Addendum to Phase 2C South End Recycled Water Main Extension Recirculated Mitigated Negative Declaration

SCH# 2017061015

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COMMITMENT & INTEGRITY DRIVE RESULTS

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Santa Clarita Valley Water Agency

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TABLE OF CONTENTS

Table on Contents

1. INTRODUCTION 1-1

1.1 Project Background 1-1
1.2 Purpose of Addendum 1-2
1.3 Basis for Addendum 1-6
1.4 Evaluation of Environmental Impacts 1-7
1.5 Summary of Findings 1-8

2. PROJECT DESCRIPTION 2-1

2.1 Purpose of Project 2-1
2.2 Description of Modified Project 2-1
2.3 Permits and Discretionary Approvals 2-4

3. ENVIRONMENTAL CHECKLIST FORM 3-1

4. DETERMINATION 4-1

5. ENVIRONMENTAL CHECKLIST 5-1

5.1 Aesthetics 5-1
5.2 Agriculture and Forestry Resources 5-3
5.3 Air Quality 5-5
5.4 Biological Resources 5-9
5.5 Cultural Resources 5-12
5.6 Energy 5-14
5.7 Geology and Soils 5-16
5.8 Greenhouse Gas Emissions 5-20
5.9 Hazards and Hazardous Materials 5-21
5.10 Hydrology and Water Quality 5-25
5.11 Land Use and Planning 5-28
5.12 Mineral Resources 5-29
5.13 Noise 5-30
5.14 Population and Housing 5-33
5.15 Public Services 5-34
5.16 Recreation 5-36
5.17 Transportation 5-37
5.18 Tribal Cultural Resources 5-40
5.19 Utilities and Service Systems 5-42
5.20 Wildfire 5-45
5.21 Mandatory Findings of Significance 5-49

6. REFERENCES 6-1

LIST OF TABLES

Table 5-1 Estimated Peak Daily Construction Emissions……5-6
Table 5-2 Localized On-Site Peak Daily Construction Emissions……..……5-8
Table 5-3 Schools within One-Quarter Mile of the Approved Project……..5-23

LIST OF FIGURES

Figure 1-1 Original Project Alignment Evaluated in Recircualated MND……...1-3
Figure 1-2 Modified Alignment……1-4
Figure 1-3 Comparison of Original Alignment and Proposed Modified Alignment……1-5
Figure 2-1 Proposed Modified Alignment and Pipeline Sizing……2-2
Figure 5-1a Santa Clarita LRA VHFHSZ…….5-47
Figure 5-1b Santa Clarita LRA VHFHSZ with Modified Project……5-48

APPENDICES

Appendix A: Air Quality and Greenhouse Gas Emissions Model Output Data for Modified Project

List of Abbreviations

AQMP	Air Quality Management Plan
AFY	Acre-Feet Per Year
bgs	below ground surface
BMPs	best management practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Boards
CCAP	Los Angeles County Community Climate Action Plan
CCR	California Code of Regulations
CDOC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CLWA	Castaic Lake Water Agency
CO	carbon monoxide
County	Los Angeles County
CRAs	Coastal Resource Areas
EIR	Environmental Impact Report
FTBMI	Fernandeño Tataviam Band of Mission Indians
GHG	greenhouse gas
I-5	Interstate 5
LSTs	Localized Significance Thresholds
LUT	Land Use and Transportation
MG	million-gallon
MLD	Most Likely Descendant
MND	mitigated negative declaration
MRZ	Mineral Resource Zone
MT CO_2e	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCWD	Newhall County Water District
NOP	Notice of Preparation
NO_X	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
O&M	operation and maintenance
O_3	Ozone
Pb	Lead
PM_{10}	particulate matter 10 micrometers or less in diameter
$PM_{2.5}$	particulate matter 2.5 micrometers or less in diameter
PRC	Public Resources Code
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board, Los Angeles Region
SAA	Streambed Alteration Agreement

SCAB	South Coast Air Basin
SCADA system	supervisory control and data acquisition system
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SCVWA	Santa Clarita Valley Water Agency
SEA	Significant Ecological Area
SMA	Special Management Area
SMARA	Surface Mining and Reclamation Act
SO_x	sulphur oxides
SOPA	Society of Professional Archaeologists
SR	State Route
SRA	State Responsibility Area
SRAs	source receptors areas
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
THCPO	Tribal Historic Cultural Preservation Officer
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VCW	Valencia Water Company
VHFHSZ	Very High Fire Hazard Severity Zone
VOCs	volatile organic compounds
WRP	Water Reclamation Plant

1. INTRODUCTION

This document is an Addendum to Phase 2C South End Recycled Water Main Extension Project Recirculated Mitigated Negative Declaration (State Clearinghouse [SCH] No. 2017061015) (referred to hereafter as the "Recirculated MND"). The Addendum to the Recirculated MND has been prepared pursuant to the California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 21000 et seq.

1.1 Project Background

On January 12, 2017, Newhall County Water District (NCWD) adopted the Final Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Phase 2C South End Recycled Water Main Extension Project (Approved Project). However, in June 2017, the Notice of Intent (NOI) and Draft Initial Study/Mitigated Negative Declaration (IS/MND) Phase 2C South End Recycled Water Main Extension Project were recirculated to formally include the State Clearinghouse in the review process. The recirculation was strictly procedural and included no changes to the Approved Project, nor any changes to the findings of the IS/MND or mitigation measures. Note that while the NCWD acted as the lead agency for the Recirculated MND, the Santa Clarita Valley Water Agency (SCVWA) serves as the lead agency for this Addendum. SCVWA was formed in January 2018 and is comprised of the former NCWD as well as the former Castaic Lake Water Agency, Santa Clarita Water District, and Valencia Water Company (VWC).

1.1.1 Original Approved Project

The Recirculated MND analyzed the environmental impacts of construction and operation of a new phase to the existing Castaic Lake Water Agency (CLWA) recycled water system. The Approved Project included a recycled water pipeline varying from 12 to 24 inches in diameter that would connect to the existing recycled water pipeline at the intersection of Valencia Boulevard and The Old Road and would terminate at Newhall Elementary School at 11th and Walnut Streets. Specifically, the pipeline alignment was proposed to run east of The Old Road along Valencia Boulevard to Rockwell Canyon Road. From there the line was proposed to extend south to McBean Parkway, and at McBean Parkway, two potential alignment options were proposed: Option 1 (preferred) having a total length of 23,560 linear feet, and Option 2 having total length of 22,990 linear feet **(See Figure 1-1).** The recycled water pipeline in the Approved Project was proposed to be constructed within public right-of-way of existing paved roads and within the existing Pico Canyon Wash flood control channel maintenance road.

1.1.2 Proposed Modified Project

In 2018 SCVWA re-evaluated the recycled water pipeline alignment and proposed several changes set forth in *South-End (Phase 2C) Recycled Water Main Extension Project Final Design Repor*t (Woodard & Curran 2018). The final design included modifications to the original pipeline alignment, primarily to avoid complications of construction along the Pico Canyon Wash flood control channel, and to serve additional SCVWA customers. The "Modified Project" would include construction of approximately 28,400 linear feet of new recycled water pipeline (5,410 feet longer than the pipeline alignment of the Approved Project), with pipelines ranging in size from 8 to 24 inches in diameter. As with the Approved Project, the Modified Project, would convey recycled water from the existing Phase 1 recycled water distribution system to customers in the western portion of the City of Santa Clarita. The Modified Project would be constructed within the existing public right-of-way of existing paved roadways, but would avoid construction in the maintenance road along the Pico Canyon Wash flood control channel. The pipeline would be constructed primarily along Valencia Boulevard, Rockwell Canyon Road, McBean Parkway, Orchard Village Road, 16th Street, Newhall Avenue and Tournament Road (a portion of which is a private road) within the City of

Santa Clarita. A small portion of pipeline in Valencia Boulevard, west of Interstate 5 (I-5), would be located in unincorporated Los Angeles County. **Figure 1-2** shows the alignment of the Modified Project. Many sections of the Modified pipeline alignment correspond to portions of the two optional alignments evaluated in the Recirculated MND. Error! Reference source not found. shows a comparison of the original approved a lignment and the proposed modified alignment. Pipeline sections of the Modified Project that were not a part of the Approved Project are located on Tourney Road, Valencia Boulevard east of Rockwell Canyon Road, McBean Parkway west of its intersection with Tournament Road/Rockwell Canyon Road, Golfview Drive, Player Drive, 16th Street, and a portion of Newhall Avenue.

1.2 Purpose of Addendum

This Addendum to the Recirculated MND addresses potential environmental effects of the construction and operation of the Modified Project as shown in **Figure 1-2** (and discussed in greater detail in Section 2). The Recirculated MND and this Addendum, together with the other documents incorporated by reference herein, serve as the environmental review of the Phase 2C South End Recycled Water Main Extension Project (Modified Project), as required pursuant to the provisions of CEQA, the CEQA Guidelines, 14 California Code of Regulations (CCR) Section 15000 *et seq*. The environmental analysis in this Addendum and all feasible mitigation measures identified in the Recirculated MND would be incorporated into the resolutions approving the Modified Project.

Figure 1-1: Original Project Alignment Evaluated in Recirculated MND

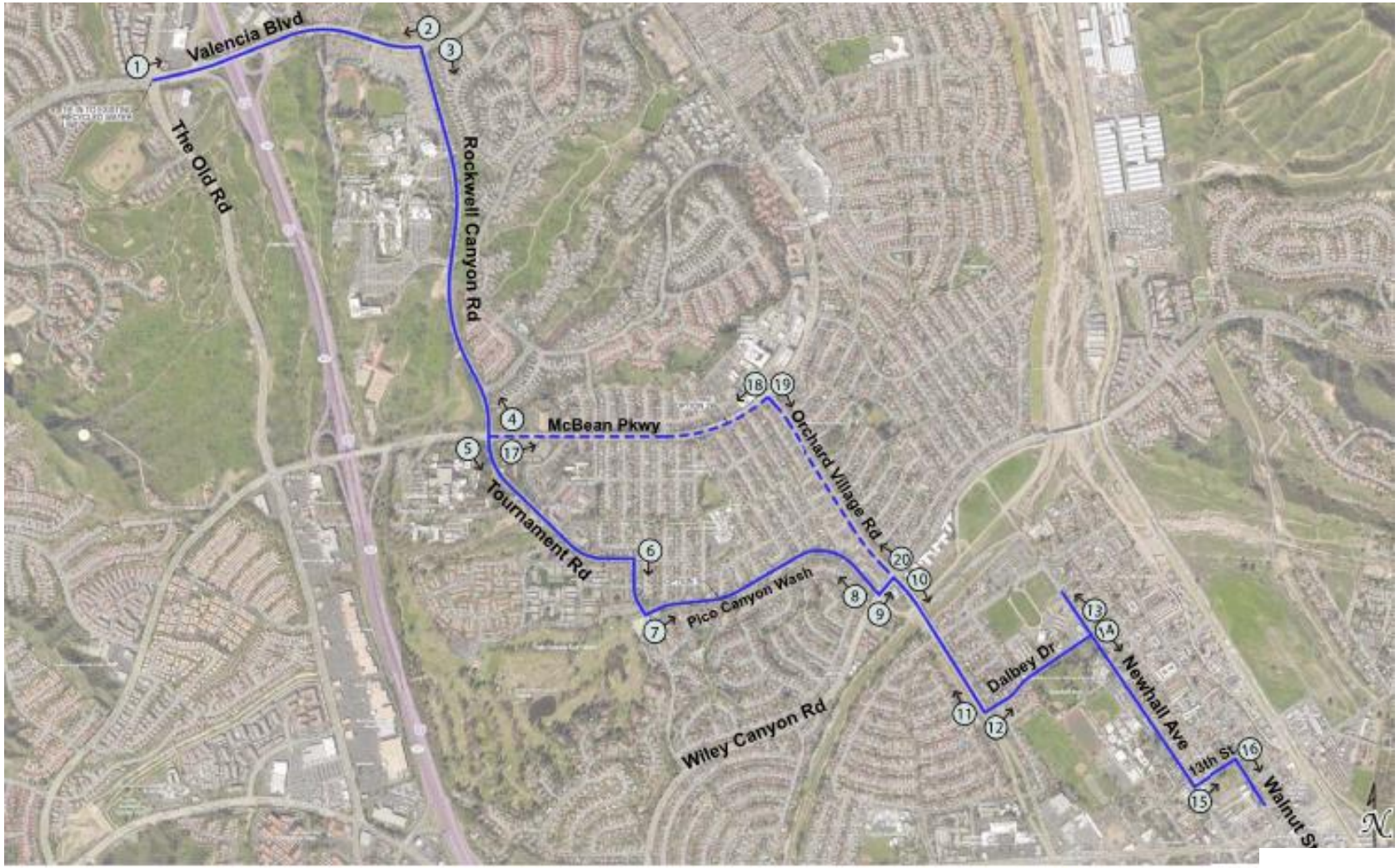


Figure 1-2: Modified Project

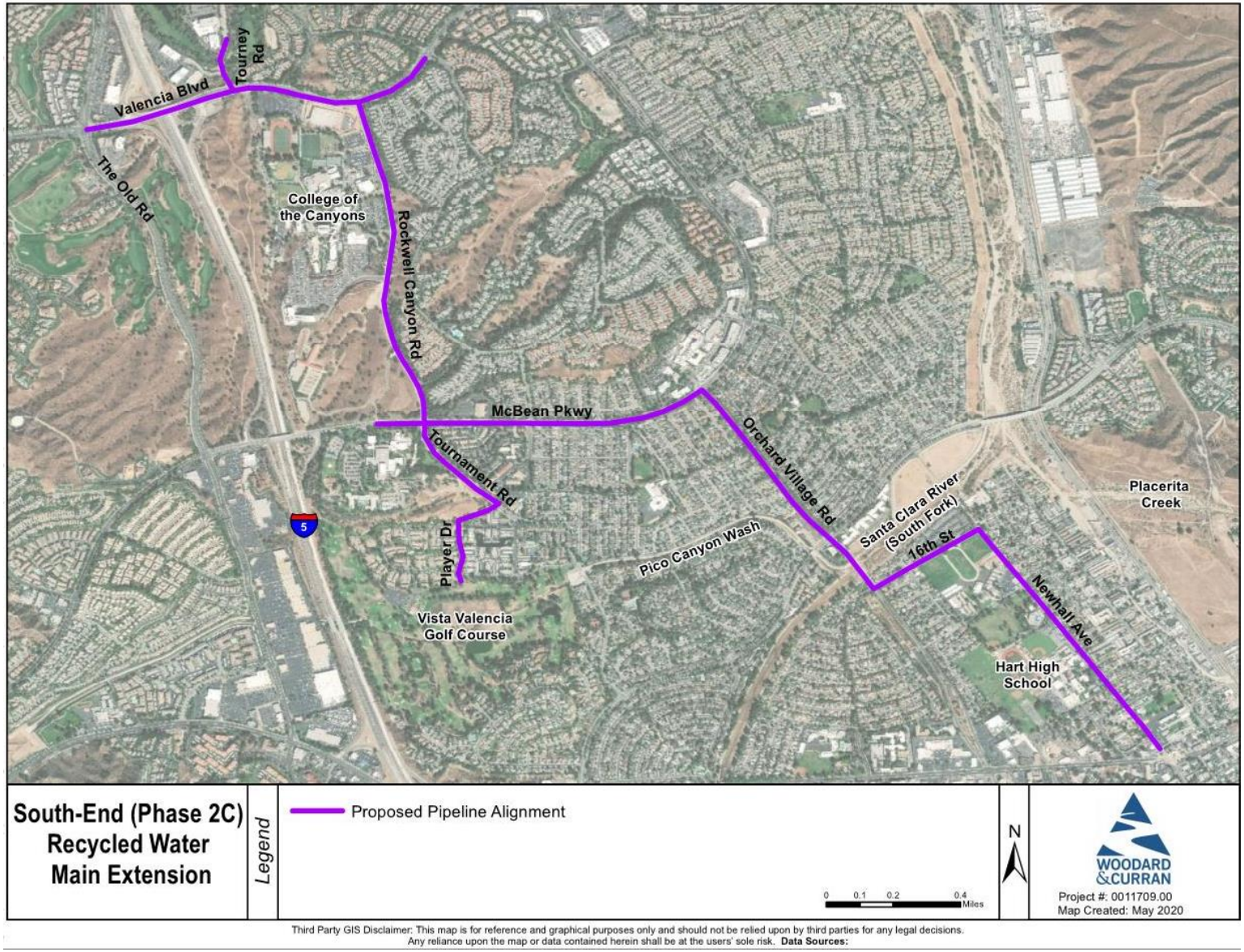
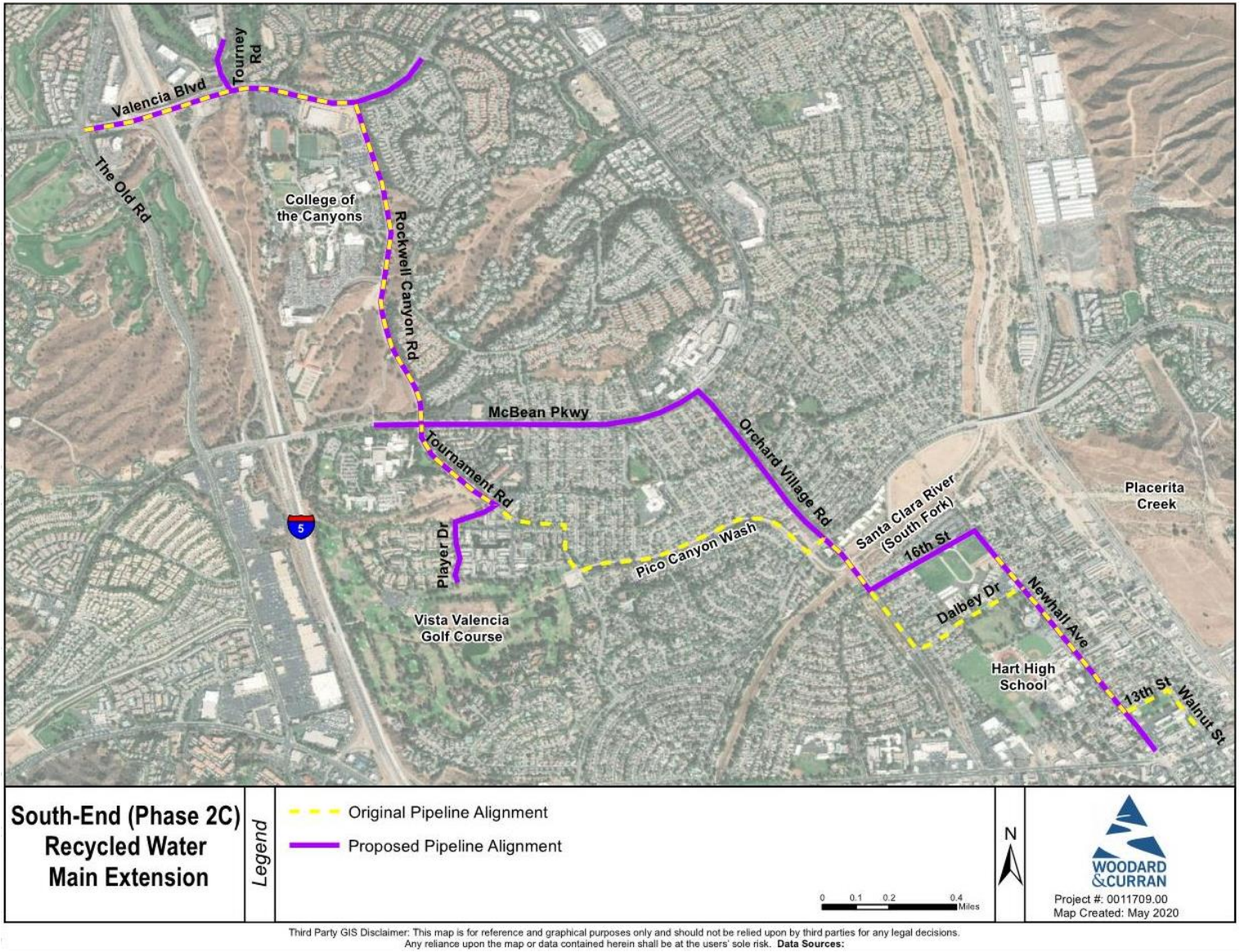


Figure 1-3: Comparison of Original Alignment and Proposed Modified Alignment



1.3 Basis for Addendum

Section 15164 of the CEQA Guidelines states: "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred." Pursuant to Section 15162 of the CEQA Guidelines, no subsequent EIR may be required for the project unless the lead agency determines, on the basis of substantial evidence, that one or more of the following conditions are met:

A. When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

   (1) Substantial changes are proposed in the project which would require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

   (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which would require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

   (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

      (a) The project would have one or more significant effects not discussed in the previous EIR or negative declaration;

      (b) Significant effects previously examined would be substantially more severe than shown in the previous EIR;

      (c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

      (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

B. If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

C. Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions

described in subdivision a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

SCVWA has assessed the proposed project modifications in light of the requirements defined under Section 15162 of the CEQA Guidelines. As discussed in this Addendum, none of the conditions requiring preparation of a subsequent negative declaration under Section 15162 of the CEQA Guidelines are satisfied.

1.4 Evaluation of Environmental Impacts

This Addendum uses an Environmental Checklist Form, pursuant to Section 15063(d)(3) of the CEQA Guidelines, that compares the anticipated environmental effects of the proposed Project with those disclosed in the Recirculated MND, and reviews whether any of the conditions requiring preparation of a Subsequent negative declaration or EIR pursuant to Section 15162 of the CEQA Guidelines are met, and whether there are new significant impacts resulting from the proposed Project. The Environmental Checklist Form is used to review the potential environmental effects of the proposed Project for each of the following areas:

- Aesthetics;
- Agriculture and Forestry Resources;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Energy;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population and Housing;
- Public Services;
- Recreation;
- Transportation and Traffic;
- Tribal Cultural Resources;
- Utilities and Service Systems; and
- Wildfire Risk.

There are four possible responses to each of the questions included on the Environmental Checklist Form:

Reduced Impact. The impacts of the Modified Project would be less than those of the original Approved Project.

No New Impact/No Impact. The Modified Project would result in no or no new impact compared to the original Approved Project.

New Mitigation Required. The Modified Project would result in a new or substantially greater impact compared to the original Approved Project and new mitigation would be required to reduce the impact to a less than significant level.

New Potentially Significant Impact. The Modified Project would result in a new impact or substantially greater impact compared to the original Approved Project. A subsequent MND would be required.

1.5 Summary of Findings

The environmental evaluation in this Addendum has concluded that there are no substantial changes proposed in the Modified Project, nor substantial changes in the circumstances under which the Modified Project would be undertaken, which would require major revisions of the Recirculated MND due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The environmental evaluation in this Addendum has concluded that the impacts of the Modified Project are consistent with the impacts of the original Approved Project in the Recirculated MND. There are no new significant impacts resulting from implementation of the Modified Project, nor are there any substantial increases in the severity of any previously identified environmental impacts, and no new mitigation measures would be required. The environmental analysis in this Addendum and all feasible mitigation measures identified in the Recirculated MND would be incorporated into the resolutions approving the Modified Project.

2. PROJECT DESCRIPTION

2.1 Purpose of Project

SCVWA currently provides recycled water for irrigation to a subset of its customers. SCVWA is in the process of adding new recycled water pipelines to serve additional customers. By using recycled water for irrigation, SCVWA preserves potable water for domestic uses. The use of recycled water also helps reduce reliance on expensive imported water supplies, enhances water supply reliability, and diversifies SCVWA's water portfolio.

The proposed Modified Project would expand the use of recycled water in the western portion of the City of Santa Clarita to provide customers (such as parks, schools and golf courses) with recycled water for irrigation. The recycled water would be supplied by the Valencia Water Reclamation Plant (WRP), which provides recycled water to customers via the existing recycled water system (Phase 1) and would provide recycled water to customers served by the future West Ranch (Phase 2D) system and the proposed Modified Project.

2.2 Description of Modified Project

A design report entitled *South-End (Phase 2C) Recycled Water Main Extension Project Final Design Report* was prepared for SCVWA by Woodard & Curran in December 2018, and defined the proposed components of the Modified Project including facility sizing, design criteria, pipeline alignment, pipeline materials, preliminary construction cost estimates, permitting and right-of-way requirements. As discussed in the final design report, approximately 28,400 linear feet of pipeline would be constructed to convey recycled water from the existing Phase 1 distribution system to customers in the City of Santa Clarita. Recycled water would be expected to serve approximately 60 users along Valencia Boulevard, Rockwell Canyon Road, McBean Parkway, Orchard Village Road, Newhall Avenue, and other nearby streets. The major customers would be College of the Canyons, California Institute of the Arts, Newhall Elementary School, Hart High School, Placerita Junior High School, Newhall Park and Vista Valencia Golf Course.

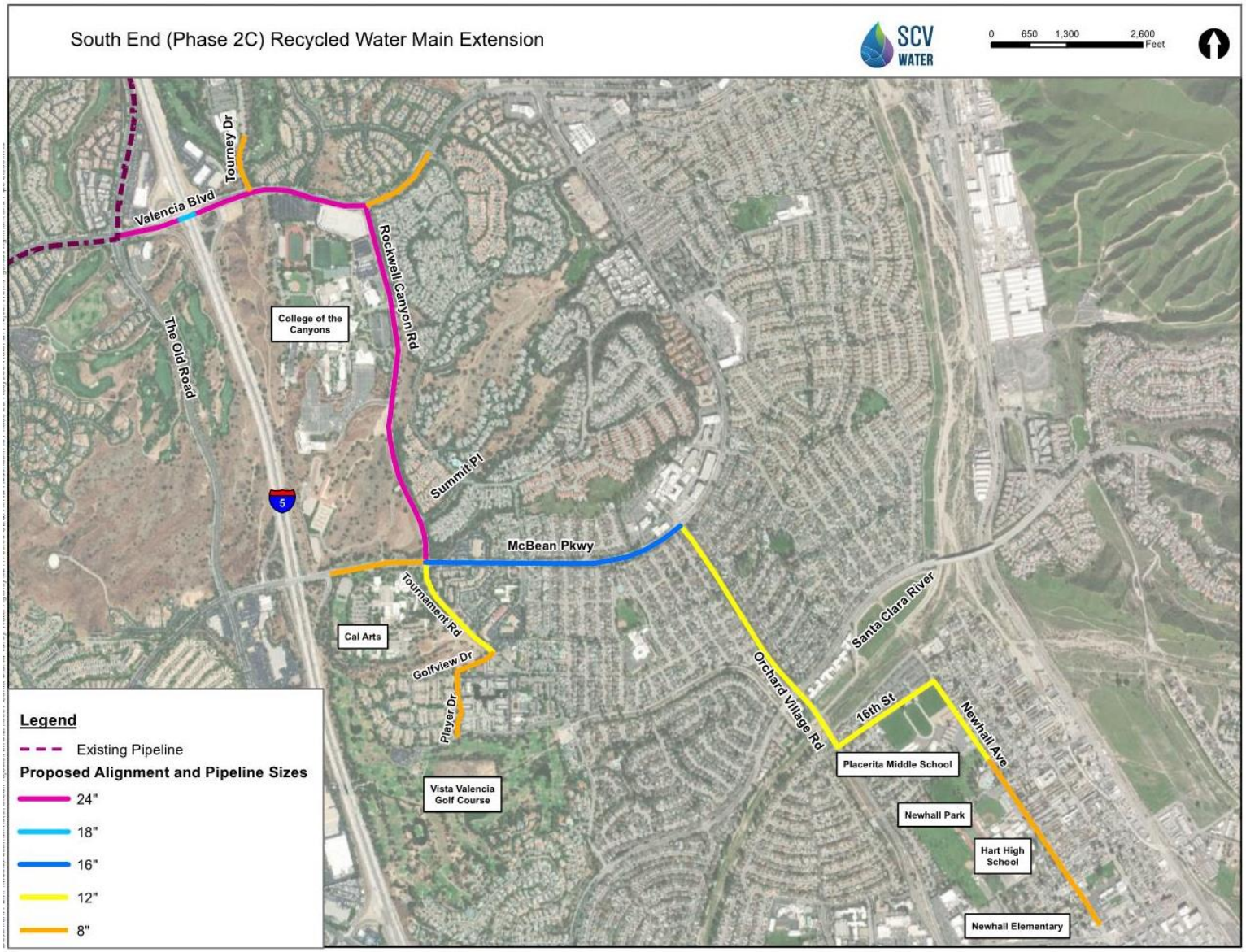
The pipeline would be installed in existing paved roadways in the public right-of-way of Valencia Boulevard, Tourney Road, Rockwell Canyon Road, McBean Parkway, Tournament Road, Golfview Drive, Player Drive, Orchard Village Road, 16th Street, and Newhall Avenue. No booster station would be constructed as part of the Modified Project.

As shown in **Figure 2-1**, the proposed pipeline diameter varies between 8 and 24 inches in diameter. Expected linear footage of each pipeline size is as follows:

- 24-inch diameter – 7,800 linear feet
- 18-inch diameter – 430 linear feet
- 16-inch diameter – 3,800 linear feet
- 12-inch diameter – 8,350 linear feet
- 8-inch diameter – 7,750 linear feet

Excavation to install the recycled water pipeline line would range in depth from a minimum of 6.5 feet below ground surface (bgs) to a maximum of 13 feet bgs. The recycled water pipeline would be installed using a conventional open cut trench method, except for a small section at the intersection of 16th Street and Newhall Avenue, which would be installed using jack and bore method to avoid disturbance of an existing storm drain.

Figure 2-1: Proposed Modified Alignment and Pipeline Sizing



Similar to the original Approved Project, two crossings are required for the Modified Project: a Caltrans crossing of I-5 along the Valencia Boulevard bridge and a crossing of the Santa Clara River along the Orchard Village Road bridge owned by Los Angeles County. Pending approval by Caltrans, the pipeline along the Valencia Boulevard bridge would be installed in an open bridge cell. If installation of the pipeline within the bridge is not approved, trenchless methods, (e.g., jack-and-bore) would be required to cross I-5. Pending approval by Los Angeles County, the pipeline would be installed on the Orchard Village Road bridge using existing anchors that allow utilities to be installed hanging from the bridge deck. Due to the height of the bridge, it may be necessary to access the bridge from within the riverbed of the Santa Clara River. If this access were to create a temporary disturbance to jurisdictional resources of the Santa Clara River, appropriate permits would be obtained from the United States Army Corps of Engineers (USACE), Los Angeles Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW).

The Modified Project also includes installation of one additional 250-horsepower pump for the Valencia WRP at Pump Station 1, which is similar to the original Approved Project. The two existing pumps at the pump station currently provide adequate pressure to operate the Modified Project, however a third pump would be installed as a redundant standby pump. The infrastructure for a third (and fourth) pump, including the pump can, conduits, and starter enclosure were installed when the pump station was first constructed. A new motor starter and discharge piping would be required to complete the installation.

The addition of a new standby pump at the Valencia WRP is not a modification of the original Approved Project. The primary modifications of the Approved Project are the proposed changes to the pipeline alignment. Therefore, the environmental evaluation in this Addendum focuses on changes in impacts associated with the modified alignment.

Construction Equipment and Staging

The following construction equipment mix would be considered peak activity for construction of the pipeline alignment of the Modified Project: two excavators, one tractor/loader/backhoe, one paver, one compactor, approximately five haul truck trips for soils disposal (hauled to the Chiquita Landfill, approximately 8 miles to the northwest off Highway 126), approximately 28 transfers of concrete for slurry backfill, asphalt, and sand, and approximately 12 worker vehicle trips. Construction staging would occur in the public right-of-way.

A total of 28,400 linear feet of pipeline would be installed at an average rate of 100 feet per day; therefore, approximately 284 workdays would be needed for pipeline installation. Paving would be conducted sequentially over an approximate 10-day period following installation of the pipeline. In total, approximately 294 days of construction is estimated for completion of the Modified Project, with an average of 22 construction days available per month.

Construction Best Management Practices

The contract documents for the Modified Project would include standard construction best management practices including, but not limited to:

- Obtain coverage under the State Water Resources Control Board (SWRCB) Construction General Permit and implement a Storm Water Pollution Prevention Plan (SWPPP).
- Identify existing underground utilities through Underground Service Alert.

- Prepare a project-specific traffic control management plan for review and approval by the City of Santa Clarita; coordinate with local emergency response agencies to address truck traffic on local access roads, and ensure emergency crews have adequate access on local streets and at the project site during project construction.

- Comply with South Coast Air Quality Management District (SCAQMD) Rule 403.1 to control dust during construction. The contractor is required to have an approved Fugitive Dust Control Plan prior to grading or excavation.

- Comply with the California Air Resources Boards (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulations, which would limit vehicle idling time to five minutes, restrict adding vehicles to construction fleets that have lower than Tier 3 engines, and establish a schedule for retiring older, less fuel-efficient engines from the construction fleet.

- Prepare a Hazardous Materials Management and Spill Control Plan to manage hazardous materials, wastes and any potential spills during construction.

Construction Schedule

Construction of the Modified Project is expected to take approximately 13 months to complete, with an estimated start in January 2022 and completion in February 2023.

Project Operation and Maintenance

The Modified Project consists of a buried recycled water main, which would require minimal operational activity. The pipelines would require minimal long-term energy use and minimal additional SCVWA operation and maintenance activities. The new pump installed in Pump Station 1 would be a redundant standby pump and would not increase energy use. Maintenance of the new pump would be combined with existing SCVWA maintenance visits to Pump Station 1.

2.3 Permits and Discretionary Approvals

The following permits and approvals would be required for implementation of the Modified Project:

- SCVWA adoption of the Addendum to the Phase 2C South End Recycled Water Main Extension Project Recirculated MND.
- Encroachment Permit from the City of Santa Clarita for work in the public right of way.
- Encroachment Permit from County of Los Angeles Department of Public Works for work in the public right of way along Valencia Boulevard west of I-5.
- Flood Control Permit from Los Angeles County Flood Control District for crossing of flood control facilities and the Santa Clara River.
- Encroachment Permit from the California Department of Transportation (Caltrans) for encroachment on the Caltrans right of way at Valencia Boulevard and I-5.
- Clean Water Act Section 404 Nationwide Permit from the USACE for any temporary work disturbance in the riverbed of the Santa Clara River during bridge installation of the pipeline
- Clean Water Act Section 401 Water Quality Certification from the RWQCB for any temporary work disturbance in the riverbed of the Santa Clara River during bridge installation of the pipeline

- Potentially a Streambed Alteration Agreement (SAA) from the CDFW to access the riverbed of the Santa Clara River during bridge installation of the pipeline. Submittal of a Notification would be required and CDFW would decide if a SAA is required
- Notice of Intent to obtain coverage under the California General Permit for Stormwater Discharges Associated with Construction Activities
- Potentially, a SCAQMD Permit to Construct/Operate a standby generator if needed for the standby pump.

3. ENVIRONMENTAL CHECKLIST FORM

1. Project title:	Phase 2C South End Recycled Water Main Extension
2. Lead agency name and address:	Santa Clarita Valley Water Agency 26521 Summit Circle Santa Clarita, California 91350
3. Contact person and phone number:	Rick Vasilopulos Santa Clarita Valley Water Agency 26501 Summit Circle Santa Clarita, California 91350 (661) 705-7912
4. Project location:	The Modified Project is generally located along existing paved public roadways (within the public Right-of-way) primarily in the City of Santa Clarita, with a small portion in Los Angeles County, generally along Valencia Boulevard on the north, south along Rockwell Canyon Road and Tournament Road, east along McBean Parkway, and further east and south along 16th Street and Newhall Avenue.
5. Project sponsor's name and address:	**S**anta Clarita Valley Water Agency 26521 Summit Circle Santa Clarita, CA 91350
6. General plan designations:	N/A (public roadway)
7. Zoning:	N/A (public roadway)
8. Description of project:	The Modified Project involves the expansion of recycled water use in the western portion of the City of Santa Clarita to serve the irrigation needs of existing parks, schools and golf courses. The project includes the construction and operation of 28,400 linear feet of recycled water pipeline varying in size from 8- to 24-inches in diameter, located with existing roadways. The Modified Project also includes the addition of a standby pump at CVWA's existing Valencia Water Reclamation Plant.
9. Surrounding land uses and setting:	The project is surrounded by a variety of land uses, including residential uses, schools and colleges, public facilities, business park, commercial uses, public parks, recreational uses, and open space.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

Approvals and permits will be required from:

- City of Santa Clarita
- Los Angeles County Department of Public Works
- Los Angeles County Flood Control District
- California Department of Transportation
- State Water Resources Control Board
- South Coast Air Quality Management District (potentially)
- California Department of Fish and Wildlife (potentially)
- United States Army Corps of Engineers (potentially)
- Los Angeles Regional Water Quality Control Board (potentially)

11. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code section 2180.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes, three Native American tribes have requested formal notification pursuant to Public Resources Code section 2180.3.1, including the Fernandeño Tataviam Band of Mission Indians (FTBMI), the Gabrieleño Band of Mission Indians – Kizh Nation, and the Gabrieleño Tongva Band of Mission Indians. As part of the Recirculated MND, SCVWA met with the FTBMI, who are traditionally and culturally affiliated with the Project area. As a result of the meeting, SCVWA revised two cultural resources mitigation measures to include notification of the FTBMI Tribal Historical and Cultural Preservation Officer in the event cultural resources or human remains are encountered during construction, as well as procedures to follow in the event human remains are encountered.

Environmental Factors Potentially Affected

The environmental factors checked below were determined to be potentially affected by the Modified Project, involving at least one impact that is Less than Significant with Mitigation. However none were found to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in the project, change in circumstances, or new information of substantial importance, as indicated by the checklist and discussion in Section 5 of this Addendum.

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

4. DETERMINATION

The Environmental Checklist in Section 5 is an analysis of environmental impacts of construction and operation of the modified Phase 2C South End Recycled Water Main Extension, as currently described in Section 2, Project Description. The analysis in the checklist evaluates whether construction and operation of the Modified Project would result in new impacts or increase the severity of impacts in comparison to the impacts identified in the 2017 Recirculated Mitigated Negative Declaration (Recirculated MND) for the original Approved Project. The analysis also examines whether the applicable mitigation measures in the Recirculated MND would be effective in avoiding or reducing potential significant impacts of the Modified Project, or whether new mitigation measures would be needed to mitigate impacts.

Based on the information and analysis contained in this Addendum, and pursuant to Section 15162 of the CCR, SCVWA has determined that:

(1) There are no substantial changes proposed in the project which would require major revisions of the Recirculated MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(2) Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which would require major revisions of the Recirculated MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(3) There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Recirculated MND was adopted , that shows any of the following:

a) The project would have one or more significant effects not discussed in the Recirculated MND;
b) Significant effects previously examined would be substantially more severe than shown in the Recirculated MND;
c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; and
d) Mitigation measures or alternatives which are considerably different from those analyzed in the Recirculated MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Matthew Stone — For Santa Clarita Valley Water Agency
General Manager

Signature — Date

5. ENVIRONMENTAL CHECKLIST

5.1 Aesthetics

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

Summary of Findings from the Recirculated MND

The Approved Project in the Recirculated MND would have no permanent impacts to scenic vistas and designated scenic resources because there are no designated scenic vistas within the project area and the completed project would be a belowground pipeline. The proposed pipeline would run along Valencia Boulevard and cross over Interstate 5 (I-5), which is designated as an "Eligible State Scenic Highway". This crossing is not located in the potentially scenic areas described by Caltrans and SCVWA would obtain all necessary Caltrans encroachment permits before construction activities. As such, impacts on a scenic highway were determined to be less than significant, and no mitigation was required. During construction visual impacts of construction activities and equipment would be short-term and temporary. The proposed pipeline would be located belowground within existing roadways and the project area would be returned to pre-construction conditions. The project would not result in any above ground structures or new source of substantial light or glare. No mitigation would be required.

Discussion of the Modified Project

Would the Modified Project:

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

No New Impact. There are no designated scenic vistas within the vicinity of the Modified Project. Pipeline sections of the Modified Project that were not a part of the Approved Project are located within existing roadways of primarily developed neighborhoods, and there would be no pipeline along the maintenance road of the Pico Canyon Wash flood control channel. Visual impacts associated with construction vehicles

and equipment would be temporary and roadways would be restored to pre-construction conditions after pipeline installation.

The Modified Project is comparable to the Approved Project and would not create new significant visual impacts or create a substantial increase in the severity of significant impacts to scenic vistas identified in the Recirculated MND. No new mitigation would be required.

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

No New Impact. The Modified Project would not impact scenic resources because there are no such resources in the viewshed of the project area. Pipeline sections of the Modified Project that were not a part of the Approved Project are located within existing roadways of primarily developed neighborhoods. There are no officially designated scenic highways in the vicinity of the Modified Project and no aboveground infrastructure would be constructed that would block existing views or degrade the visual character of the existing roadways.

The Modified Project would not create new significant visual impacts or create a substantial increase in the severity of any significant impacts to scenic vistas identified in the Recirculated MND. No new mitigation would be required.

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

No New Impact. The Modified Project is primarily located in an urbanized portion of the City of Santa Clarita. Existing policies and ordinances governing scenic and aesthetic quality in the Modified Project area are included in the City of Santa Clarita General Plan, City of Santa Clarita Municipal Code, and City of Santa Clarita Beautification Master Plan. Pipeline sections of the Modified Project that were not a part of the Approved Project are located within existing roadways of primarily developed neighborhoods. Construction of the Modified Project would result in temporary views of construction vehicles and equipment along existing paved roadways. Roadways would be returned to pre-construction conditions. Once completed the Modified Project would be located below ground, not visible to the surrounding community, and therefore, would not conflict with applicable zoning and other regulations governing scenic quality, nor impact a scenic resource protected by local policies or ordinances. No new impact would occur.

The Modified Project is comparable to the Approved Project and would not create conflicts with policies or ordinances governing scenic resources or create a substantial increase in the severity of such impacts identified in the Recirculated MND. No new mitigation would be required.

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

No New Impact. Construction of the Modified Project would occur during daytime hours on paved roads within the existing public right-of-way and would not result in a new source of light and glare. Once completed, the recycled water pipeline would be belowground and would not be a new permanent source of light and glare. No new impact would occur.

The Modified Project is comparable to the Approved Project and would not create new significant light and glare impacts or create a substantial increase in the severity of significant nighttime impacts identified in the Recirculated MND. No new mitigation would be required.

Applicable Mitigation Measures from the Recirculated MND

None.

New Mitigation Measures

None needed.

5.2 Agriculture and Forestry Resources

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
Would the Modified Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

The Approved Project in the Recirculated MND would have no impact to agriculture and forestry resources. The Approved Project area is not located within an Area of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as designated by the California Resources Agency. The Approved Project area is not currently zoned for agricultural use and there is no Williamson act contract land. Additionally, the Approved Project is not located in an area with forest land or timber resources (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), and

therefore, would have no impact on lands zoned for forest or timberland, nor result in the conversion of forest land or agricultural land to non-forest and non-agricultural land uses. No mitigation is needed.

Discussion of the Modified Project

Would the Modified Project:

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

No Impact. The Modified Project is located within public rights-of-way of existing paved roadways, and would not result in the conversion of any farmland to non-agricultural use. No new impact would occur.

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

No Impact. The Modified Project is located within the public right-of-way of existing paved roadways. The Modified Project would not conflict with land currently zoned for agricultural use or under Williamson Act contract. No lands within Los Angeles County are under Williamson Act contracts since Los Angeles County does not participate in the Williamson Act program (CDOC, 2019). As with the Approved Project, the Modified Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No new impact would occur.

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

No Impact. The Modified Project is located within the public right-of-way of existing paved roadways. As with the Approved Project, the Modified Project would not conflict with existing zoning of forest land or timberland. No new impact would occur, and no mitigation would be required.

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

No Impact. The Modified Project is located within the public right-of-way of existing paved roadways. Therefore, the Modified Project, as with the Approved Project, would not result in the loss of forest land or conversion of forest land to non-forest use. No new impact would occur, and no mitigation would be required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed in the *Agriculture and Forestry Resources* impact a), the Modified Project is located within the public right-of-way of existing paved roadways. Construction and operation of the Modified Project would not result in any changes to the environment that could convert farmland or forest land. No new impact would occur.

Applicable Mitigation Measures from the Recirculated MND

None.

New Mitigation Measures

None needed.

5.3 Air Quality

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
Would the Modified Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people?	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

The Approved Project would have a less-than-significant impact on air quality. The Approved Project would not conflict with implementation of the applicable Air Quality Management Plan (AQMP) (SCAQMD, 2017). The Approved Project emissions would not exceed any federal, state, or regional standards or thresholds, and would not substantially contribute to an existing or projected air quality violation. The SCAQMD recommends that a project's potential contribution to cumulative impacts be evaluated against the same significance criteria as for project-specific impacts; the Approved Project would not exceed this threshold of significance. The Approved Project would not expose sensitive receptors to substantial pollutant concentrations in excess of SCAQMD localized significance thresholds. The Approved Project would not create odors or other emissions that could affect a substantial number of people. No mitigation measures are required.

Discussion of the Modified Project

Would the Modified Project:

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

No New Impact. The Approved Project and Modified Project are both located in the SCAQMD within the South Coast Air Basin (SCAB). The Modified Project would alter the alignment of the Approved Project and increase the overall pipeline length by approximately 5,410 linear feet. Consistent with the Approved Project, the Modified Project would include the construction and operation of an underground pipeline to deliver recycled water. The Modified Project would not include or induce any changes to housing or population and therefore does not have the potential to conflict with the regional growth projections used in preparing the AQMP. As discussed further under impact (b), the Modified Project would not result in a cumulatively considerable net increase of any criteria pollutants for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard. Therefore, the Modified Project would not have the potential to conflict with or obstruct implementation of the AQMP.

The evaluation of impacts of the Modified Project is comparable to the conclusions in the Recirculated MND. The proposed Project would not obstruct implementation of the AQMP, and no mitigation measures would be needed.

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

No New Impact. As discussed in the Recirculated MND, SCVWA employs SCAQMD thresholds for the evaluation of air quality impacts. Similar to the Approved Project, the Modified Project would result in emissions of criteria pollutants (NO_x, VOC, PM_{10}, $PM_{2.5}$, CO, and SO_x) during construction. Construction emissions of criteria air pollutants were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. The Modified Project construction emissions were compared to the SCAQMD significance thresholds, as shown in **Table 5-1.** These calculations assume construction best practices would be implemented as discussed in Section 2.1 (i.e., that dust control measures would be implemented as required by SCAQMD Rule 403, and California Air Resources Boards (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulations would be implemented). The calculations also assume that trenching, paving, and any necessary roadway striping activities could occur simultaneously. See Appendix A for CalEEMod results, including additional detail regarding construction assumptions.

Table 5-1. Estimated Peak Daily Construction Emissions

	Emissions in Pounds per Day (lbs/day)					
	ROG	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Peak Day	6.03	30.41	24.59	0.05	4.55	2.85
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Threshold Exceeded resulting in a Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. CalEEMod Results are provided in Appendix A to this Addendum.						

As discussed in the Recirculated MND, SCAQMD recommends that a project's potential contribution to cumulative impacts be evaluated using the same thresholds as for project-specific impacts. As shown in **Table 5-1**, construction-related daily emissions from the Modified Project would not exceed any regional SCAQMD thresholds of significance. Therefore, the project would not contribute to a cumulatively considerable increase in emissions for which the SCAB is in nonattainment. Construction emissions of criteria pollutants would be less than significant.

Operation and maintenance of the recycled water line would result in negligible air emissions. As with the Approved project, the Modified Project would install one standby pump at the existing Pump Station 1 at the Valencia WRP. This pump would be installed to provide redundancy and would not be operated in combination with the existing pumps at Pump Station 1; therefore, no new operational emissions would be associated with the pump. Operational emissions from the Modified Project would remain less than significant.

The Modified Project is comparable to the Approved Project in the Recirculated MND. The Modified Project would not result in a cumulatively considerable net increase of any criteria pollutant, and no mitigation measures would be required.

c) Expose sensitive receptors to substantial pollutant concentrations?

No New Impact. As discussed in the Recirculated MND, land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors, and include schools, hospitals, convalescent homes, and residential areas. Recreational areas are also considered moderately sensitive to

poor air quality. Portions of the Modified Project alignment that were not evaluated in the Recirculated MND are listed below, along with sensitive receptors in the vicinity of those areas that were not already listed in the Recirculated MND.

- Tourney Road
  - Kaiser Permanente medical offices west of Tourney Road
- Valencia Boulevard east of Rockwell Canyon Road
  - Single-family residences north and south of Valencia Boulevard
- McBean Parkway west of Rockwell Canyon Road
  - No new sensitive receptors that were not included in the Recirculated MND
- Golfview Drive between Tournament Road and Player Drive
  - Multi-family residences south of Golfview Drive
- Player Drive
  - Multi-family residences east and west of Player Drive
  - Vista Valencia Golf Course south of Player Drive
- 16th Street
  - Single-family residences north and south of 16th Street
  - Multi-family residences north of 16th Street
- Newhall Avenue between 13th Street and 11th Street
  - Single-family residences west of Newhall Avenue

These residential and recreational receptors are comparable to the receptors discussed in the Recirculated MND. The distance between the pipeline and the receptors would be comparable to the distances already evaluated in the Recirculated MND.

The SCAQMD sets localized significance thresholds (LSTs) to be used in evaluating pollutant exposure for projects within its jurisdiction, as described in the Recirculated MND. LSTs vary based on project size and distance to receptors. The Approved Project impacts were compared against the LSTs for Source Receptor Area (SRA) 13 (which covers the Santa Clarita Valley area) using the one-acre LSTs with sensitive receptors located within 25 meters of the Project area, which is the strictest threshold available (SCAQMD, 2009). The Modified Project was evaluated against the same LSTs. As with the Approved Project, the Modified Project would not disturb more than one acre at any given time, so the one-acre LSTs are appropriate for the Modified Project.

As noted under Impact (b), the CalEEMod calculations assumed that, for the purpose of evaluating the regional air quality impacts, all project construction activities (trenching, paving, and striping) could occur simultaneously. However, in terms of local emissions, these activities would be spread along the pipeline alignment (not overlapping within a 25-meter radius) and therefore, would not expose the same nearby sensitive receptors to emissions from multiple construction activities at once. As shown in **Table 5-2**, the localized on-site peak daily construction emissions from each individual construction phase would not exceed the applicable construction LSTs. Therefore, localized air quality impacts from proposed Modified Project activities on sensitive receptors would remain less than significant.

Table 5-2. Localized On-Site Peak Daily Construction Emissions

On-Site Emissions	Total On-Site Emissions (lbs/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Trenching Phase	16.98	9.22	3.45	2.17
Paving Phase	1.50	11.70	0.49	0.45
Striping Phase (if necessary)	1.41	1.81	0.08	0.08
SCAQMD Localized Thresholds	114.00	590.00	4.00	3.00
Threshold exceeded for any individual phase resulting in Significant Impact?	**No**	**No**	**No**	**No**
Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. CalEEMod Results are provided in Appendix A to this Addendum.				

The Modified Project would have a less-than-significant impact in terms of exposing sensitive receptors to substantial pollutant concentrations. Therefore, the Modified Project would have no new impact. No mitigation measures would be necessary.

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

No New Impact. The Modified Project would generate minimal emissions of odorous compounds during construction. Odors generated would be associated with emissions from construction equipment; these odors and impacts would be the same as described in the Recirculated MND, because construction activities and fleet are expected to remain the same. Operation is not expected to generate any odors. Impacts of the Modified Project would remain less than significant.

The Modified Project would not create any new air quality impacts related to odorous emissions or create a substantial increase in impacts identified in Recirculated MND, and no mitigation measures would be necessary.

Applicable Mitigation Measures from the Recirculated MND

None.

New Mitigation Measures

None needed.

5.4 Biological Resources

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
Would the Modified 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

The Approved Project would have a less than significant impact to biological resources and no mitigation is required. The pipeline alignment of the Approved Project is located entirely within existing paved roadway and a flood control channel maintenance road, devoid of vegetation. The Approved Project would not directly impact wildlife and vegetation including sensitive communities, natural habitats, species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), and state or federally protected wetlands. The Approved Project would not conflict with any local policies or ordinances protecting biological resources and is not located within the boundaries of any

approved habitat conservation plan. Implementation of the Approved Project would include temporary construction activities within urbanized and previously disturbed areas resulting in less than significant impacts on wildlife and vegetation including migratory corridors and the Santa Clara River Significant Ecological Area (SEA). No mitigation is required.

Discussion of the Modified Project

Would the Modified 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?

No New Impact. The pipeline alignments of the Modified Project are located within the public right-of-way of existing paved roadways in developed portions of the City of Santa Clarita and small portion of Los Angeles County. These roadways are fully graded and completely devoid of vegetation. Construction activities would be temporary and staging of equipment would occur within previously disturbed public rights-of-way. No vegetation or habitat that could support any sensitive or special status species exists within the Modified Project area and no habitat modifications would occur as a result of the Project. No mitigation would be required.

The Modified Project is comparable to the Approved Project and would not create new significant biological resource impacts or create a substantial increase in the severity of any significant biological resource impacts identified in the Recirculated MND because the pipeline alignments would be located within existing paved rights-of-ways, similar to those described in the Recirculated MND. No new mitigation would be required.

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

No New Impact. As discussed in *Biological Resources* impact a), the pipeline alignment of the Modified Project is located within fully paved public rights-of-way and contains no riparian habitat or sensitive natural communities. Temporary construction activities and equipment staging would be located in previously disturbed areas. If installation of the pipeline under the Orchard Village Road bridge crossing the Santa Clara River requires equipment to enter the channel, this work would be conducted in accordance with applicable permit conditions as identified in Section 2.3. No riparian vegetation would be removed and any habitat within the channel would be protected. Therefore, the Modified Project would have no adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations. No mitigation would be required.

The Modified Project would not create new significant biological resource impacts or create a substantial increase in the severity of significant biological resource impacts identified in the Recirculated MND because the modified pipeline alignments would be located within similar existing paved rights-of-way and the crossing of the Santa Clara River is the same as the crossing identified in the Recirculated MND. No new mitigation would be required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands, creeks, streams, and permanent and intermittent drainages are generally subject to the jurisdiction of the United States Army Corps of Engineers (USACE) under Section 404 of the federal Clean Water Act. As discussed in *Biological Resources* impact a), the Modified Project is located within fully paved public rights-of-way and existing pump infrastructure, devoid of vegetation and does not occur within an area determined to be under state or federal wetland jurisdiction. If installation of the pipeline under the Orchard Village Road bridge crossing the Santa Clara River requires equipment to enter the channel, this work would be conducted in accordance with applicable permit conditions as identified in Section 2.3. No fill would be placed within the channel, no state or federally protected wetlands would be removed and any habitat within the channel would be protected. No new impact would occur.

The Modified Project would not create an increase in any adverse effect on state or federally protected wetlands identified in the Recirculated MND because the additional pipeline alignments would be located underneath similar existing paved rights-of-way and the crossing of the Santa Clara River is the same as the crossing described in the Recirculated MND. No new mitigation would be required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No New Impact. As discussed in *Biological Resources* impact a), the Modified Project is located within fully paved public rights-of-way. The Modified Project alignment is also not located within any potential wildlife movement corridors. The Modified Project would not interfere with the movement of any native resident or migratory fish or with established native resident or migratory wildlife corridors. No new impact would occur.

The Modified Project would not increase impacts to fish and wildlife movement identified in the Recirculated MND because the additional pipeline alignments would be located within similar existing paved rights-of-way and the crossing of the Santa Clara River is the same as the crossing identified in the Recirculated MND. No additional mitigation measures would be necessary.

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

No Impact. As discussed in *Biological Resources* impact a), the Modified Project is located within fully paved public rights-of-way. There are no biological resources protected by local policies or ordinances within the Modified Project area. No impact would occur.

The Modified Project would not create additional conflicts with local policies or ordinances protecting biological resources identified in the Recirculated MND because the additional pipeline alignments and construction staging locations would be located underneath similar existing paved rights-of-way and the crossing of the Santa Clara River is the same as the crossing identified in the Recirculated MND. No new mitigation would be required.

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

No New Impact. The Modified Project is located within the Santa Clarita Valley Planning Area portion of the Los Angeles County General Plan. Los Angeles County's primary mechanism to conserve biological diversity is by designating land as a SEA or Coastal Resource Area (CRA). As stated in the Los Angeles County General Plan (2015), SEAs are undisturbed or lightly disturbed habitat that support valuable and threatened species, linkages and corridors that facilitate species movement, and are sized to support

sustainable populations of its component species. The Santa Clara River is designated as a SEA by the Los Angeles County General Plan.

As with the Approved Project, construction and operation of the Modified Project would occur entirely within existing paved roadway rights-of-way and would cross the Santa Clara River along the Orchard Village Road bridge. No significant impacts to the SEA would be expected, and the Modified Project would not conflict with the provisions of an adopted conservation plan. No new impact would occur.

The Modified Project is comparable to the Approved Project and would not create additional conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan local policies or ordinances protecting biological resources identified in the Recirculated MND. No additional mitigation measures would be necessary.

Applicable Mitigation Measures from the Recirculated MND

None.

New Mitigation Measures

None needed.

5.5 Cultural Resources

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
Would the Modified Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

The Recirculated MND concluded that the Approved Project would have a less than significant impact to cultural resources with implementation of **Mitigation Measure 1** and **Mitigation Measure 3.** There are no known historic or archaeological resources on or near the pipeline alignments of the Approved Project. The Approved 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 removed. The Approved Project would require trenching and excavation that could result in deeper excavations than previously performed in some areas, and thus has the potential to impact previously unknown cultural resources and human remains. However, with implementation of mitigation measures, potential impacts to unknown cultural resources would be reduced to less than significant.

Discussion of the Modified Project

Would the Modified Project:

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

No Impact. Similar to the Approved Project, the pipeline alignment of the Modified Project is located within the public right-of-way of existing paved roadways, but no longer in the maintenance road along the Pico Canyon flood control channel. No historical structures are located on or near the pipeline alignment of the Modified Project. No new impact would occur.

The Modified Project would not create any new cultural resource impacts or create a substantial increase in the severity of impacts identified in the Recirculated MND. No new mitigation would be required.

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

No New Impact. The pipeline alignments of the Modified Project are located within an urbanized area in the public right-of-way of existing paved roadways, where past trenching for utilities and roadways has disturbed the upper layers of the ground surface. No known archaeological sites are present in the area. Similar to the Approved Project, trenching and excavation could result in deeper excavations than have previously occurred in some areas, and thus has the potential to impact previously unknown cultural resources and human remains. However, with implementation of mitigation measures, potential impacts to unknown cultural resources would remain less than significant.

The Modified Project is comparable to the Approved Project and would not create any new archaeological resource impacts or create a substantial increase in the severity of impacts. SCVWA would implement **Mitigation Measure 1** as identified in the Recirculated MND. No additional mitigation measures would be necessary.

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

No New Impact. The pipeline alignment of the Modified Project is located within the public right-of-way of existing paved roadways and no formal cemeteries, burial sites, or other places of human interment are known to occur within the area of the Modified Project. However, as described under impact b) the potential exists to encounter previously unknown cultural resources including human remains. With implementation of **Mitigation Measure 3**, which contains procedures to follow in the event of encountering human remains during trenching and excavation activities, impacts would remain less than significant.

The Modified Project would not create any new impact to human remains or create a substantial increase in the severity of impacts and would implement **Mitigation Measure 3** as identified in the Recirculated MND. No additional mitigation measures would be necessary.

Applicable Mitigation Measures from the Recirculated MND

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).

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.

New Mitigation Measures

None needed.

5.6 Energy

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
Would the Modified Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

Impacts associated with energy consumption and energy efficiency were not specifically evaluated in the Recirculated MND because the Recirculated MND was adopted before the topic of energy was a stand-alone resource topic in the Appendix G CEQA checklist. However, the Recirculated MND stated (in Section 5.7, Greenhouse Gases), that the Approved Project would allow NCWD (now SCVWA) to provide recycled water within its jurisdiction and decrease the use of relatively energy-intensive, and also found that there would be no impacts related to excessive use of electricity and no impacts to electrical energy supplies, as discussed in Section 5.17, Utilities and Service Systems of the Recirculated MND.

Discussion of the Modified Project

Would the Modified Project:

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

No New Impact. As with the Approved Project, construction of the Modified Project would require consumption of fossil fuel for operation of trucks, equipment and worker vehicles needed for construction of the project pipeline. However, construction would be short-term, and no unusual or excessive construction practices would be expected that would result in wasteful, inefficient or unnecessary consumption of energy compared to similar construction projects. Long term, any increase in energy use to produce and deliver recycled water would be minimal and offset by the energy currently needed to deliver imported water. Impacts would remain less than significant.

The Modified Project would be comparable to the Approved Project and would not result in new significant impacts or increase the severity of impacts related to wasteful, inefficient, or unnecessary consumption of energy. No new mitigation would be required.

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

No New Impact. The Los Angeles County Community Climate Action Plan (CCAP) 2020 focuses on reducing GHG emissions through energy efficiency, land use and transportation, water consumption, and waste generation (DRP 2015). Construction and operation of the Modified Project would be in compliance with the energy efficiency strategies outlined in the CCAP. The project would also be in compliance with the state's 2017 Climate Change Scoping Plan which focuses on reducing energy demand and emissions that result from mobile sources and requires compliance with the CARB In-Use Off-Road Diesel-Fueled Fleets Regulations, as mentioned previously in Section 2.2. No impacts would occur.

The Modified Project would not result in new or increased conflicts with or obstruct a state or local plan for renewable energy or energy efficiency. No new mitigation would be required.

Applicable Mitigation Measures from the Recirculated MND

None.

New Mitigation Measures

None needed.

5.7 Geology and Soils

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

Summary of Findings from the Recirculated MND

The Approved Project would have a less than significant impact to geology and soils resources with implementation of mitigation measures. Although there are no faults underlying the Approved Project site,

portions of the pipeline alignment fall within seismic hazard zones as identified in the City of Santa Clarita's *Seismic Hazard Zones* map, including *Earthquake-Induced Landslide Hazard Zones* and *Liquefaction Hazard Zones*. However, with adherence to all applicable building codes and implementation of Mitigation Measures 2, 4, and 5, impacts would be less than significant.

Discussion of the Modified Project

Would the Modified Project:

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

a.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.

No New Impact. The pipelines of the Modified Project would be constructed within existing graded, compacted and paved roadways and would not cause a potential increase in risk of loss, injury or death from rupture of a known earthquake fault. As with Approved Project, no active or delineated Alquist-Priolo faults are identified near the pipeline alignment of the Modified Project based on the City of Santa Clarita's Seismic Hazard Zones map (City of Santa Clarita, n.d,a). No new impact would occur.

The Modified Project would not create new seismic-related impacts or increase the severity of seismic impacts identified in the Recirculated MND. No new mitigation would be required.

a.ii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (ii) Strong seismic ground shaking?

No New Impact. As with the Approved Project, the Modified Project is a recycled water pipeline located in a seismically active region of Southern California, which could result in strong seismic ground shaking and potential for structural damage to the pipelines. However, the Approved Project would comply with all applicable building codes, including incorporation of seismic standards. Through adherence to all applicable building codes and implementation of **Mitigation Measure 4** from the Recirculated MND, impacts from risk of loss, injury or death, would be less than significant. No new impacts would occur.

The Modified Project would not create new impacts related to strong seismic ground shaking or increase the severity of seismic ground shaking impacts identified in the Recirculated MND. No additional mitigation measures would be necessary.

a.iii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (iii) Seismic-related ground failure, including liquefaction?

No New Impact. Liquefaction occurs when loosely packed, water-logged sediments at or near the ground surface lose their strength in response to strong ground shaking and turn into a fluid state. Portions of the Modified Project alignment along Tourney Road and Valencia Boulevard at the intersection with Goldcrest Drive are located within *Liquefaction Hazard Zones* based on the City of Santa Clarita's Seismic Hazard Zones map. Construction of the Modified Project would use the same equipment and methods as those analyzed in the Recirculated MND. As with the Approved Project, the Modified Project would comply with all applicable building codes and would implement Mitigation Measure 4. Therefore, no new seismic impacts related to liquefaction would occur. Impacts would remain less than significant.

The Modified Project would not create new seismic-related liquefaction impacts or increase the severity of seismic impacts identified in the Recirculated MND. No additional mitigation measures would be necessary.

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

No New Impact. The Modified Project is located within existing graded, compacted, and paved roadways and would not cause new potential increase in risk of loss, injury or death from landslides. Landslide risk is typically associated with steep slopes and unstable soils. Portions of the Modified Project along Tourney Road and Golfview Drive are located within or near *Earthquake-Induced Landslide Hazard Zones* based on the City of Santa Clarita's Seismic Hazard Zones map. Construction of the Modified Project would use the same equipment and methods as those analyzed for the Approved Project in the Recirculated MND. Additionally, as with the Approved Project, construction would comply with all applicable building codes and would implement Mitigation Measure 4 from the Recirculated MND. Impacts of the Modified Project would remain less than significant.

The Modified Project would not create new impacts associated from seismic-related landslides or increase the severity of seismic impacts identified in the Recirculated MND. No additional mitigation measures would be necessary.

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

No New Impact. Construction of the Modified Project requires soil-disturbing activities, such as excavation and trenching, which would expose soil to potential erosion from strong winds, heavy rains, or other natural processes. Construction of the Modified Project would use the same equipment and methods as those analyzed for the Approved Project and would comply with the State Water Resources Control Board NPDES Construction General Permit and implement a Storm Water Pollution Prevention Plan (SWPPP) as noted in **Mitigation Measure 5** from the Recirculated MND. The SWPPP would require implementation of erosion control BMPs to reduce the potential for wind or waterborne erosion during construction. With implementation of **Mitigation Measure 5**, impacts would remain than significant.

The Modified Project would not create new substantial soil erosion or increase the severity impacts related to soil erosion as identified in the Recirculated MND. No additional mitigation measures would be necessary.

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?

No New Impact. As discussed in *Geology and Soils* impact a), the Modified Project alignment along Tournament Road, Tourney Road, and Valencia Boulevard is located within seismic hazard zones based on the City of Santa Clarita's Seismic Hazard Zones map. However, as with the Approved Project compliance with applicable building codes and implementation of **Mitigation Measure 4** would reduce impacts to less than significant.

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

No New Impact. Expansive soils can significantly change their volume as a result of their soil moisture content and can crack rigid structures and potentially create pipeline rupture through this shrinking and swelling process. As discussed in *Geology and Soils* impact a), the Modified Project is located within

existing graded, compacted, and paved roadways. Construction of the Modified Project would use the same equipment and methods as those analyzed for the Approved Project in the Recirculated MND. With compliance with applicable building codes and implementation of **Mitigation Measure 4**, impacts would remain less than significant.

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?

No Impact. As with the Approved Project, the Modified Project does not involve septic tanks or alternative wastewater disposal systems. Therefore, no new impact would occur

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

No New Impact. The alignment of the Modified Project is located within the public right-of-way of existing paved roadways. As with the Approved Project, the Modified Project is located in a highly disturbed area and does not contain any unique geologic features. A significant impact may occur if construction activities uncover previously unknown paleontological resources. While the uncovering of paleontological resources is not anticipated for the Approved or Modified Project, implementation of **Mitigation Measure 2** from the Recirculated MND would be required to ensure than any potential impact to a previously unknown paleontological resource would remain less than significant.

The Modified Project would not result in new paleontological resource impacts or increased severity of such impacts identified in the Recirculated MND. No additional mitigation measures would be necessary.

Applicable Mitigation Measures from the Recirculated MND

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 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 relocation of the resource, and the NCWD (now SCVWA) 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.

Mitigation Measure 4

Prior to project construction, NCWD (now SCVWA) 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.

Mitigation Measure 5

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

New Mitigation Measures
None needed.

5.8 Greenhouse Gas Emissions

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
Would the Modified Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

The Approved Project would result in a one-time construction related greenhouse gas (GHG) emission of 121.07 metric tons of carbon dioxide equivalent (CO_2e). The CO_2e emissions from the project were compared against the SCAQMD's screening-level threshold of 10,000 metric tons of CO_2e per year. The Approved Project's GHG emissions would not exceed this threshold. Therefore, the impact of GHG emissions from the Approved Project would be less than significant and would not conflict with applicable plans, policies, or regulations. No mitigation measures are required.

Discussion of the Modified Project

Would the Modified Project:

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

No New Impact. The Modified Project would increase the pipeline length by approximately 5,410 linear feet as compared to the Approved Project. Construction emissions of GHGs for the Modified Project were calculated using CalEEMod version 2016.3.2 and would generate maximum annual emissions of 311.83 metric tons of CO_2e. As compared to the Approved Project, the Modified Project would have a larger construction footprint, resulting in increased emissions. However, the emissions would still be below the SCAQMD threshold. Because emissions would remain low in comparison with the SCAQMD threshold, GHG impacts of the Modified Project would remain less than significant.

Like the Approved Project, the Modified Project would generate negligible GHG emissions during operation. Operational energy use and vehicle trips would not differ from those assessed in the Recirculated MND. Also, as noted in the Recirculated MND, the expansion of recycled water use will allow SCV Water to decrease use of energy-intensive imported water.

Neither the construction nor operation of the Modified Project would result in exceedance of GHG emissions screening level thresholds than those evaluated in the Recirculated MND. Therefore, the impacts would remain less than significant. No new mitigation measures would be necessary.

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

No New Impact. The Modified Project would not produce GHG emissions in excess of the SCAQMD screening level threshold, as discussed above. Therefore, it would not conflict with SCAQMD policy. As discussed in Section 2.2, construction best management practices would be implemented in accordance with applicable SCAQMD rules, which would reduce construction emissions.

The Santa Clarita Climate Action Plan (City of Santa Clarita, 2012) does not include specific performance measures or thresholds that apply to construction projects; therefore, the Modified Project would not conflict with this document. The Los Angeles County Community Climate Action Plan (CCAP) was completed in 2015 and sets targets for emissions reductions to be achieved by 2020 (Los Angeles County, 2015). The Los Angeles County CCAP includes local actions to reduce GHG emissions within unincorporated Los Angeles County; these include measures such as limiting construction equipment vehicle idling time to three minutes (as feasible per equipment specifications) and encouraging use of electric equipment where possible. Construction of the Modified Project would not conflict with these local actions, as construction best management practices would be implemented to reduce emissions. Los Angeles County is currently in the process of preparing a Climate Action Plan (CAP), which builds on the CCAP and identifies strategies and actions to mitigate emissions from community activities (Los Angeles County, 2020). One strategy in the Los Angeles County CAP is for the County to partner with SCAQMD to encourage the use of zero-emission and near-zero-emission construction equipment. The Los Angeles County CAP identifies this as a long-term goal. The CAP is not yet finalized and does not contain specific thresholds or requirements for projects implemented by utilities such as SCVWA. Therefore, the Modified Project would not conflict with the Los Angeles County CAP.

The Modified Project would not conflict with any applicable plans, policies, or ordinances adopted for the purposes of reducing GHG emissions. The impact would remain less than significant, and no mitigation measures would be necessary.

Applicable Mitigation Measures from the Recirculated MND

None

New Mitigation Measures

None needed.

5.9 Hazards and Hazardous Materials

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
Would the Modified Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

The Approved Project would have a less than significant impact related to hazards and hazardous materials with implementation of mitigation measures. While operation of the Approved Project would not require routine use or storage of chemicals, construction would require a limited quantity of hazardous materials. These chemicals would be handled, stored, transported and used on site in accordance with applicable state and local health, safety and transportation standards. These standard precautions would reduce any potential impacts related to exposure to the public, environment, or schools through routine use or an accident to less than significant. The Approved Project is not located within a hazardous materials site, airport land use plan, or very high fire hazard severity zone. Construction activities may temporarily impact emergency response or evacuation routes, but implementation of a traffic control plan and **Mitigation Measure 6** would ensure these impacts are reduced to less than significant.

Discussion of the Modified Project

Would the Modified Project:

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

No New Impact. A limited quantity of hazardous materials (i.e. gasoline, diesel fuel, hydraulic fluids, solvents) would be required during construction of the Modified Project, similar to those identified in the Recirculated MND for construction of the Approved Project. These chemicals would be used in accordance with manufacturers' instructions and handled in accordance with applicable local, state and federal health and safety standards. Additionally, the contractor would be required to prepare a Hazardous Materials

Management and Spill Control Plan to manage hazardous materials, wastes and any potential spills during construction. Operation and maintenance of the Modified Project, as with the Approved Project, would require no additional transportation, storage or disposal of hazardous materials. Implementation of BMPs and compliance with applicable safety standards would ensure impacts remain less than significant.

The Modified Project would not result in new hazards and hazardous materials impacts or increase the severity of impacts identified the Recirculated MND. No new mitigation would be required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No New Impact. Construction of the Modified Project would be comparable to the Approved Project, and would require the use of a limited quantity of potentially hazardous materials including vehicle and transmission fluids, solvents, and oil that could pose a low level risk to the public through accidental release, but this risk would be short-term and would be reduced with compliance with all applicable safety regulations, construction site BMPs and preparation of a Hazardous Materials Management and Spill Control Plan. Operation of the belowground pipelines would not require storage or routine use of hazardous materials. No new impact is expected, and no mitigation measures are required.

The Modified Project would not result in new hazards and hazardous materials impacts or increase the severity of such impacts identified in the Recirculated MND. No new mitigation would be required.

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

No New Impact. The pipeline alignment of the Modified Project would not be located within one-quarter mile of any existing or proposed school beyond those identified for the Approved Project in the Recirculated MND which are listed in **Table 5-3.** As shown in **Table 5-3**, there are five schools located within one-quarter mile of both the Approved and Modified Project. However, use of hazardous materials during construction would be short-term and operation would not require any chemical use or storage. Impacts would be less than significant.

Table 5-3: Schools within One-Quarter Mile of the Approved Project

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

The Modified Project would not result in new or increased severity of impacts related to hazardous materials located within one-quarter mile of existing or proposed schools. No new mitigation would be required.

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

No Impact. The pipeline alignment of the Modified Project is not included on a list of hazardous material sites by Government Code Section 65962.5 and as a result would not create a significant hazard to the public or the environment, which is a comparable to the findings for the Approved Project alignment

described in the Recirculated MND. No increased impacts would occur, and no new mitigation would be required.

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

No Impact. The alignment of the Modified Project is not located within an airport land use plan or within two miles of a public airport or public use airport, which is a comparable to the findings for the Approved Project alignment described in the Recirculated MND. No increased impacts would occur, and no new mitigation would be required.

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

No New Impact. The Modified Project is located within existing public roadways within the City of Santa Clarita. The Santa Clarita Valley has freeway access along three routes (I-5, State Route [SR] 14, and SR 126) for use during an evacuation or in the event of an emergency (City of Santa Clarita 2011). Construction activities and equipment staging required for installation of the additional pipelines of the Modified Project may require temporary street or lane closures. While lane closures have the potential to hinder emergency vehicle access, impacts would be short-term and are comparable to the impacts identified and mitigated in the Recirculated MND, although the Approved Project would have fewer overall lane closures because one segment of the alignment would not be on public road, but rather on a maintenance access road of the Pico Canyon Wash flood control channel. Nevertheless, short-term impacts of the Modified Project on emergency access would remain less than significant with implementation of **Mitigation Measure 6**.

The Modified Project would not result in new significant impairments to emergency response plans or increase the severity of impairments as identified in the Recirculated MND. No additional mitigation measures would be necessary.

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

No Impact. As with the Approved Project, the alignments of the Modified Project are located in an urbanized area of the City of Santa Clarita, and not within a wildland area subject to wildland fires. Construction and operation of the belowground pipeline would occur within existing paved roadways that are devoid of vegetation. The Modified Project would be comparable to the Approved Project and would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. No new mitigation would be required.

Applicable Mitigation Measures from the Recirculated MND

Mitigation Measure 6

Prior to construction activities, the NCWD (now SCVWA) 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.

New Mitigation Measures

None needed.

5.10 Hydrology and Water Quality

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

Summary of Findings from the Recirculated MND

The Approved Project would have a less than significant impact to hydrology and water quality with implementation of mitigation measures. The Approved Project would include construction of belowground pipelines within existing paved roads and restoration of roadways to pre-construction conditions, so no additional impervious surfaces would be created. While construction of the Approved Project could potentially generate storm water runoff, construction would comply with the requirements of the State Water Resources Control Board (SWRCB) NPDES Construction General Permit and SCVWA would

implement a SWPPP as noted in **Mitigation Measure 5**. The Project would not substantially decrease groundwater supplies or recharge, conflict with or obstruct implementation of a water quality control plan, or be located in a flood hazard, tsunami, or seiche zone. Impacts would be reduced to less than significant with implementation of **Mitigation Measure 5**.

Discussion of the Modified Project

Would the Modified Project:

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

No New Impact. The pipeline alignment of the Modified Project would be constructed within the existing public right-of-way of existing paved roadways. However, unlike the Approved Project, the Modified Project would avoid construction in the maintenance road adjacent to the Pico Canyon Wash flood control channel, which could help reduce the potential of direct discharge of construction site runoff to a surface water. The Modified Project, as with the Approved Project, would require trenching, excavation of soil, and soil hauling during construction. These construction activities could result in temporary impacts to surface water quality if BMPs are not properly implemented to control erosion and other construction site pollutants (e.g. trash, lubricants, paint) from entering storm water discharges which ultimately drain to the Santa Clara River. However, compliance with the SWRCB's NPDES Construction General Permit and proper implementation of BMPs in the SWPPP as specified in **Mitigation Measure 5** would ensure impacts to water quality remain less than significant.

The Modified Project would not result in new water quality impacts or increase the severity of impacts identified in the Recirculated MND. No additional mitigation measures are necessary.

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

No Impact. The Modified Project would include construction and operation of a belowground recycled water pipeline within the public right-of-way of existing paved roadways. Construction and operation of the Modified Project, as with the Approved Project, would not result in new impervious surface area or require use of groundwater for construction and operation. Therefore, the Modified Project would not impact groundwater recharge or impede groundwater sustainability of the East Subbasin of Santa Clara River Groundwater Basin, which underlies the Project Area. No impact would be expected.

The Modified Project would not result in new impacts to groundwater supplies or recharge affecting groundwater sustainability, nor increase the severity of groundwater impacts identified in the Recirculated MND. No additional mitigation measures are necessary.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?*

No New Impact. The Modified Project would include construction of belowground pipelines within existing paved roadways. Roadways would be restored to pre-construction conditions, and thus the Modified Project would not increase the total impervious surface area of the project area, and would not create alterations in

existing drainage patterns, impact storm drainage capacity, or impede or redirect flood flows. As with the Approved Project, the Modified Project would require excavation and trenching that would expose soil to wind or rain erosion. However, compliance with the SWRCB NPDES Construction General Permit including implementation of a SWPPP (**Mitigation Measure 5)** would ensure impacts remain less than significant.

The Modified Project would not result in new drainage or flooding impacts or increase the severity of such impacts identified in the Recirculated MND. No additional mitigation measures would be necessary.

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

No Impact. The Modified Project is not located in a 100-year flood, tsunami, or seiche zone. In addition, no chemicals would be stored on-site during operation. Therefore, no impacts from risk of release of pollutants would occur from a flood, tsunami or seiche, which is consistent with the findings in the Recirculated MND. No new mitigation would be required.

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

No New Impact. As with the Approved Project, construction of the Modified Project would comply with the requirements of the SWRCB's NPDES Construction General Permit and would implement a SWPPP **(Mitigation Measure 5)**, which help ensure compliance with water quality standards in the RWQCB's water quality control plan for the Los Angeles Region. Additionally, the pipeline alignments of the Modified Project would be constructed in existing paved public roadways which would be restored to pre-project conditions. As stated in response b), the Modified Project would not affect groundwater recharge and would not be expected to affect implementation of groundwater sustainability management programs for the East Subbasin. Therefore, the Modified Project, as with the Approved Project, would not conflict with an existing water quality control plan and future Groundwater Sustainability Plan (GSP) (currently in preparation by SCVWA and other Groundwater Sustainability Agencies). No new impact would be expected.

The Modified Project would not increase conflicts or the obstruction of implementation of a water quality control plan or sustainable groundwater management plan or increase the severity of such conflicts identified in the Recirculated MND. No new mitigation would be required.

Applicable Mitigation Measures from the Recirculated MND

Mitigation Measure 5

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

New Mitigation Measures

None needed.

5.11 Land Use and Planning

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
Would the Modified Project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

The Approved Project would have no impact on land use and planning within the City of Santa Clarita because it is an underground utility project. The Approved Project would not have the potential to divide an established community nor conflict with local land use plans and zoning codes. No impact to land use and planning would occur.

Discussion of the Modified Project

Would the Modified Project:

a) Physically divide an established community?

No Impact. The Modified Project would be constructed in existing public rights-of-way of local streets primarily within the City of Santa Clarita, with a small segment in Los Angeles County. As with the Approved Project, no established community would be divided by the recycled water pipeline of the Modified Project. No land use impacts would occur. No new mitigation would be required.

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

No Impact. The Modified Project would be constructed entirely within right-of-way of existing public roads in the City of Santa Clarita and a small segment of Los Angeles County, and would not conflict with any adopted land use plans, policies or regulations. No new impact would occur and no new mitigation would be required.

Applicable Mitigation Measures from the Recirculated MND

None.

New Mitigation Measures

None needed.

5.12 Mineral Resources

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
Would the Modified Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

The Approved 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.

Discussion of the Modified Project

Would the Modified Project:

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

No New Impact. As with the Approved Project, the Modified Project area overlies a MRZ-2 zone, which designates areas where adequate information indicates significant mineral deposits are present or are highly likely to be present. The Modified Project area is classified as a sand and gravel resource area based on Surface Mining and Reclamation Act (SMARA) Special Report 143: Part V and a cement concrete aggregate resource area based on SMARA Open File Report 19-14 (CDOC 2020). These aggregates are not considered valuable mineral resources to the region or to residents of the State. No new impact would occur. No new mitigation would be required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No New Impact. The Modified Project area is not currently used as a mineral resource recovery site and the Modified Project would not result in mining or mineral production activities. No new impact would occur. No new mitigation would be required.

Applicable Mitigation Measures from the Recirculated MND

None.

New Mitigation Measures

None needed.

5.13 Noise

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

Summary of Findings from the Recirculated MND

The Approved Project would not expose people to either temporary or permanent noise levels in excess of applicable noise standards. Noise from construction activities would be temporary and construction would occur within the daytime hours allowable under the applicable noise standards. Project operation would not generate noise. The Approved Project would not expose people or structures to excessive groundborne vibration or groundborne noise levels. The Approved Project is not in the vicinity of an airport land use plan or private airstrip. The Approved Project would have a less-than-significant impact in terms of noise, groundborne vibration, and groundborne noise, and would have no noise impact on people near an airport or private airstrip. No mitigation measures are required.

Discussion of the Modified Project

Would the Modified Project result in:

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

No New Impact. A portion of the Approved Project alignment would be located in Los Angeles County. This portion (along Valencia Boulevard west of I-5) was evaluated in the Recirculated MND and would not be altered or extended as part of the Modified Project. Construction activities would include typical trenched pipeline installation. The pipeline alignment would cross I-5 along the Valencia Boulevard bridge, pending the necessary Caltrans permit. In the event that Caltrans does not grant a permit for this approach, trenchless methods would be used to cross under the highway. Trenchless methods (e.g., jack-and-bore) could generate higher noise levels; however, this possibility was previously included in the Approved Project. There would be no change in the proposed Project alignment, proposed construction activities, or

proposed operation activities within unincorporated Los Angeles County. The noise impacts of the Modified Project in Los Angeles County would be the same as for the Approved Project and would not conflict with County noise standards (Los Angeles County, n.d.), consistent with the analysis in the Recirculated MND.

The majority of the project alignment would be within the City of Santa Clarita. As discussed in the Recirculated MND, Section 11.44.080 of the City of Santa Clarita municipal code regulates construction noise as follows: "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" (City of Santa Clarita, n.d.b). The City of Santa Clarita does not include specific noise limits for construction activities. All construction activities for the Modified Project would take place within daytime hours as permitted under the City of Santa Clara municipal code. Therefore, construction of the Modified Project would not conflict with City of Santa Clarita noise standards.

Sensitive Receptors

Noise-sensitive receptors include schools, hospitals, convalescent facilities, residences, churches, libraries, and other locations where the presence of unwanted noise can affect nearby land uses. The Recirculated MND identified sensitive receptors along the pipeline alignment for the Approved Project. Portions of the Modified Project alignment that were not evaluated in the Recirculated MND are listed in Section 5.3, Air Quality, along with sensitive receptors in the vicinity of those areas that were not already listed in the Recirculated MND.

All newly identified sensitive receptors listed in Section 5.3 are of similar types to those evaluated in the Recirculated MND (e.g., residences, medical facilities, and recreational facilities). Sensitive receptors would have a similar proximity to the Modified Project as to the Approved Project because construction of both the Approved Project and Modified Project would occur in the roadway right-of-way.

Construction Noise Impacts

The expected construction fleet for the Modified Project would remain the same as the fleet for the Approved Project. As discussed in the Recirculated MND, 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 mix of equipment operating at any one time and their location on the site. As discussed in the Recirculated MND, noise levels from individual pieces of equipment would range from 72 to 98 A-weighted decibels (dBA) equivalent sound level (L_{eq}) at a distance of 50 feet.[1] Average noise levels would be approximately 84 dBA L_{eq} at 50 feet and would diminish by approximately 6 dBA L_{eq} with every doubling of distance. At a distance of 100 feet, the average noise level would be 78 dBA L_{eq}; at a distance of 200 feet the average noise level would be reduced further to 72 dBA L_{eq}. Based on these noise levels, construction of the Modified Project would result in a temporary increase in noise levels at off-site receptors. Construction would not generate continuously elevated noise levels.

[1] A-weighted decibels (dBA) are used to simulate the relative response of the human ear to different frequencies. Equivalent sound level (L_{eq}) is used to describe a receiver's cumulative noise exposure over a specific period of time.

Construction noise impacts from the Modified Project would be consistent with the construction noise impacts evaluated for the Approved Project.

As noted above, the Modified Project alignment does not differ from the Approved Project alignment in Los Angeles County, therefore there would be no new construction noise impacts that would exceed thresholds established by the County. Within the City of Santa Clarita, the Modified Project alignment would include slight additions to and variations from the Approved Project alignment. Construction noise and distance to sensitive receptors would be comparable to the Approved Project. Construction would cause a temporary increase in noise levels in the project vicinity but would not conflict with City of Santa Clarita noise regulations because all construction would occur within allowable daytime hours. The Modified Project noise impacts would be comparable to the Approved Project impacts and would remain less than significant.

Operational Noise Impacts

Operation of the buried pipeline would contribute to a negligible increase in the ambient noise environment. As with the Approved Project, the additional standby pump installed at Pump Station 1 would be located at the existing Valencia WRP, and its contribution to operational noise at the treatment facility would be negligible. No long-term operational noise impacts would be expected.

Overall, the Modified Project would not result in new noise impacts or increase the severity of noise impacts identified in the Recirculated MND, and no additional mitigation measures would be necessary.

b) Generation of excessive groundborne vibration or groundborne noise levels?

No New Impact. As discussed in the Recirculated MND, construction activities for the Approved Project have the potential to generate a low level of groundborne vibration. The Recirculated MND identified the potential for vibration impacts from construction equipment that would operate at the site during construction. These include a large and small bulldozer, caisson drilling, loaded trucks, and jackhammer. The equipment list for the Modified Project would be the same as for the Approved Project, therefore, the potential to generate vibration would be the same.

Sensitive receptors in the vicinity of the Modified Project could be exposed to increased vibration levels. Sensitive receptors along the Modified Project pipeline alignment are of comparable type and distance from the pipeline alignment as the receptors analyzed for the Approved Project. Sensitive receptors beyond 50 feet from the construction site would experience vibration levels that are below the threshold for human annoyance. This impact would therefore be less than significant, as discussed in the Recirculated MND. In addition, construction activities would be conducted in accordance with the standards discussed under impact (a), above. The Modified Project would not expose people to excessive groundborne noise or vibration, and the impact would remain less than significant.

As with the Approved Project, there are no known structures adjacent to the Modified Project site that would be subject to damages from vibration. Therefore, structural impacts due to vibration from construction of the Modified Project would remain less than significant.

Operation of the Modified Project would not generate noise and would not have the potential to expose people or structures to groundborne vibration or noise. The impact would remain less than significant.

The Modified Project is comparable to the Approved Project, and the project modifications would not alter the conclusions in the Recirculated MND. No mitigation measures would be needed.

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

No Impact. The Modified Project, like the Approved Project, is not located within the vicinity of a private airstrip, is not located within an airport land use plan, and is not located within two miles of a public airport or public use airport. Therefore, the Modified Project would not expose people to excess noise resulting from proximity to an airport. No impact would occur, and no mitigation measures would be necessary.

Applicable Mitigation Measures from Recirculated MND

None.

New Mitigation Measures:

None needed.

5.14 Population and Housing

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
Would the Modified Project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or, housing necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

The Approved Project would have no impact on population and housing. The Approved Project would serve existing and future recycled water demands already anticipated in the developed NCWD (now SCVWA) service area and would not result in the construction of new housing or population growth, displacement of existing housing, nor the displacement of people. No impact to population and housing would occur.

Discussion of the Modified Project

Would the Modified Project:

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

No Impact. The Modified Project would not directly induce unplanned population growth because no new housing or businesses are proposed. The Modified Project is comparable to the Approved project, extending a recycled water pipeline into the western part of the City of the Santa Clarita to provide irrigation water (in place of potable water) for existing SCVWA customers. The recycled water delivered by the Modified

Project would augment water supply reliability and offset imported water. As with the Approved Project, the Modified Project would accommodate existing and anticipated water demand and would not result in unplanned population growth. No new impact would occur. No new mitigation would be required.

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

No Impact. Construction and operation of the Modified Project would occur within existing public rights-of-way and would not displace existing people or houses or require the construction of replacement housing. No new impact would occur. No new mitigation would be required.

Applicable Mitigation Measures from the Recirculated MND

None.

New Mitigation Measures

None needed.

5.15 Public Services

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

Summary of Findings from the Recirculated MND

The Approved Project was found to have no direct impact to schools, parks, or other public facilities, however, temporary street or lane closures during construction could affect emergency response routes used by fire and police protection. Preparation of a traffic control plan and implementation of **Mitigation Measure 6** would ensure impacts are reduced to less than significant.

Discussion of the Modified Project

a) Would the Modified Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental

facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

i) Fire protection

No Impact. The Modified Project would not require construction of new or physically altered fire protection facilities As with the Approved Project, long term operation of the belowground pipelines of the Modified Project would deliver recycled water to existing SCVWA customers and would not result in population growth requiring new or expansion of fire protection facilities. No new impact would occur.

The Modified Project, like the Approved Project, would have no long-term impacts to fire protection services, but construction activities could temporarily affect emergency response routes due to potential traffic lane closures. Implementation of a traffic control plan and **Mitigation Measure 6** would ensure that construction does not obstruct emergency access and impacts would remain less than significant. No additional mitigation measures would be necessary.

ii) Police protection

No Impact. The Modified Project would not require construction of new or physically altered police protection facilities. As with the Approved Project, operation of the Modified Project would not induce population growth requiring new or expansion of police stations. No new impact would occur.

Construction activities could temporarily affect emergency response routes due to potential traffic lane closures during construction. Implementation of a traffic control plan and **Mitigation Measure 6** would ensure that construction does not obstruct emergency access and impacts would remain less than significant. No additional mitigation measures would be necessary.

iii) Schools

No Impact. Construction and operation of the Modified Project does not include new housing or employment that would result in population growth or an influx of students. No school facilities would need to be built or modified to maintain existing performance objectives. No new impact would occur. No new mitigation would be needed.

iv) Parks

No Impact. Construction and operation of the Modified Project would occur within existing roadways. No new housing or employment would occur resulting in population growth. No parks would need to be built or modified to maintain existing performance objectives. No new impact would occur. No new mitigation would be needed.

v) Other public facilities?

No Impact. Construction and operation of the Modified Project would occur within existing roadways. The Modified Project would not result in unplanned population growth that would require any new or modified public facilities. No new impact would occur. No new mitigation would be needed.

Applicable Mitigation Measures from the Recirculated MND

Mitigation Measure 6

Prior to construction activities, the NCWD (now SCVWA) 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.

New Mitigation Measures

None needed.

5.16 Recreation

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

The Approved Project would have no impact on parks or other recreational facilities. The Approved Project consists of a proposed utility extension within existing public rights-of-way. As such, the Approved Project would not have the potential to increase the use of existing parks and recreational facilities or require the construction or expansion of new recreational facilities. No mitigation would be required.

Discussion of the Modified Project

Would the Modified Project:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. As with the Approved Project, the Modified Project would include construction of a recycled water pipeline in existing roadways to deliver recycled water to existing SCVWA customers for landscape irrigation. It would not directly or indirectly induce population growth and therefore would have no impact on the capacity or use of existing neighborhood parks or other recreational facilities No new impacts would occur. No new mitigation would be required.

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

No Impact. The Modified Project is located within existing paved roadways and would not require construction or expansion of recreational facilities. No new impact would occur. No new mitigation would be required.

Applicable Mitigation Measures from the Recirculated MND

None.

New Mitigation Measures

None needed.

5.17 Transportation

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

Summary of Findings from the Recirculated MND

The Recirculate MND found that the Approved Project would not create a hazardous design feature, generate significant traffic during construction and operation, or conflict with any plan, ordinance, or policy addressing the circulation system, but may require temporary lane closures for construction. These closures would be short-term but could have the potential to increase traffic and hinder emergency vehicle access. Bike paths are located along Tournament Road, Rockwell Canyon Road and Orchard Village Road, all of which were part of the Approved Project alignment. Implementation of a traffic control plan and **Mitigation Measure 6** would ensure impacts would be less than significant. The Recirculated MND did not evaluate Vehicle Miles Traveled (VMT) transportation impacts because the MND was adopted before VMT analysis was required by the CEQA Guidelines (Checklist question 5.17. b). The Recirculated MND concluded that transportation impacts would be reduced to less than significant with implementation of **Mitigation Measure 6** in accordance with the methodologies required at the time of MND.

Discussion of the Modified Project

Would the Modified Project:

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

No New Impact. Construction of the Modified Project is expected to last approximately 13 months, and at its peak would generate approximately five haul truck trips for soils disposal, 12 worker vehicle trips, and 28 transfers of concrete for slurry backfill, asphalt, and sand. Construction staging and construction activities for the Modified Project would occur in the public right-of-way which would result in temporary street or lane closures and could create temporary traffic impacts and potential impacts to bicycle paths. The Modified Project would have more traffic lane closure impacts because the pipeline alignment is 5,410 feet longer than the Approved Project, and all segments of the alignment would be located on public streets, whereas a segment of the Approved Project alignment would be located on a maintenance road adjacent to the Pico Canyon Wash flood control canyon, which is not used for public access. The Modified Project would include a segment along 16th Street, which includes a bike path that would not have been affected by the Approved Project alignment. Nevertheless, construction traffic impacts would be short-term and would be addressed with implementation of the traffic control plan required as part of the project; the traffic control plan would address motor vehicle, bicycle and pedestrian traffic and ensure safety of all forms of travel through the construction area. Long term, the Modified Project consisting of a belowground recycled water pipeline, would not conflict with programs, ordinances or policies addressing the circulation system in the City of Santa Clarita and County of Los Angeles because operation and maintenance vehicle trips would be minimal. Overall, impacts to the public circulation system would remain less than significant.

The Modified Project would not result in new significant conflicts with a program plan, ordinance or policy addressing the circulation system, nor increase the severity of impacts identified in the Recirculated MND. No new mitigation would be required.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No New Impact. CEQA Guidelines section 15064.3, subdivision (b) outlines criteria for analyzing transportation impacts in terms of VMT, which refers to the amount and distance of automobile travel attributable to a project. For construction of the Modified Project, as with the Approved Project, construction workers would commute to project sites primarily by automobiles. As noted in *Transportation* impact a), the Modified Project at its peak would require approximately 12 worker vehicle trips per day during the construction period. According to the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact" (Governor's Office of Planning and Research 2018). Construction worker trips would be temporary and would be far less than 110 trips per day and would thus not result in a perceivable increase in VMT. The Modified Project would not have the potential to increase VMTs on a per capita basis, and operation and maintenance would be minimal and incorporated into SCVWA's existing O&M program. The Modified Project would not conflict with CEQA Guidelines Section 15064.3.

The Modified Project would not result in new transportation impacts or increase the severity of impacts identified in the Recirculated MND. No additional mitigation measures would be necessary.

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

No Impact. The Modified Project would not construct new roadways and existing roadways would be restored to pre-construction conditions. No road design hazards would be expected, and hazards during construction would be address through implementation of a traffic control plan. No new impact would occur.

The impacts of the Modified Project would be the same as the impacts of the Approved Project considered in the Recirculated MND and would not result in impacts related to geometric design features or incompatible uses. No new mitigation would be required.

c) Result in inadequate emergency access?

No New Impact. As discussed in *Transportation* impact a) and b), construction of the Modified Project would require temporary street or lane closures and would generate vehicle trips associated with construction worker travel and delivery of materials and equipment. While lane closures have the potential to hinder emergency vehicle access, impacts would be short-term and are comparable to the impacts identified and mitigated in the Recirculated MND, although the Approved Project would have fewer overall lane closures because one segment of the alignment would not be on public road, but rather on a maintenance access road of the Pico Canyon Wash flood control channel. Nevertheless, short-term impacts of the Modified Project on emergency access would remain less than significant with implementation of **Mitigation Measure 6**.

The Modified Project would not result in new impacts related to emergency access, nor increase the severity of impacts discussed in the Recirculated MND. No additional mitigation measures would be necessary.

Applicable Mitigation Measures from the Recirculated MND

Mitigation Measure 6

Prior to construction activities, the NCWD (now SCVWA) 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.

New Mitigation Measures

None needed.

5.18 Tribal Cultural Resources

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

Summary of Findings from the Recirculated MND

The Recirculated MND was prepared before the Tribal Cultural Resources topic was added to the CEQA checklist. However, the Approved Project found no known historic or cultural resources in the Project area and determined that the potential to encounter cultural resources would be low because the construction would take place in 100 percent pre-disturbed areas (roadway right-of-ways and access roads with existing utility infrastructure). Nevertheless, the Approved Project included cultural resources mitigation measures to implement in the event that cultural resources or human remains were encountered during excavation. Impacts were found to be less than significant.

Additionally, in 2017, SCVWA met with the Fernandeño Tataviam Band of Mission Indians (FTBMI), who are traditionally and culturally affiliated with the Project area. As a result of the meeting, SCVWA revised two cultural resources mitigation measures in the Recirculated MND (**Mitigation Measures 1** and **3**) that now includes notification of the FTBMI Tribal Historical and Cultural Preservation Officer in the event cultural resources or human remains are encountered during construction, as well as procedures to implement in the event human remains are encountered.

Discussion of the Modified Project

Would the Modified Project:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

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

No New Impact. Similar to the Approved Project, construction of the recycled pipeline alignment of the Modified Project would take place in 100 percent pre-disturbed areas that have been developed with paved public roads and contain underground utilities. No Native American historical or cultural resources are known to exist in the Project area and the potential to encounter tribal historical and cultural resources is low. With implementation of **Mitigation Measures 1** and **3**, no significant impacts to Native American tribal historical and cultural resources would be expected.

The Modified Project would be comparable to the Approved Project and would not result in new or increased severity of any significant tribal cultural resource impacts. No new mitigation measures would be required.

Applicable Mitigation Measures from the Recirculated MND

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 (now SCVWA) shall comply with the measure(s). In addition, the FTBMI, Tribal Historic and Cultural Preservation Officer (THCPO), Kimia Fatehi, O: 818.837.0794, C: 949.235.2838, shall be secured.

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 (now SCVWA) shall contact the Los Angeles County Coroner. In addition, 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) and the FTBMI THCPO, Kimia Fatehi, O: 818.837.0794, C: 949.235.2838.

- The NAHC will immediately notify the person it believes to be the California Native American tribe associated with the Project address. That tribe shall then pursue its Most Likely Descendent (MLD) protocol.
- 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 and the FTBMI.
- All soil disturbances in any find area will be monitored by a professional FTBMI Monitor, whose contact will be provided by the THCPO upon request.

New Mitigation Measures

None needed.

5.19 Utilities and Service Systems

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

Summary of Findings from the Recirculated MND

The Approved Project would have less than significant impacts on utilities and service systems. The Approved Project would not generate water or wastewater, cause an exceedance of wastewater treatment requirements, and would not require the expansion of wastewater treatment facilities. The Approved Project would not induce unplanned population or employment growth that would increase water, wastewater, storm water drainage, electric power, natural gas or telecommunications demand beyond existing capacity for any infrastructure facilities and utilities services. While operation of the Modified Project would not generate any solid waste or require significant energy, construction activities would generate a minimal amount of solid waste and require a minimal amount of energy. However, these impacts would be short-term and would not exceed the capacity of existing electric utilities or permitted landfills. No mitigation would be required.

Discussion of the Modified Project

Would the Modified Project:

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

No Impact. The Modified Project would include construction of approximately 28,400 linear feet of new recycled water pipeline as part of SCVWA's planned extension of recycled water to the western portion of the City of Santa Clarita. The recycled water would replace potable water for irrigation and would be provided to existing SCVWA customers. The pipeline alignment of the Modified project would require 5,410 linear feet more pipeline than the Approved Project but would avoid construction adjacent to the Pico Canyon Wash flood control channel. Similar to the Approved Project, no expansion of the Valencia WRP would be required to provide the recycled water.

As discussed in Section 5.14 Population and Housing, the Modified Project would not induce unplanned population or employment growth that would increase demand on existing utility services and facilities. Construction of the Modified Project would occur entirely within paved roadways which would be restored to pre-construction conditions. Operation would not require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities. No impacts would be expected.

The Modified Project would be comparable to the Approved Project and would not result in new impacts or increased severity of impacts identified in the Recirculated MND. No new mitigation would be required.

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

No Impact. The Modified Project involves expansion of SCVWA's recycled water infrastructure to augment and increase reliability of potable water supply. Construction would require minimal water use for activities such as dust control or concrete mixing. Operation of underground recycled water pipelines would not generate the need for increased water supplies. The Modified Project would not require construction or expansion of water treatment facilities. No impacts would occur. No mitigation would be required.

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

No Impact. The Modified Project involves the implementation of SCVWA's planned extension of pipeline to deliver recycled water, produced at the existing Valencia WRP, to existing customers in the western portion of the City of Santa Clarita who currently rely on potable water for irrigation. Similar to the Approved Project, no expansion of the Valencia WRP would be required for the Modified Project.

The Modified Project involves expansion of recycled water service but would not induce unplanned population or employment growth that would require or result in the need for increased wastewater collection or treatment services. No new impact would occur.

The Modified Project is comparable to the Approved Project and would not result in any impact to the existing wastewater treatment system or increase the severity of impacts identified in the Recirculated MND. No new mitigation would be required.

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

No New Impact. The Modified Project would generate minor amounts of solid waste debris and excess soils requiring disposal at the local landfill. Similar to the Approved Project, no demolition of existing structures would be required. The construction contractor would be required to dispose of solid waste and soils in accordance with local solid waste disposal requirements and would recycle any solid waste to the extent possible. Waste would be hauled to the Chiquita Landfill, located approximately eight miles from the site. Although the Modified Project requires construction of 5,410 additional linear feet of pipeline, which is more than the Approved Project, the Modified Project would not impact the local landfill beyond its permitted capacity and would have minimal impacts on attainment of solid waste reduction goals. Operation of the belowground recycled water pipelines would not generate any solid waste. Impacts would remain less than significant.

The Modified Project would not result in generation of excess solid waste that would result in any new impacts to existing landfills or increase the severity of impacts identified in the Recirculated MND. No mitigation would be required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No New Impact. As discussed in item d) above, construction of the Modified Project would generate a minor amount of solid waste. The construction contractor would comply with all federal, state, and local management and reduction statutes and regulations related to solid waste. Operation of the recycled water pipelines would not generate solid waste. Impacts would remain less than significant. No new mitigation would be required.

Applicable Mitigation Measures from the Recirculated MND

None.

New Mitigation Measures

None needed.

5.20 Wildfire

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

Summary of Findings from the Recirculated MND

Wildfire impacts of the Approved Project were not specifically evaluated in the Recirculated MND because the Recirculated MND was adopted prior to the Wildfire checklist questions being added to the current CEQA Checklist in Appendix B of the CEQA Guidelines. However, as discussed in the Hazards and Hazardous Materials section of the Recirculated MND (Section 5.8.h), the Approved Project would not expose people or structures to significant risk or loss, injury or death involving wildland fires because the project is a utility line extension in an existing urbanized area. Accordingly, the Recirculated MND concluded that no impact would occur. The Recirculated MND however, did include **Mitigation Measure 6** that would require the SCVWA to notify the Los Angeles County Fire Department of construction activities that would impede movement (such as lane closures) along the proposed pipelines to allow emergency response teams to reroute traffic to alternative routes if needed.

Discussion of the Modified Project

Would the Modified Project:

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

No New Impact. The Modified Project is located within existing public roadways within the City of Santa Clarita. The Santa Clarita Valley has freeway access along three routes (I-5, SR 14, and SR 126) for use during an evacuation or in the event of an emergency (City of Santa Clarita 2011). Construction activities and equipment staging required for installation of the additional pipelines and may require temporary street or lane closures. While these closures have the potential to affect evacuation or emergency response routes, impacts would be short-term, and implementation of a traffic control plan and **Mitigation Measure 6** would ensure impacts remain less than significant. No new impact would occur. No new mitigation would be required.

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

No New Impact. The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (FRAP) developed Fire Hazard Severity Zone (FHSZ) maps to designate zones with varying degrees of fire hazard (i.e. moderate, high, and very high) based on factors such as fuel, slope and fire weather. While FHSZs do not predict when or where a wildfire will occur, they do identify where wildfire hazards could be more severe (FRAP 2020). The pipeline alignment of the Modified Project, as with the pipeline alignment in Approved Project, is located within the Santa Clarita Local Responsibility Area (LRA) and is designated as non-VHFHSZ (**Figure 5-1a** and **5-1b**), except for the small segment along Valencia Boulevard west of the I-5 Freeway. Property damage and public safety risks associated with wildfire are greatest where homes and other structures are located adjacent to large open areas with hillsides dominated by native vegetation. The Modified Project, as with the Approved Project is located in an urbanized area of the City of Santa Clarita, and would include construction and operation of a belowground pipeline within existing paved public rights-of-way. Construction activities and equipment staging would occur within roadways devoid of vegetation. After construction, the ground surface would be restored to pre-construction conditions. The potential to exacerbate wildfire risks would be less than significant.

Figure 5-1a: Santa Clarita LRA VHFHSZ

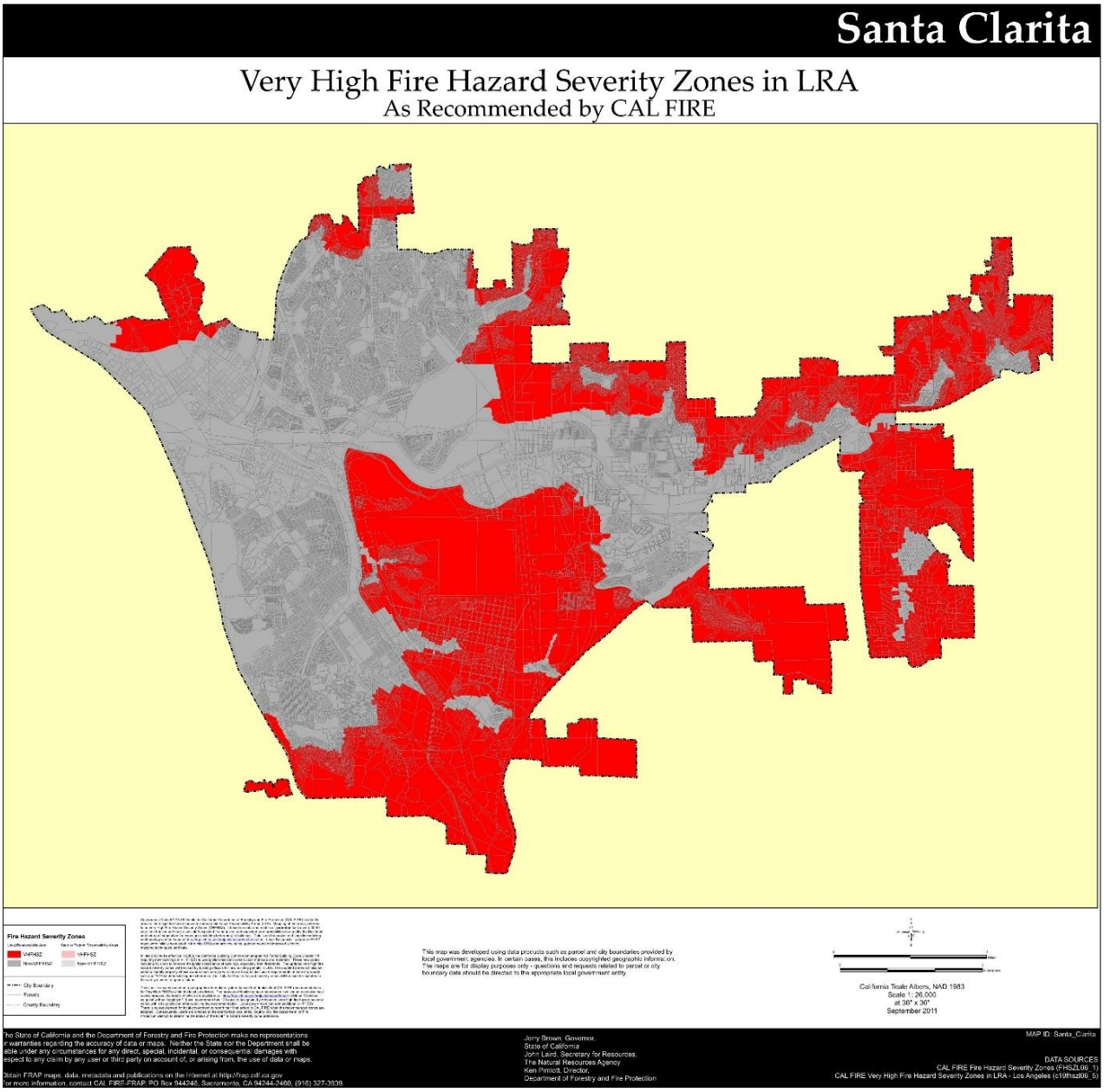
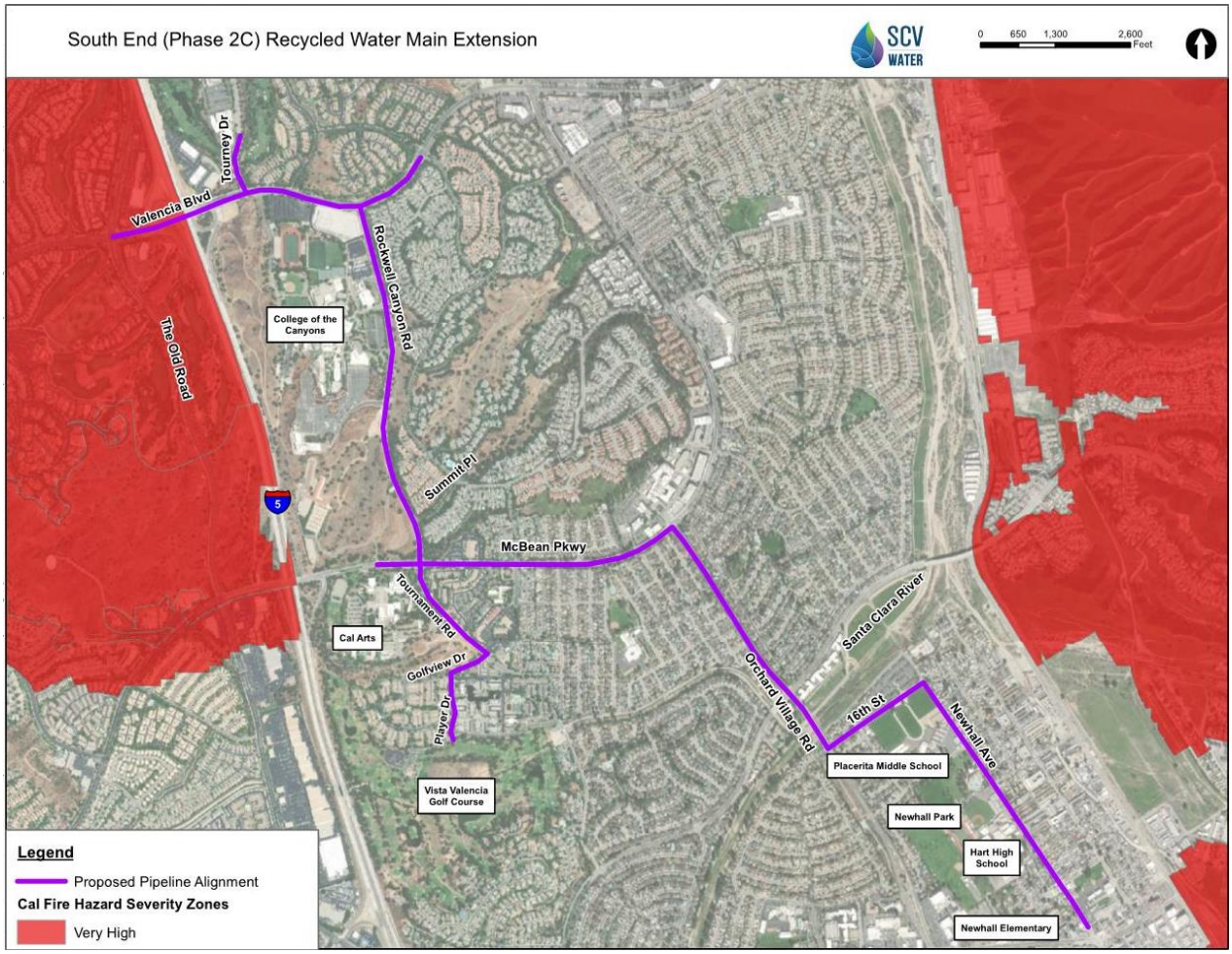


Figure 5-1b: Santa Clarita LRA VHFHSZ with Modified Project



The Modified Project is comparable to the Approved Project and would not result in the new potential to significantly exacerbate wildfire risk or increase the severity of potential wildfire risk impacts identified in the Recirculated MND. No new mitigation would be required.

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

No New Impact. As discussed in response b) above, construction of the Modified Project would occur within existing public rights-of-ways within an urbanized area of the City of Santa Clarita. After installation of the belowground pipelines, the roadways would be returned to pre-project conditions. The Modified Project, as with the Approved Project, would include installation of belowground recycled water pipelines with minimal potential to exacerbate wildfire risk and no ongoing impacts to the environment. Impacts would remain less than significant.

The Modified Project would not result in new wildfire risks or increase the severity of wildfire risks addressed in the Recirculated MND. No new mitigation would be required.

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

No New Impact. Property damage and public safety risks associated with wildfire are greatest where structures are located adjacent to large open areas, with hillsides dominated by native vegetation. The Modified Project includes construction and operation of a belowground pipeline within existing paved rights-of-way of an urbanized area of Santa Clarita, with the majority of the project located outside of the VHFHZ zone. As with the Approved Project, the construction and operation of the Modified Project would not result in changes to existing drainage, slope, or flooding conditions in the area. No impact would occur.

The Modified Project would be comparable to Approved Project and would not result in new or increased severity of flooding or landslide risks associated with post fire conditions. No new mitigation would be required.

Applicable Mitigation Measures from the Recirculated MND

None.

New Mitigation Measures

None needed.

5.21 Mandatory Findings of Significance

	New Potentially Significant Impact	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Summary of Findings from the Recirculated MND

The Recirculated MND found that construction and operation of the Approved Project would have a less than significant impact on the environment with implementation of mitigation measures. No significant and unavoidable impacts were identified, and the Project does not have environmental effects which would cause substantial adverse effect on human beings, vegetation, or wildlife either directly or indirectly. Although construction of the Approved Project would cause temporary impacts related to street closures and excavation of trenches during pipeline installation, these activities would be short term and mitigated to have less than significant impacts. Operation of the Approved Project would have no additional impacts.

Discussion of the Modified Project

Would the Modified Project:

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

No New Impact. The Modified Project is the construction and operation of 28,400 linear feet of recycled water pipeline to provide existing SCVWA customers with recycled water (in place of potable water) for landscape irrigation. The Modified Project would be located within existing paved roadways and would have no expected impact to biological or cultural resources. The alignment contains no vegetation or habitat that would be able to support sensitive or endangered plant or animal species. Construction would occur within pre-disturbed locations, so no known historic resources would be impacted, and no cultural or tribal resources are expected to be uncovered during construction. The alignment of the Modified Project would not occur along the Pico Canyon flood control channel which slightly reduces the potential for construction-site storm water discharges to directly discharge to surface water. With implementation of mitigation measures noted throughout this document, construction and operation of Modified Project, like the Approved Project described in the Recirculated MND, would not have the potential to substantially degrade the quality of the environment, reduce wildlife habitat, result in adverse impacts to wildlife populations and communities, or eliminate important examples of major periods of California history or pre-history.

The Modified Project would not result in an increase in the degradation of environmental resources or increase the severity of degradation identified in the Recirculated MND. No additional mitigation measures would be necessary because the Modified Project alignment would be located within existing public rights-of-way within existing roadways and operated for the same purpose as the Approved Project identified in the Recirculated MND.

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)?*

No New Impact. The Modified Project is the Phase 2C (South End) Extension of the Recycled Water Main Project and is identified in the CLWA Lake Water Agency (now SCVWA) Recycled Water Master Plan (RWMP), along with Phase 2A (Bouquet) Extension, Phase 2B (Vista Canyon) Extension), and Phase 2D (Valencia) Extension as additional components to the recycled water program. The RWMP updates the 2002 Recycled Water Master Plan to identify opportunities to use recycled water in the Santa Clarita Valley. Potential operational changes for each RWMP component were analyzed and mitigated, as necessary,

within the RWMP Draft Program EIR. Construction of Phases 2B and 2D extensions are currently underway; Phase 2A extension is a future project that has not yet been designed. These phased projects are evaluated together with the Modified Project to assess whether their implementation would result in cumulatively considerable impacts.

To begin with, air quality impacts of the Modified Project were evaluated against SCAQMD regional thresholds designed to gauge an individual project's cumulative impacts. As discussed in Section 5.3.b of this Addendum, construction-related daily emissions from the Modified Project would not exceed any regional SCAQMD thresholds of significance, and therefore, the Modified Project would not contribute to a cumulatively considerable increase in emissions. Construction emissions of criteria pollutants would remain less than significant.

All other environmental resource impacts evaluated in this Addendum to the Phase 2C Extension were identified as having no impact or less than significant impacts, similar to the Approved Project. Therefore, the incremental impact of the Modified Project, which is relatively small in scale, together with impacts of Phases 2A, 2B and 2D of SCVWA's recycled water main extension project would be considered less than significant. This is due in part to the fact that the project would be constructed in various locations and at varying times. Many of the potential short-term construction related impacts such as transportation, noise, hazards, biological resources, greenhouse gases, hydrology, and aesthetics would occur in individual localized areas within a discrete period of time, and potential for overlapping cumulative impacts among individual projects together with the Modified Project is minor. Additionally, the related Phased projects would be required to comply with the same or similar regulations and mitigation measures that would minimize construction impacts and avoid any operational impacts. Therefore, implementation of the Modified Project together with existing and future related projects would not be expected to result in cumulatively considerable significant impacts.

The Modified Project would not result in an increase in cumulatively considerable impacts or increase the severity of impacts identified in the Recirculated MND. No additional mitigation would be needed.

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

No New Impact. This environmental evaluation found that the Modified Project would either pose no impact, would result in less than significant impacts or that impacts would be less than significant with implementation of mitigation measures. Consequently, the Modified Project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly.

The Modified Project would not result in an increase in adverse effects on human beings or increase the severity of impacts identified in the Recirculated MND. No additional mitigation would be necessary.

Applicable Mitigation Measures from the Recirculated MND

Mitigation Measures 1 and **3** listed in Section 5.5 address any potential impacts to cultural resources uncovered during excavation activities. **Mitigation Measure 2** listed in Section 5.7 addresses any potential impacts to paleontological resources that could be discovered during excavation. **Mitigation Measures 4** and **5** listed in Sections 5.7 and 5.10 respectively address potential geotechnical impacts and storm water quality impacts during construction. Finally**, Mitigation Measure 6,** listed in Section 5.9**,** addresses any potential impacts related to emergency response during construction.

New Mitigation Measures

None needed.

6. REFERENCES

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APPENDIX A: AIR QUALITY AND GREENHOUSE GAS EMISSIONS MODEL OUTPUT DATA FOR MODIFIED PROJECT

SCV Water 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
Other Asphalt Surfaces	92.17	1000sqft	2.12	92,170.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Pipeline installation rate of 100 linear feet per day. Assumed all phases could occur simultaneously.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT - 12 worker trips per day for grading and paving phases per engineers. Vendor and hauling trips per Appendix A of Recirculated MND.

Grading - Import/export hauling trips captured in Trips and VMT.

Architectural Coating -

Road Dust -

Consumer Products - No change from existing conditions.

Area Coating - No net change in application rate.

Landscape Equipment - No net change in landscaping.

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Per existing SCAQMD rules for fugitive dust control.

Area Mitigation - Use low VOC paint per SCAQMD Rule 1113.

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

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	5530	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	5
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	6.00	284.00
tblConstructionPhase	PhaseEndDate	2/7/2022	1/14/2022
tblConstructionPhase	PhaseEndDate	1/10/2022	2/2/2023
tblConstructionPhase	PhaseEndDate	1/24/2022	1/14/2022
tblConstructionPhase	PhaseStartDate	1/25/2022	1/3/2022
tblConstructionPhase	PhaseStartDate	1/11/2022	1/3/2022
tblGrading	AcresOfGrading	142.00	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	15.00
tblTripsAndVMT	VendorTripNumber	0.00	13.00
tblTripsAndVMT	WorkerTripNumber	10.00	12.00
tblTripsAndVMT	WorkerTripNumber	15.00	12.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	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
Year	lb/day										lb/day					
2022	6.0321	30.4056	24.5626	0.0517	6.5597	1.3197	7.8794	3.4569	1.2220	4.6789	0.0000	5,062.4925	5,062.4925	1.2615	0.0000	5,094.0301
2023	1.4172	15.5515	9.4342	0.0254	6.2579	0.6067	6.8646	3.3749	0.5582	3.9330	0.0000	2,503.1065	2,503.1065	0.6707	0.0000	2,519.8736
Maximum	**6.0321**	**30.4056**	**24.5626**	**0.0517**	**6.5597**	**1.3197**	**7.8794**	**3.4569**	**1.2220**	**4.6789**	**0.0000**	**5,062.4925**	**5,062.4925**	**1.2615**	**0.0000**	**5,094.0301**

Mitigated Construction

	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
Year	lb/day										lb/day					
2022	6.0321	30.4056	24.5626	0.0517	3.2256	1.3197	4.5453	1.6309	1.2220	2.8529	0.0000	5,062.4925	5,062.4925	1.2615	0.0000	5,094.0301
2023	1.4172	15.5515	9.4342	0.0254	2.9362	0.6067	3.5429	1.5519	0.5582	2.1101	0.0000	2,503.1065	2,503.1065	0.6707	0.0000	2,519.8736
Maximum	**6.0321**	**30.4056**	**24.5626**	**0.0517**	**3.2256**	**1.3197**	**4.5453**	**1.6309**	**1.2220**	**2.8529**	**0.0000**	**5,062.4925**	**5,062.4925**	**1.2615**	**0.0000**	**5,094.0301**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**51.93**	**0.00**	**45.14**	**53.41**	**0.00**	**42.37**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	0.0335	9.0000e-005	9.4000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0202	0.0202	5.0000e-005		0.0215
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	**0.0335**	**9.0000e-005**	**9.4000e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0202**	**0.0202**	**5.0000e-005**	**0.0000**	**0.0215**

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	0.0335	9.0000e-005	9.4000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0202	0.0202	5.0000e-005		0.0215
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	**0.0335**	**9.0000e-005**	**9.4000e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0202**	**0.0202**	**5.0000e-005**	**0.0000**	**0.0215**

	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	N20	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	Grading	1/3/2022	2/2/2023	5	284	
2	Paving	Paving	1/3/2022	1/14/2022	5	10	
3	Architectural Coating	Architectural Coating	1/3/2022	1/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.12

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 5,530 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	4	12.00	15.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	12.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Grading - 2022

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					
Fugitive Dust					6.0221	0.0000	6.0221	3.3102	0.0000	3.3102			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**6.0221**	**0.7423**	**6.7644**	**3.3102**	**0.6829**	**3.9931**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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	2.9000e-004	8.8700e-003	2.3200e-003	3.0000e-005	6.6000e-004	3.0000e-005	6.8000e-004	1.8000e-004	2.0000e-005	2.0000e-004		2.8937	2.8937	2.1000e-004		2.8989
Vendor	0.0449	1.3812	0.3987	3.7200e-003	0.0960	2.6900e-003	0.0987	0.0277	2.5700e-003	0.0302		397.4554	397.4554	0.0250		398.0799
Worker	0.0537	0.0354	0.4070	1.2500e-003	0.1341	1.0500e-003	0.1352	0.0356	9.7000e-004	0.0365		124.1483	124.1483	3.4200e-003		124.2338
Total	**0.0990**	**1.4254**	**0.8080**	**5.0000e-003**	**0.2308**	**3.7700e-003**	**0.2346**	**0.0634**	**3.5600e-003**	**0.0670**		**524.4975**	**524.4975**	**0.0286**		**525.2126**

3.2 Grading - 2022

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					
Fugitive Dust					2.7099	0.0000	2.7099	1.4896	0.0000	1.4896			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**2.7099**	**0.7423**	**3.4522**	**1.4896**	**0.6829**	**2.1725**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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	2.9000e-004	8.8700e-003	2.3200e-003	3.0000e-005	6.3000e-004	3.0000e-005	6.6000e-004	1.7000e-004	2.0000e-005	2.0000e-004		2.8937	2.8937	2.1000e-004		2.8989
Vendor	0.0449	1.3812	0.3987	3.7200e-003	0.0926	2.6900e-003	0.0953	0.0268	2.5700e-003	0.0294		397.4554	397.4554	0.0250		398.0799
Worker	0.0537	0.0354	0.4070	1.2500e-003	0.1283	1.0500e-003	0.1294	0.0341	9.7000e-004	0.0351		124.1483	124.1483	3.4200e-003		124.2338
Total	**0.0990**	**1.4254**	**0.8080**	**5.0000e-003**	**0.2215**	**3.7700e-003**	**0.2253**	**0.0611**	**3.5600e-003**	**0.0647**		**524.4975**	**524.4975**	**0.0286**		**525.2126**

3.2 Grading - 2023

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					
Fugitive Dust					6.0221	0.0000	6.0221	3.3102	0.0000	3.3102			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**6.0221**	**0.6044**	**6.6264**	**3.3102**	**0.5560**	**3.8662**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	1.9000e-004	5.8300e-003	2.0900e-003	3.0000e-005	5.6600e-003	1.0000e-005	5.6700e-003	1.4100e-003	1.0000e-005	1.4200e-003		2.7734	2.7734	1.9000e-004		2.7781
Vendor	0.0334	1.0461	0.3542	3.6000e-003	0.0960	1.2800e-003	0.0973	0.0277	1.2200e-003	0.0289		385.1120	385.1120	0.0220		385.6617
Worker	0.0506	0.0320	0.3741	1.2000e-003	0.1341	1.0200e-003	0.1352	0.0356	9.4000e-004	0.0365		119.6065	119.6065	3.0800e-003		119.6834
Total	**0.0842**	**1.0839**	**0.7305**	**4.8300e-003**	**0.2358**	**2.3100e-003**	**0.2381**	**0.0646**	**2.1700e-003**	**0.0668**		**507.4918**	**507.4918**	**0.0253**		**508.1233**

3.2 Grading - 2023

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					
Fugitive Dust					2.7099	0.0000	2.7099	1.4896	0.0000	1.4896			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**2.7099**	**0.6044**	**3.3143**	**1.4896**	**0.5560**	**2.0456**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	1.9000e-004	5.8300e-003	2.0900e-003	3.0000e-005	5.3800e-003	1.0000e-005	5.3900e-003	1.3400e-003	1.0000e-005	1.3500e-003		2.7734	2.7734	1.9000e-004		2.7781
Vendor	0.0334	1.0461	0.3542	3.6000e-003	0.0926	1.2800e-003	0.0939	0.0268	1.2200e-003	0.0280		385.1120	385.1120	0.0220		385.6617
Worker	0.0506	0.0320	0.3741	1.2000e-003	0.1283	1.0200e-003	0.1293	0.0341	9.4000e-004	0.0351		119.6065	119.6065	3.0800e-003		119.6834
Total	**0.0842**	**1.0839**	**0.7305**	**4.8300e-003**	**0.2263**	**2.3100e-003**	**0.2286**	**0.0623**	**2.1700e-003**	**0.0645**		**507.4918**	**507.4918**	**0.0253**		**508.1233**

3.3 Paving - 2022

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	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.5554					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4966**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**		**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

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	0.0389	1.1970	0.3455	3.2200e-003	0.0832	2.3300e-003	0.0856	0.0240	2.2300e-003	0.0262		344.4614	344.4614	0.0217		345.0026
Worker	0.0537	0.0354	0.4070	1.2500e-003	0.1341	1.0500e-003	0.1352	0.0356	9.7000e-004	0.0365		124.1483	124.1483	3.4200e-003		124.2338
Total	**0.0927**	**1.2324**	**0.7525**	**4.4700e-003**	**0.2174**	**3.3800e-003**	**0.2207**	**0.0595**	**3.2000e-003**	**0.0627**		**468.6097**	**468.6097**	**0.0251**		**469.2364**

3.3 Paving - 2022

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	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.5554					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4966**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**	**0.0000**	**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

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	0.0389	1.1970	0.3455	3.2200e-003	0.0803	2.3300e-003	0.0826	0.0232	2.2300e-003	0.0255		344.4614	344.4614	0.0217		345.0026
Worker	0.0537	0.0354	0.4070	1.2500e-003	0.1283	1.0500e-003	0.1294	0.0341	9.7000e-004	0.0351		124.1483	124.1483	3.4200e-003		124.2338
Total	**0.0927**	**1.2324**	**0.7525**	**4.4700e-003**	**0.2086**	**3.3800e-003**	**0.2120**	**0.0574**	**3.2000e-003**	**0.0606**		**468.6097**	**468.6097**	**0.0251**		**469.2364**

3.4 Architectural Coating - 2022

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					
Archit. Coating	2.5632					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**2.7677**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	0.0000	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
Worker	0.0358	0.0236	0.2713	8.3000e-004	0.0894	7.0000e-004	0.0901	0.0237	6.4000e-004	0.0244		82.7656	82.7656	2.2800e-003		82.8225
Total	**0.0358**	**0.0236**	**0.2713**	**8.3000e-004**	**0.0894**	**7.0000e-004**	**0.0901**	**0.0237**	**6.4000e-004**	**0.0244**		**82.7656**	**82.7656**	**2.2800e-003**		**82.8225**

3.4 Architectural Coating - 2022

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					
Archit. Coating	2.5632					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**2.7677**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	0.0000	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
Worker	0.0358	0.0236	0.2713	8.3000e-004	0.0855	7.0000e-004	0.0862	0.0228	6.4000e-004	0.0234		82.7656	82.7656	2.2800e-003		82.8225
Total	**0.0358**	**0.0236**	**0.2713**	**8.3000e-004**	**0.0855**	**7.0000e-004**	**0.0862**	**0.0228**	**6.4000e-004**	**0.0234**		**82.7656**	**82.7656**	**2.2800e-003**		**82.8225**

4.0 Operational Detail - Mobile

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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Other Asphalt Surfaces	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
Other Asphalt Surfaces	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850

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

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					
Other Asphalt Surfaces	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					
Other Asphalt Surfaces	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

	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	0.0335	9.0000e-005	9.4000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0202	0.0202	5.0000e-005		0.0215
Unmitigated	0.0335	9.0000e-005	9.4000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0202	0.0202	5.0000e-005		0.0215

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	0.0327					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.7000e-004	9.0000e-005	9.4000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0202	0.0202	5.0000e-005		0.0215
Total	**0.0335**	**9.0000e-005**	**9.4000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0202**	**0.0202**	**5.0000e-005**		**0.0215**

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	0.0327					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.7000e-004	9.0000e-005	9.4000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0202	0.0202	5.0000e-005		0.0215
Total	**0.0335**	**9.0000e-005**	**9.4000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0202**	**0.0202**	**5.0000e-005**		**0.0215**

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

SCV Water 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
Other Asphalt Surfaces	92.17	1000sqft	2.12	92,170.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Pipeline installation rate of 100 linear feet per day. Assumed all phases could occur simultaneously.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT - 12 worker trips per day for grading and paving phases per engineers. Vendor and hauling trips per Appendix A of Recirculated MND.

Grading - Import/export hauling trips captured in Trips and VMT.

Architectural Coating -

Road Dust -

Consumer Products - No change from existing conditions.

Area Coating - No net change in application rate.

Landscape Equipment - No net change in landscaping.

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Per existing SCAQMD rules for fugitive dust control.

Area Mitigation - Use low VOC paint per SCAQMD Rule 1113.

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

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	5530	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	5
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	6.00	284.00
tblConstructionPhase	PhaseEndDate	2/7/2022	1/14/2022
tblConstructionPhase	PhaseEndDate	1/10/2022	2/2/2023
tblConstructionPhase	PhaseEndDate	1/24/2022	1/14/2022
tblConstructionPhase	PhaseStartDate	1/25/2022	1/3/2022
tblConstructionPhase	PhaseStartDate	1/11/2022	1/3/2022
tblGrading	AcresOfGrading	142.00	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	15.00
tblTripsAndVMT	VendorTripNumber	0.00	13.00
tblTripsAndVMT	WorkerTripNumber	10.00	12.00
tblTripsAndVMT	WorkerTripNumber	15.00	12.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	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
Year	tons/yr										MT/yr					
2022	0.2342	2.4567	1.3753	3.4700e-003	0.8138	0.0999	0.9137	0.4389	0.0919	0.5308	0.0000	309.7835	309.7835	0.0821	0.0000	311.8348
2023	0.0169	0.1868	0.1132	3.1000e-004	0.0750	7.2800e-003	0.0823	0.0405	6.7000e-003	0.0472	0.0000	27.3392	27.3392	7.2900e-003	0.0000	27.5216
Maximum	**0.2342**	**2.4567**	**1.3753**	**3.4700e-003**	**0.8138**	**0.0999**	**0.9137**	**0.4389**	**0.0919**	**0.5308**	**0.0000**	**309.7835**	**309.7835**	**0.0821**	**0.0000**	**311.8348**

Mitigated Construction

	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
Year	tons/yr										MT/yr					
2022	0.2342	2.4567	1.3753	3.4700e-003	0.3820	0.0999	0.4819	0.2019	0.0919	0.2938	0.0000	309.7832	309.7832	0.0821	0.0000	311.8345
2023	0.0169	0.1868	0.1132	3.1000e-004	0.0352	7.2800e-003	0.0425	0.0186	6.7000e-003	0.0253	0.0000	27.3392	27.3392	7.2900e-003	0.0000	27.5215
Maximum	**0.2342**	**2.4567**	**1.3753**	**3.4700e-003**	**0.3820**	**0.0999**	**0.4819**	**0.2019**	**0.0919**	**0.2938**	**0.0000**	**309.7832**	**309.7832**	**0.0821**	**0.0000**	**311.8345**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**53.06**	**0.00**	**47.36**	**54.01**	**0.00**	**44.79**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-3-2022	4-2-2022	0.7146	0.7146
2	4-3-2022	7-2-2022	0.6513	0.6513
3	7-3-2022	10-2-2022	0.6585	0.6585
4	10-3-2022	1-2-2023	0.6565	0.6565
5	1-3-2023	4-2-2023	0.1879	0.1879
		Highest	0.7146	0.7146

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	6.0700e-003	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2900e-003	2.2900e-003	1.0000e-005	0.0000	2.4400e-003
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	**6.0700e-003**	**1.0000e-005**	**1.1700e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.2900e-003**	**2.2900e-003**	**1.0000e-005**	**0.0000**	**2.4400e-003**

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	6.0700e-003	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2900e-003	2.2900e-003	1.0000e-005	0.0000	2.4400e-003
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	**6.0700e-003**	**1.0000e-005**	**1.1700e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.2900e-003**	**2.2900e-003**	**1.0000e-005**	**0.0000**	**2.4400e-003**

	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	N20	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	Grading	1/3/2022	2/2/2023	5	284	
2	Paving	Paving	1/3/2022	1/14/2022	5	10	
3	Architectural Coating	Architectural Coating	1/3/2022	1/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.12

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 5,530 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	4	12.00	15.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	12.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Grading - 2022

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					
Fugitive Dust					0.7829	0.0000	0.7829	0.4303	0.0000	0.4303	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2002	2.2079	1.1986	2.6800e-003		0.0965	0.0965		0.0888	0.0888	0.0000	235.3353	235.3353	0.0761	0.0000	237.2381
Total	**0.2002**	**2.2079**	**1.1986**	**2.6800e-003**	**0.7829**	**0.0965**	**0.8794**	**0.4303**	**0.0888**	**0.5191**	**0.0000**	**235.3353**	**235.3353**	**0.0761**	**0.0000**	**237.2381**

3.2 Grading - 2022

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	4.0000e-005	1.1800e-003	2.9000e-004	0.0000	8.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3448	0.3448	2.0000e-005	0.0000	0.3454
Vendor	5.6800e-003	0.1828	0.0494	4.9000e-004	0.0123	3.4000e-004	0.0126	3.5500e-003	3.3000e-004	3.8700e-003	0.0000	47.6447	47.6447	2.8500e-003	0.0000	47.7158
Worker	6.2900e-003	4.7200e-003	0.0544	1.6000e-004	0.0171	1.4000e-004	0.0172	4.5400e-003	1.3000e-004	4.6700e-003	0.0000	14.8848	14.8848	4.1000e-004	0.0000	14.8951
Total	**0.0120**	**0.1887**	**0.1040**	**6.5000e-004**	**0.0295**	**4.8000e-004**	**0.0300**	**8.1100e-003**	**4.6000e-004**	**8.5700e-003**	**0.0000**	**62.8743**	**62.8743**	**3.2800e-003**	**0.0000**	**62.9562**

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					
Fugitive Dust					0.3523	0.0000	0.3523	0.1937	0.0000	0.1937	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2002	2.2079	1.1986	2.6800e-003		0.0965	0.0965		0.0888	0.0888	0.0000	235.3350	235.3350	0.0761	0.0000	237.2378
Total	**0.2002**	**2.2079**	**1.1986**	**2.6800e-003**	**0.3523**	**0.0965**	**0.4488**	**0.1937**	**0.0888**	**0.2824**	**0.0000**	**235.3350**	**235.3350**	**0.0761**	**0.0000**	**237.2378**

3.2 Grading - 2022

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	4.0000e-005	1.1800e-003	2.9000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3448	0.3448	2.0000e-005	0.0000	0.3454
Vendor	5.6800e-003	0.1828	0.0494	4.9000e-004	0.0119	3.4000e-004	0.0122	3.4400e-003	3.3000e-004	3.7700e-003	0.0000	47.6447	47.6447	2.8500e-003	0.0000	47.7158
Worker	6.2900e-003	4.7200e-003	0.0544	1.6000e-004	0.0164	1.4000e-004	0.0165	4.3600e-003	1.3000e-004	4.4800e-003	0.0000	14.8848	14.8848	4.1000e-004	0.0000	14.8951
Total	**0.0120**	**0.1887**	**0.1040**	**6.5000e-004**	**0.0283**	**4.8000e-004**	**0.0288**	**7.8200e-003**	**4.6000e-004**	**8.2800e-003**	**0.0000**	**62.8743**	**62.8743**	**3.2800e-003**	**0.0000**	**62.9562**

3.2 Grading - 2023

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					
Fugitive Dust					0.0723	0.0000	0.0723	0.0397	0.0000	0.0397	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0160	0.1736	0.1045	2.5000e-004		7.2500e-003	7.2500e-003		6.6700e-003	6.6700e-003	0.0000	21.7247	21.7247	7.0300e-003	0.0000	21.9004
Total	**0.0160**	**0.1736**	**0.1045**	**2.5000e-004**	**0.0723**	**7.2500e-003**	**0.0795**	**0.0397**	**6.6700e-003**	**0.0464**	**0.0000**	**21.7247**	**21.7247**	**7.0300e-003**	**0.0000**	**21.9004**

3.2 Grading - 2023

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	7.0000e-005	2.0000e-005	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0305	0.0305	0.0000	0.0000	0.0306
Vendor	3.9000e-004	0.0128	4.0900e-003	4.0000e-005	1.1300e-003	1.0000e-005	1.1500e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	4.2603	4.2603	2.3000e-004	0.0000	4.2661
Worker	5.5000e-004	3.9000e-004	4.6100e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3237	1.3237	3.0000e-005	0.0000	1.3246
Total	**9.4000e-004**	**0.0132**	**8.7200e-003**	**5.0000e-005**	**2.7800e-003**	**2.0000e-005**	**2.8100e-003**	**7.7000e-004**	**2.0000e-005**	**7.9000e-004**	**0.0000**	**5.6145**	**5.6145**	**2.6000e-004**	**0.0000**	**5.6212**

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					
Fugitive Dust					0.0325	0.0000	0.0325	0.0179	0.0000	0.0179	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0160	0.1736	0.1045	2.5000e-004		7.2500e-003	7.2500e-003		6.6700e-003	6.6700e-003	0.0000	21.7247	21.7247	7.0300e-003	0.0000	21.9003
Total	**0.0160**	**0.1736**	**0.1045**	**2.5000e-004**	**0.0325**	**7.2500e-003**	**0.0398**	**0.0179**	**6.6700e-003**	**0.0246**	**0.0000**	**21.7247**	**21.7247**	**7.0300e-003**	**0.0000**	**21.9003**

3.2 Grading - 2023

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	7.0000e-005	2.0000e-005	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0305	0.0305	0.0000	0.0000	0.0306
Vendor	3.9000e-004	0.0128	4.0900e-003	4.0000e-005	1.0900e-003	1.0000e-005	1.1100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	4.2603	4.2603	2.3000e-004	0.0000	4.2661
Worker	5.5000e-004	3.9000e-004	4.6100e-003	1.0000e-005	1.5100e-003	1.0000e-005	1.5200e-003	4.0000e-004	1.0000e-005	4.1000e-004	0.0000	1.3237	1.3237	3.0000e-005	0.0000	1.3246
Total	**9.4000e-004**	**0.0132**	**8.7200e-003**	**5.0000e-005**	**2.6600e-003**	**2.0000e-005**	**2.6900e-003**	**7.4000e-004**	**2.0000e-005**	**7.6000e-004**	**0.0000**	**5.6145**	**5.6145**	**2.6000e-004**	**0.0000**	**5.6212**

3.3 Paving - 2022

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	4.7100e-003	0.0467	0.0585	9.0000e-005		2.4400e-003	2.4400e-003		2.2500e-003	2.2500e-003	0.0000	7.7550	7.7550	2.4600e-003	0.0000	7.8165
Paving	2.7800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.4900e-003**	**0.0467**	**0.0585**	**9.0000e-005**		**2.4400e-003**	**2.4400e-003**		**2.2500e-003**	**2.2500e-003**	**0.0000**	**7.7550**	**7.7550**	**2.4600e-003**	**0.0000**	**7.8165**

3.3 Paving - 2022

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	1.9000e-004	6.0900e-003	1.6500e-003	2.0000e-005	4.1000e-004	1.0000e-005	4.2000e-004	1.2000e-004	1.0000e-005	1.3000e-004	0.0000	1.5882	1.5882	9.0000e-005	0.0000	1.5905
Worker	2.4000e-004	1.8000e-004	2.0900e-003	1.0000e-005	6.6000e-004	1.0000e-005	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5725	0.5725	2.0000e-005	0.0000	0.5729
Total	**4.3000e-004**	**6.2700e-003**	**3.7400e-003**	**3.0000e-005**	**1.0700e-003**	**2.0000e-005**	**1.0800e-003**	**2.9000e-004**	**1.0000e-005**	**3.1000e-004**	**0.0000**	**2.1606**	**2.1606**	**1.1000e-004**	**0.0000**	**2.1634**

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	4.7100e-003	0.0467	0.0585	9.0000e-005		2.4400e-003	2.4400e-003		2.2500e-003	2.2500e-003	0.0000	7.7550	7.7550	2.4600e-003	0.0000	7.8165
Paving	2.7800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.4900e-003**	**0.0467**	**0.0585**	**9.0000e-005**		**2.4400e-003**	**2.4400e-003**		**2.2500e-003**	**2.2500e-003**	**0.0000**	**7.7550**	**7.7550**	**2.4600e-003**	**0.0000**	**7.8165**

3.3 Paving - 2022

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	1.9000e-004	6.0900e-003	1.6500e-003	2.0000e-005	3.9000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.3000e-004	0.0000	1.5882	1.5882	9.0000e-005	0.0000	1.5905
Worker	2.4000e-004	1.8000e-004	2.0900e-003	1.0000e-005	6.3000e-004	1.0000e-005	6.3000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5725	0.5725	2.0000e-005	0.0000	0.5729
Total	**4.3000e-004**	**6.2700e-003**	**3.7400e-003**	**3.0000e-005**	**1.0200e-003**	**2.0000e-005**	**1.0400e-003**	**2.8000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**2.1606**	**2.1606**	**1.1000e-004**	**0.0000**	**2.1634**

3.4 Architectural Coating - 2022

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					
Archit. Coating	0.0128					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**0.0138**	**7.0400e-003**	**9.0700e-003**	**1.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

3.4 Architectural Coating - 2022

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	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
Worker	1.6000e-004	1.2000e-004	1.3900e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3817	0.3817	1.0000e-005	0.0000	0.3819
Total	**1.6000e-004**	**1.2000e-004**	**1.3900e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3817**	**0.3817**	**1.0000e-005**	**0.0000**	**0.3819**

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					
Archit. Coating	0.0128					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**0.0138**	**7.0400e-003**	**9.0700e-003**	**1.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

3.4 Architectural Coating - 2022

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	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
Worker	1.6000e-004	1.2000e-004	1.3900e-003	0.0000	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3817	0.3817	1.0000e-005	0.0000	0.3819
Total	**1.6000e-004**	**1.2000e-004**	**1.3900e-003**	**0.0000**	**4.2000e-004**	**0.0000**	**4.2000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3817**	**0.3817**	**1.0000e-005**	**0.0000**	**0.3819**

4.0 Operational Detail - Mobile

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	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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Other Asphalt Surfaces	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
Other Asphalt Surfaces	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850

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	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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	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	0.0000

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	tons/yr										MT/yr					
Other Asphalt Surfaces	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**

5.2 Energy by Land Use - NaturalGas

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	tons/yr										MT/yr					
Other Asphalt Surfaces	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			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	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	6.0700e-003	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2900e-003	2.2900e-003	1.0000e-005	0.0000	2.4400e-003
Unmitigated	6.0700e-003	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2900e-003	2.2900e-003	1.0000e-005	0.0000	2.4400e-003

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	5.9600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2900e-003	2.2900e-003	1.0000e-005	0.0000	2.4400e-003
Total	**6.0700e-003**	**1.0000e-005**	**1.1700e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.2900e-003**	**2.2900e-003**	**1.0000e-005**	**0.0000**	**2.4400e-003**

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	5.9600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2900e-003	2.2900e-003	1.0000e-005	0.0000	2.4400e-003
Total	**6.0700e-003**	**1.0000e-005**	**1.1700e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.2900e-003**	**2.2900e-003**	**1.0000e-005**	**0.0000**	**2.4400e-003**

7.0 Water Detail

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			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	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			
Other Asphalt Surfaces	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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation