockwell Canyon Road. From there, the line would extend south to McBean Parkway. At McBean Parkway, two potential alignments are proposed, as described below.

- Option 1 – The line would extend south on Tournament Road to the improved Pico Canyon Wash flood control channel. At this point, the line would extend east along this improved channel within the adjacent paved maintenance road to Wiley Canyon Road. From this point, the line would extend east on Wiley Canyon Road to Orchard Village Road. The line would then extend south on Orchard Village Road, crossing the South Fork of the Santa Clara River on the bridge, to the intersection with Dalbey Drive. The line would then extend east on Dalbey Drive to the intersection with Newhall Avenue. From this point the line would extend in two directions; north approximately 600 feet (to provide service to Placerita Junior High School); and south to 13th Street. At 13th Street and Newhall Avenue, the line would extend east on 13th Street to its intersection with Walnut Street. From the intersection, the line would extend south on Walnut Street terminating at 11th Street. The total pipeline length of Option 1 is 23,560 linear feet or 4.46 miles.
- Option 2 – The line would extend east on McBean Parkway to Orchard Village Road. From this point, the line would extend south on Orchard Village Road to Dalbey Drive. The alignment of the line from this location would be the same as Option 1. The total pipeline length of Option 2 is 22,990 linear feet or 4.35 miles.

Other public agencies whose approval is required:

All permits/approvals, as may be necessary and consistent with CLWA's future implementation of RWMP may include, but are not limited to: South Coast Air Quality Management District (SCAQMD) Permit to Construct and Operate; California Department of Transportation (Caltrans) Encroachment Permit; Los Angeles County Encroachment Permit; City of Santa Clarita Encroachment Permit; and Regional Water Quality Control Board General Construction Permit/SWPPP approval.

Local Public Review Period:

December 8, 2016 to December 27, 2016

Notice of Public Hearing:

This item will be heard at a regular public hearing before the Newhall County Water District Board of Directors on January 12, 2017 at 6:30 PM. The hearing will be held in the District Office Board Room, 23780 Pine Street, Newhall, CA 91321.

Availability of Documents:

The Initial Study and proposed MND are available online at www.ncwd.org and hardcopies are also available for review at the Newhall County Water District, 23780 Pine Street, Newhall, CA 91321, during normal business hours. If you need a hard copy of the Mitigated Negative Declaration, please

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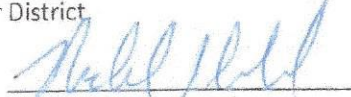
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LOS ANGELES, COUNTY CLERK

contact Mr. Mike Alvord at Newhall County Water District at the phone number referenced below.

For additional information on the proposed Mitigated Negative Declaration, please contact Mr. Mike Alvord at (661) 259-3610. It is requested that any written comments on the proposed project be submitted to the Newhall County Water District during the 20-day comment period which ends on December 27, 2016. If you challenge the action taken on this proposal in court, you may be limited to raising only those issues you or someone else has raised at the Public Hearing, or in written correspondence delivered to the Newhall County Water District.

Signature:



Mr. Mike Alvord

Title:

Assistant General Manager

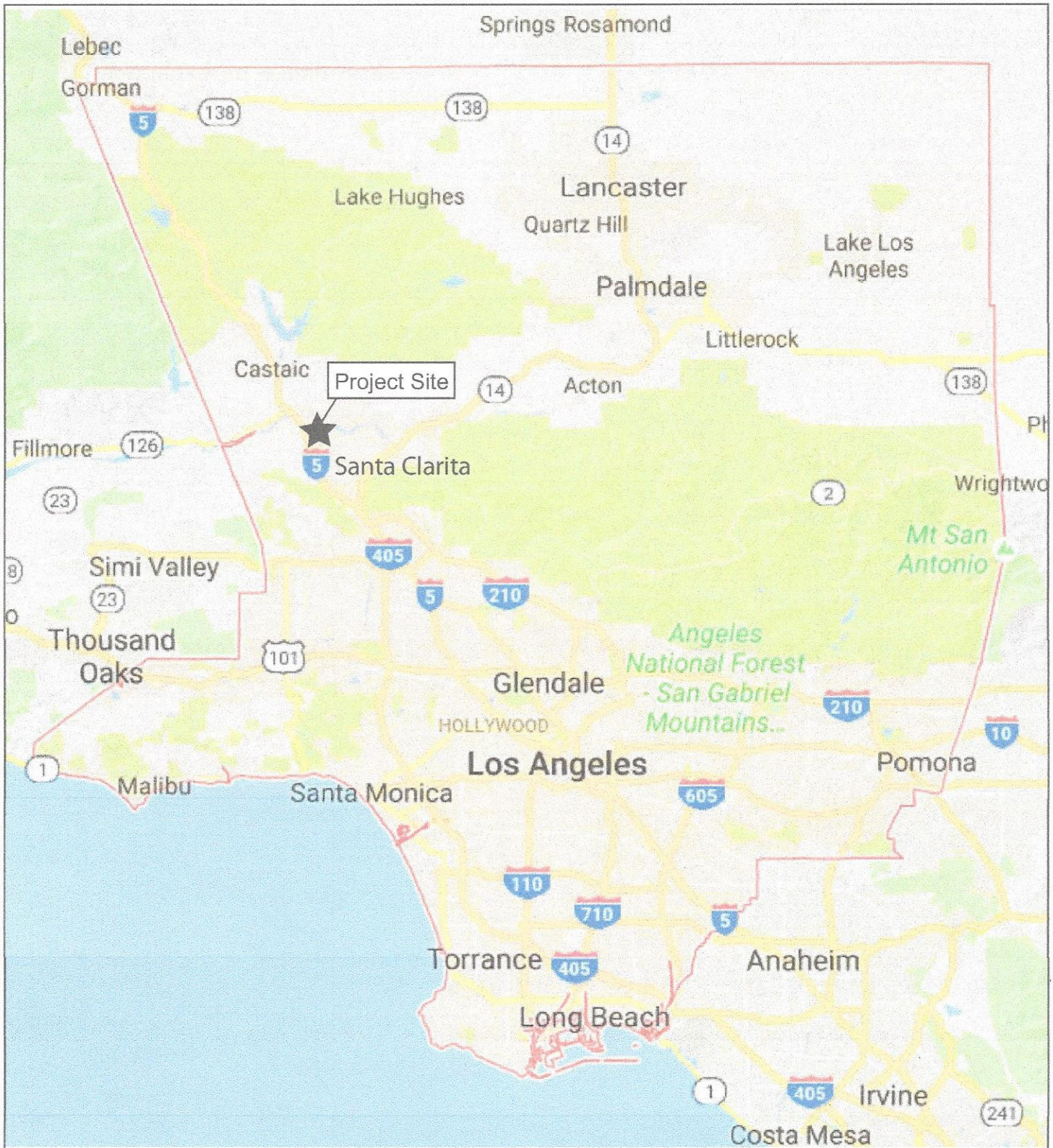
Date:

December 5, 2016

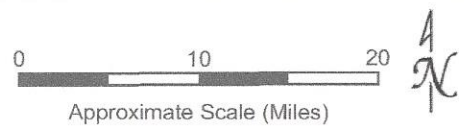
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LOS ANGELES, COUNTY CLERK



— LA County
 — Major Roads



Map Source: Google, INEGI 2016

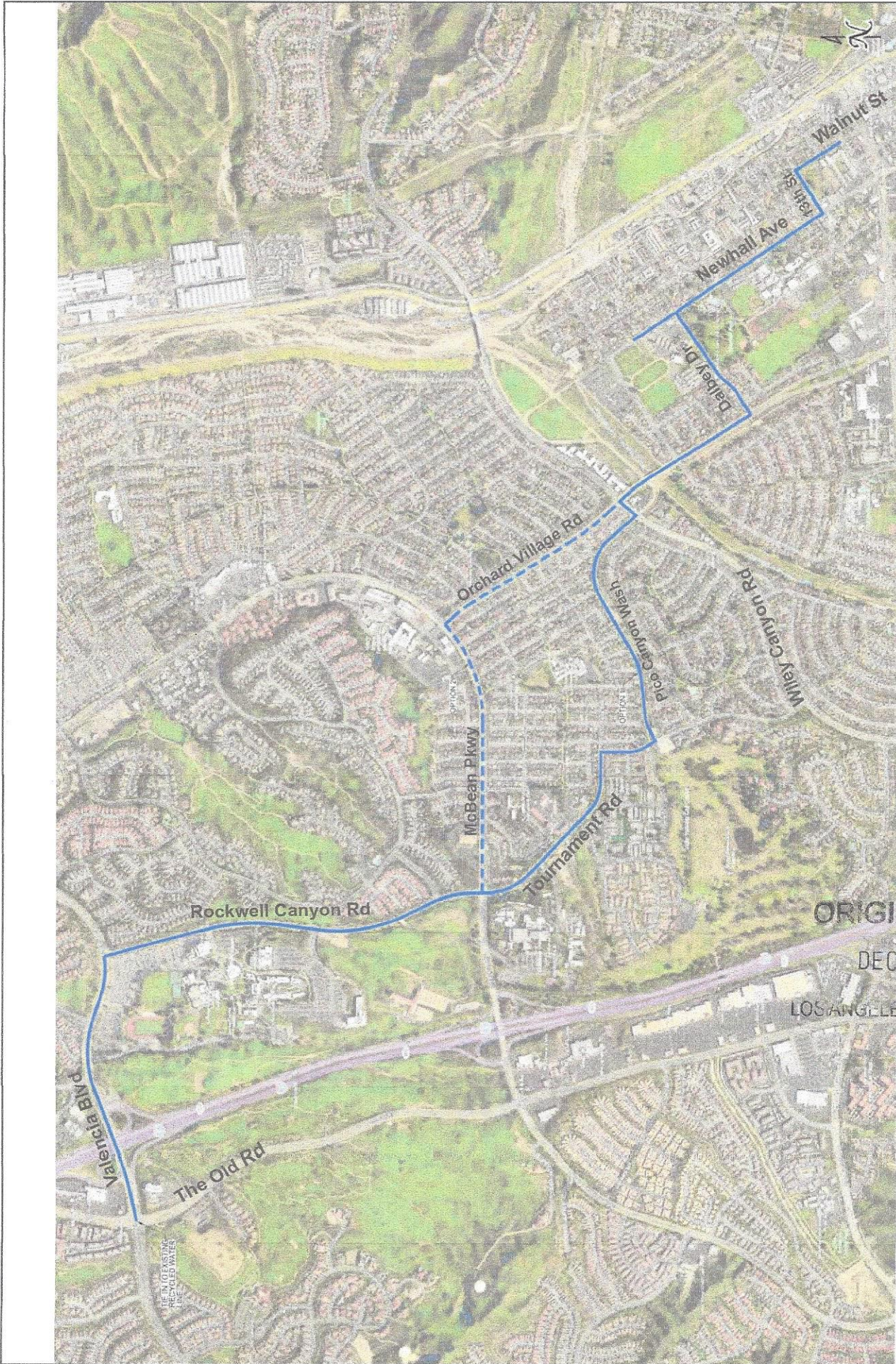
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Figure 1
 Vicinity Map



Option 1 — Option 2

Figure 2
Phase 2C South End Recycled Water Main Extension Exhibit

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LOS ANGELES COUNTY CLERK

Map Source: Alliance Land Planning & Engineering Inc. 6/17/16

**POMEROY
ENVIRONMENTAL
SERVICES**



**ATTACHMENT C
COMMENT LETTERS/MITIGATED NEGATIVE DECLARATION**

COMMENT LETTERS/MITIGATED NEGATIVE DECLARATION



NEWHALL COUNTY WATER DISTRICT

23780 North Pine Street • P.O. Box 220970 • Santa Clarita, CA 91322-0970
(661) 259-3610 Phone • (661) 259-9673 Fax • email: mail@ncwd.org

Directors: B. J. ATKINS, *President* MARIA GUTZEIT, *Vice President* KATHY COLLEY DANIEL MORTENSEN LYNNE A. PLAMBECK

January 5, 2017

Adriana Raza
County Sanitation Districts of Los Angeles County
1955 Workman Mill Road
PO Box 4998
Whittier, CA 90607-4998

RE: Response to County Sanitation Districts of Los Angeles County comments received on the Notice of Intent to Adopt a Mitigated Negative Declaration for the Phase 2C South End Recycled Water Main Extension Project

Adriana Raza:

Thank you for your comment letter dated December 21, 2016, regarding Newhall County Water District's (NCWD) Notice of Intent (NOI).

The letter submitted by DPW includes one comment which is addressed below.

- The comment states the proposed project may impact existing and/or proposed County Sanitation Districts of Los Angeles County (San District) facilities over which it will be constructed. It also states the San District cannot issue a detailed response to, or permit construction of the proposed project until project plans and specifications that incorporates San District facilities are submitted for review.

After NCWD's Board of Directors adopt this NOI, NCWD will continue with the design phase of this project. This phase will include among other things a complete records search for existing facilities, Underground Service Alert notifications, and meetings with various utilities to discuss potential alignments, utility specific specifications, and other related items to the design process. NCWD will be in contact with the San District and will submit all proposed project plans for review.

The NCWD Board of Directors will be considering certification of the Mitigated Negative Declaration at the Board Meeting at 6:30 p.m. on January 12, 2017. If you have any questions please feel free to contact me at 661-259-3610.

Sincerely,

Stephen L. Cole
General Manager



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

December 21, 2016

Ref. Doc. No.: 3968405

Mr. Mike Alvord
Assistant General Manager
Newhall County Water District
23780 Pine Street
Newhall, CA 91321



Dear Mr. Alvord:

**Response to NOI for
Phase 2C South End Recycled Water Main Extension Project**

The Santa Clarita Valley Sanitation District (District) received a Notice of Intent to Adopt a Mitigated Negative Declaration for the subject project on December 7, 2016. The proposed project is located within the jurisdictional boundaries of the District. We offer the following comments regarding sewerage service:

- The proposed project may impact existing and/or proposed District's facilities (e.g. trunk sewers, recycled waterline, etc.) over which it will be constructed. District's facilities are located directly under and/or cross directly beneath the proposed project alignment. The District cannot issue a detailed response to, or permit construction of, the proposed project until project plans and specifications that incorporate District's facilities are submitted for our review. To obtain copies of as-built drawings of the District's facilities within the project limits, please contact the District's Engineering Counter at engineeringcounter@lacsd.org or (562) 908-4288, extension 1205. When project plans that incorporate our facilities have been prepared, please submit copies of the same to the Engineering Counter for our review and comment.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: M. Tatalovich
Engineering Counter

DOC: #3983617.SCVD

MITIGATION MONITORING PROGRAM (“MMP”) PROCEDURES

Section 21081.6 of the Public Resources Code requires a lead agency to adopt a “reporting or monitoring program for the changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” Section 15097 of the California Environmental Quality Act (CEQA) Guidelines provides additional direction on mitigation monitoring or reporting). The Newhall County Water District (NCWD) is the Lead Agency under CEQA for the Phase 2C South End Recycled Water Project (Project).

This Mitigation Monitoring Program is designed to monitor implementation of all mitigation measures which have been identified in the Project’s IS/MND published in December 2016 (see Attachment A to Board Agenda Item dated January 5, 2017). As shown in the following pages, each required mitigation measure for the Project is listed and categorized by impact area, with accompanying discussion of:

- Monitoring Phase (the phase of the project during which the mitigation measure shall be monitored);
 - Pre-Construction, including the design phase
 - Construction
 - Occupancy (post-construction)
- The Implementation Party (the party responsible for implementing the mitigation measure);
- The Enforcement Agency (the agency with the power to enforce the mitigation measure); and
- The Monitoring Agency (the agency to which reports involving feasibility, compliance, implementation and development are made).

The MMP for the Project will be in place throughout all phases of the Project. The NCWD shall assure that project construction occurs in accordance with this MMP. The South Coast Air Quality Management District (SCAQMD) shall be responsible for the implementation of corrective actions relative to violations of SCAQMD rules associated with mitigation.

5.1 AESTHETICS

No Mitigation Measures are required.

5.2 AGRICULTURAL RESOURCES

No Mitigation Measures are required.

5.3 AIR QUALITY

No Mitigation Measures are required. However, it should be noted that the Project is required to comply with SCAQMD Rule 403—Fugitive Dust. 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 Proposed Project site, and maintaining effective cover over exposed areas.

Monitoring Phase:	Construction
Implementation Party:	NCWD
Enforcement Agency:	SCAQMD
Monitoring Agency:	NCWD

5.4 BIOLOGICAL RESOURCES

No Mitigation Measures are required.

5.5 CULTURAL RESOURCES

MM 1: If any archaeological materials are encountered during construction activities, work shall cease in the area of the find and a qualified archaeologist shall be secured by contacting the South Central Coastal Information Center located at California State University, Fullerton, or a member of the Society of Professional Archaeologists (SOPA) or a SOPA-qualified archaeologist, who shall determine the significance of the resource(s) as defined in Section 15064.5 of the State CEQA Guidelines. The archaeologist shall prepare a survey, study, or report evaluating the impact. Said survey, study, or report shall contain appropriate measure(s), as necessary, for the preservation, conservation, or relocation of the resource, and the NCWD shall comply with the measure(s).

Monitoring Phase:	Construction
Implementation Party:	NCWD
Enforcement Agency:	NCWD
Monitoring Agency:	NCWD

MM 2: If any paleontological materials are encountered during construction activities, work shall cease in the area of the find and a qualified paleontologist shall be secured by contacting either the Center for Public Paleontology USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum, who shall determine the significant of the resource(s). The paleontologist shall prepare a survey, study, or report evaluating the impact. Said survey, study, or report shall contain appropriate measure(s), as necessary, for the preservation, conservation, or

**ATTACHMENT D
MITIGATION MONITORING PROGRAM**

relocation of the resource, and the NCWD shall comply with the measure(s). Project construction activities may resume in the area of the find once copies of the paleontological survey, study, or report are submitted to the Los Angeles County Natural History Museum.

Monitoring Phase:	Construction
Implementation Party:	NCWD
Enforcement Agency:	NCWD
Monitoring Agency:	NCWD

MM 3: If human remains are encountered unexpectedly during construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event that human remains are discovered during said activities, all work shall stop immediately and the NCWD shall contact the Los Angeles County Coroner. If the remains are determined to be of Native American descent, the County Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). In such case:

- The NAHC will immediately notify the person it believes to be the Most Likely Descendent (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Monitoring Phase:	Construction
Implementation Party:	NCWD
Enforcement Agency:	NCWD
Monitoring Agency:	NCWD

5.6 GEOLOGY & SOILS

MM 4: Prior to project construction, NCWD shall have a Final Soils Report/Geotechnical Study prepared by a Registered Geologist or Engineer to determine the seismic safety and soils stability of all proposed improvements for the Project. The plans shall comply with all recommendations and requirements in the Final Soils Report/Geotechnical Study.

Monitoring Phase:	Pre-construction, Construction
Implementation Party:	NCWD
Enforcement Agency:	NCWD

**ATTACHMENT D
MITIGATION MONITORING PROGRAM**

Monitoring Agency: NCWD

MM 5: Prior to issuance of any grading or construction permits, the NCWD shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) consistent with the requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB).

Monitoring Phase:	Pre-construction, Construction
Implementation Party:	NCWD
Enforcement Agency:	LARWQCB
Monitoring Agency:	NCWD

5.7 GREENHOUSE GASES

No Mitigation Measures are required.

5.8 HAZARDS AND HAZARDOUS MATERIALS

MM 6: Prior to construction activities, the NCWD shall notify the Los Angeles County Sheriff's Department and the Los Angeles County Fire Department of construction activities that would impede movement (such as a lane closures) along the proposed line to allow emergency response teams to reroute traffic to alternative routes, if needed.

Monitoring Phase:	Pre-construction, Construction
Implementation Party:	NCWD
Enforcement Agency:	County Sheriff and Fire Departments
Monitoring Agency:	NCWD

5.9 HYDROLOGY & WATER QUALITY

See MM 5, above.

5.10 LAND USE & PLANNING

No Mitigation Measures are required.

5.11 MINERAL RESOURCES

No Mitigation Measures are required.

5.12 NOISE

No Mitigation Measures are required.

5.13 POPULATION & HOUSING

No Mitigation Measures are required.

5.14 PUBLIC SERVICES

See MM 6, above.

5.15 RECREATION

No Mitigation Measures are required.

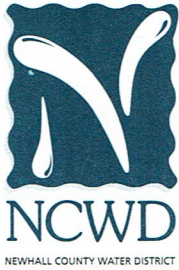
5.16 TRANSPORTATION/TRAFFIC

See MM 6, above.

5.17 UTILITIES & SERVICE SYSTEMS

No Mitigation Measures are required.

Notice of Determination (NOD) Filed for Approved Project



NEWHALL COUNTY WATER DISTRICT

23780 North Pine Street • P.O. Box 220970 • Santa Clarita, CA 91322-0970
(661) 259-3610 Phone • (661) 259-9673 Fax • email: mail@ncwd.org

Directors: B. J. ATKINS, *President* MARIA GUTZEIT, *Vice President* KATHY COLLEY DANIEL MORTENSEN LYNNE A. PLAMBECK

NOTICE OF DETERMINATION

Newhall County Water District

23780 Pine Street
Newhall, CA 91321
(661) 259-3610

ORIGINAL FILED

JAN 13 2016

LOS ANGELES COUNTY CLERK

Date: January 13, 2017

To: Los Angeles County Registrar-Recorder/County Clerk
12400 Imperial Highway, Norwalk, CA 90650

Subject: Filing of Notice of Determination ("NOD") pursuant to Section 15075 of the California Environmental Quality Act (CEQA) Guidelines. The filing of this NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA.

Project Title: Phase 2C South End Recycled Water Main Extension Project

Lead Agency Name & Address: Newhall County Water District
23780 Pine Street
Newhall, CA 91321

Contact Person and Phone Number: Mr. Mike Alvord, Assistant General Manager
Newhall County Water District
(661) 259-3610

Project Location: The Project is generally located along existing paved public roadways (within the public Right-of-Way) in the County of Los Angeles and the City of Santa Clarita. Under Option 1, the Project would also be located along an existing paved maintenance road within the Pico Canyon Wash flood control channel.

Project Sponsor and Address: Newhall County Water District (NCWD)
23780 Pine Street
Newhall, CA 91321

Project Description: The Project involves the construction and potential future operation of a new phase to the existing Castaic Lake Water Agency ("CLWA") recycled water system. The proposed Phase 2C – South End Recycled Water Main Extension ("Phase 2C") line ("line"), varying in size from 12 inches to 24 inches, would connect to the existing CLWA recycled water system at the intersection of Valencia Boulevard and The Old Road and would terminate at Newhall Elementary School at 11th and Walnut Streets. More specifically, the alignment of the line would run east of The Old Road along Valencia

Boulevard to Rockwell Canyon Road. From there, the line would extend south to McBean Parkway. At McBean Parkway, two potential alignments are proposed, as described below.

- Option 1 – The line would extend south on Tournament Road to the improved Pico Canyon Wash flood control channel. At this point, the line would extend east along this improved channel within the adjacent paved maintenance road to Wiley Canyon Road. From this point, the line would extend east on Wiley Canyon Road to Orchard Village Road. The line would then extend south on Orchard Village Road, crossing the South Fork of the Santa Clara River on the bridge, to the intersection with Dalbey Drive. The line would then extend east on Dalbey Drive to the intersection with Newhall Avenue. From this point the line would extend in two directions; north approximately 600 feet (to provide service to Placerita Junior High School); and south to 13th Street. At 13th Street and Newhall Avenue, the line would extend east on 13th Street to its intersection with Walnut Street. From the intersection, the line would extend south on Walnut Street terminating at 11th Street. The total pipeline length of Option 1 is 23,560 linear feet or 4.46 miles.
- Option 2 – The line would extend east on McBean Parkway to Orchard Village Road. From this point, the line would extend south on Orchard Village Road to Dalbey Drive. The alignment of the line from this location would be the same as Option 1. The total pipeline length of Option 2 is 22,990 linear feet or 4.35 miles.

Determination: This is to advise that the Newhall County Water District Board of Directors, as Lead Agency under CEQA, has approved the above described project on January 12, 2017 with a 5-0 vote. The District has made the following determinations:

1. The project will not have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared and adopted for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan was adopted for this project.
5. A statement of Overriding Considerations was not adopted for this project.
6. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Final MND with comments and responses and record of project approval is available to the general public at:

Newhall County Water District
23780 Pine Street
Newhall, CA 91321
Contact: Mr. Mike Alvord, Assistant General Manager
(661) 259-3610

Signature (Public Agency):  Title: Assistant General Manager

Notice of Intent (NOI) Distribution List for Approved Project

<p><u>Environmental Organizations</u></p>		
	<p><u>Environmental Gov't</u></p>	<p>LA County Environmental Health Depart Land Use Program 5050 Commerce Drive Baldwin Park, CA 91706</p>
		<p>County of Los Angeles Department of Public Works Environmental Programs Division 900 S. Fremont Ave, 3rd Floor Alhambra, CA 91803</p>
<p>Santa Monica Mountains Conservancy Paul Edelman-Streisand Center 5750 Ramirez Canyon Road Malibu, CA 90265</p>		
<p>Sierra Club-L.A. Chapter 3435 Wilshire Blvd., Suite 320 Los Angeles, CA 9001</p>	<p>California Environmental Protection Agency 1001 I Street P.O. Box 2815 Sacramento, CA 95812-2815</p>	
<p>Santa Clarita Sierra Group Henry Schultz 21827 Parvin Drive Santa Clarita, CA 91350</p>	<p>California Public Utilities Commission Michael Peevey, President 505 Van Ness Ave. San Francisco, CA 94102</p>	
<p>SCOPE P.O. Box 1182 Santa Clarita, CA 91386-1182</p>	<p>U.S. Fish & Wildlife Services Ventura Field Office 2493 Portola Road, Suite B Ventura, CA 93003</p>	
	<p>LA County Environmental Health Depart Water, Sewerage & Subdivision 6851 Lennox Ave., 3rd Floor Van Nuys, CA 91405</p>	

State/Federal Agencies

State of California
Division of Drinking Water
Environmental Planning
500 North Central Ave, Ste 500
Glendale, CA 91203

State of California
Department of Fish and Wildlife
3883 Ruffin Road
San Diego, CA 92123
Attn. Jeff Humble

California Regional Water Quality Control
Board
320 W. 4th Street, #200
Los Angeles, CA 90013

State of California
Department of Conservation
Bridgett Luther, Director
801 K Street, MS 24-01
Sacramento, CA 95814

California State Board of Equalization
15350 Sherman Way Suite 250
Van Nuys, CA 91405-4203

State of California
Department of Conservation
Division of Mines & Geology
801 K Street, MS 20-15
Sacramento, CA 95814

U.S. Army Corps of Engineers
Los Angeles Districts
COL Thomas H. Magness, IV
915 Wilshire Blvd., Suite 980
Los Angeles, CA 90017
Attn. Dr. Aaron Allen

South Coast Air Quality
21865 Copley Drive
Diamond Bar, CA 91765

<u>Water Agencies</u>	<u>Utilities</u>	<u>Disposal Companies</u>
Castaic Lake Water Agency Matt Stone, General Manager 27234 Bouquet Canyon Road Santa Clarita, CA 91350		
		<u>Other</u>

City/County Agencies

City of Santa Clarita
Community Development Department
23920 Valencia Boulevard
Suite 300
Santa Clarita, CA
Attn. Jeff Hogan, Planning Manager

City of Santa Clarita
Public Works
23920 Valencia Boulevard
Suite 300
Santa Clarita, CA 91355
Attn. Robert Newman, Director of Public
Works

LA County Sanitation Districts
Ruth Charles
P.O. Box 4998
Whittier, CA 90601-4998