SCV WATER AGENCY TELECONFERENCE ENGINEERING AND OPERATIONS COMMITTEE MEETING

THUSDAY, MAY 6, 2021

START TIME: 5:30 PM (PST)

Join the Committee meeting from your computer, tablet or smartphone:
https://scvwa.zoomgov.com/j/1606567855

-OR-

Listen in Toll Free by Phone
+1-(833)-568-8864
Webinar ID: 160 656 7855

<u>To participate in public comment from your computer, tablet, or smartphone:</u>
When the Chair announces the agenda item you wish to speak on, click the **"raise hand" feature in Zoom***. You will be notified when it is your turn to speak.

<u>To participate in public comment via phone:</u>
When the Chair announces the agenda item you wish to speak on, **dial *9 to raise your hand.** Phone participants will be called on by the **LAST TWO digits** of their phone number. **When it is your turn to speak, dial *6 to unmute.** When you are finished with your public comment dial ***6 to mute.**

Can't attend? If you wish to still have your comments/concerns addressed by the Committee, all written public comments can be submitted by 4:00 PM the day of the meeting by either e-mail or mail.** Please send all written comments to Elizabeth Gallo. Refer to the Committee Agenda for more information.

*For more information on how to use Zoom go to **support.zoom.us** or for "raise hand" feature instructions, visit **https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar**

**All written comments received after 4:00 PM the day of the meeting will be posted to yourscvwater.com the next day. Public comments can also be heard the night of the meeting.

Disclaimer: Pursuant to the Executive Order N-29-20 issued by Governor Newsom, public may not attend meetings in person. Public may use the above methods to attend and participate in the public board meetings.

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Date: April 27, 2021

To: **Engineering and Operations Committee**
William Cooper, Chair
Jeff Ford
Gary Martin
Piotr Orzechowski
Lynne Plambeck

From: Courtney Mael, Chief Engineer CM
Keith Abercrombie, Chief Operating Officer KA

The **Engineering and Operations Committee** is scheduled to meet via teleconference on **Thursday, May 6, 2021** at **5:30 PM,** dial in information is listed below.

TELECONFERENCE ONLY
NO PHYSICAL LOCATION FOR MEETING

TELECONFERENCING NOTICE

Pursuant to the provisions of Executive Order N-29-20 issued by Governor Gavin Newsom on March 17, 2020, any Director may call into an Agency Committee meeting using the Agency's **Call-In Number 1-833-568-8864, Access Code 160 656 7855 or Zoom Webinar by clicking on the link https://scvwa.zoomgov.com/j/1606567855** without otherwise complying with the Brown Act's teleconferencing requirements.

Pursuant to the above Executive Order, the public may not attend the meeting in person. Any member of the public may listen to the meeting or make comments to the Committee using the call-in number or Zoom Webinar link above. Please see the notice below if you have a disability and require an accommodation in order to participate in the meeting.

We request that the public submit any comments in writing if practicable, which can be sent to **egallo@scvwa.org** or mailed to **Elizabeth Gallo, Executive Assistant**, Santa Clarita Valley Water Agency, 26515 Summit Circle, Santa Clarita, CA 91350. All written comments received before 4:00 PM the day of the meeting will be distributed to the Committee members and posted on the Santa Clarita Valley Water Agency website prior to the meeting. Anything received after 4:00 PM the day of the meeting will be posted on the SCV Water website the following day.

MEETING AGENDA

* Indicates attachments
♦ To be distributed

NOTICES:

Any person may make a request for a disability-related modification or accommodation needed for that person to be able to participate in the public meeting by telephoning Elizabeth Gallo, Executive Assistant, at (661) 297-1600, or in writing to Santa Clarita Valley Water Agency at 27234 Bouquet Canyon Road, Santa Clarita, CA 91350. Requests must specify the nature of the disability and the type of accommodation requested. A telephone number or other contact information should be included so that Agency staff may discuss appropriate arrangements. Persons requesting a disability-related accommodation should make the request with adequate time before the meeting for the Agency to provide the requested accommodation.

Pursuant to Government Code Section 54957.5, non-exempt public records that relate to open session agenda items and are distributed to a majority of the Board less than seventy-two (72) hours prior to the meeting will be available for public inspection at the Santa Clarita Valley Water Agency, located at 27234 Bouquet Canyon Road, Santa Clarita, CA 91350, during regular business hours. When practical, these public records will also be made available on the Agency's Internet Website, accessible at http://www.yourscvwater.com.

Posted on April 29, 2021.

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ITEM NO. 2

Santa Clarita Valley Water Agency

FY 2020/21 - Q3

January 1, 2021 to March 31, 2021

Engineering and Operations Committee Meeting

May 6, 2021

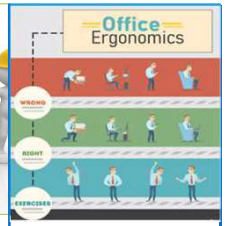
Mark Passamani
EHS Supervisor

Joe Diaz
EPSC

Aaron Southard
Safety Specialist I

Training Requirements and Accomplishments

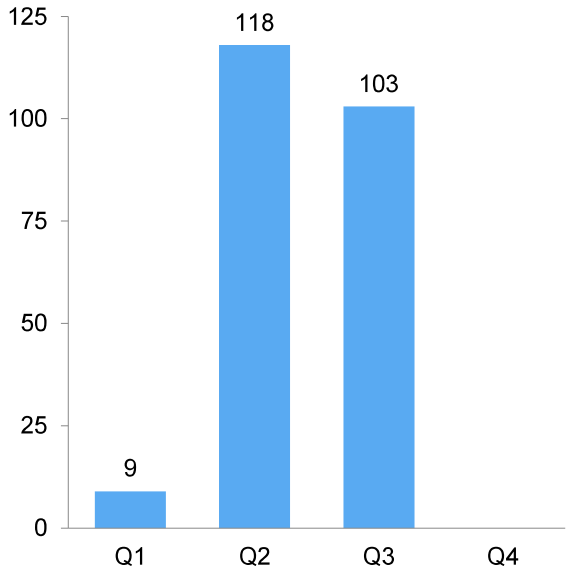
FY 2020/21 – Q3
January 1, 2021 to March 31, 2021

					
Lockout-Tagout	***Hand and Power Tool Safety***	***First Aid / CPR / AED***	***FEMA Grants – PPE and Disinfection***	***New Hire Safety Orientation Multiple dates***	***General Office Ergonomics***

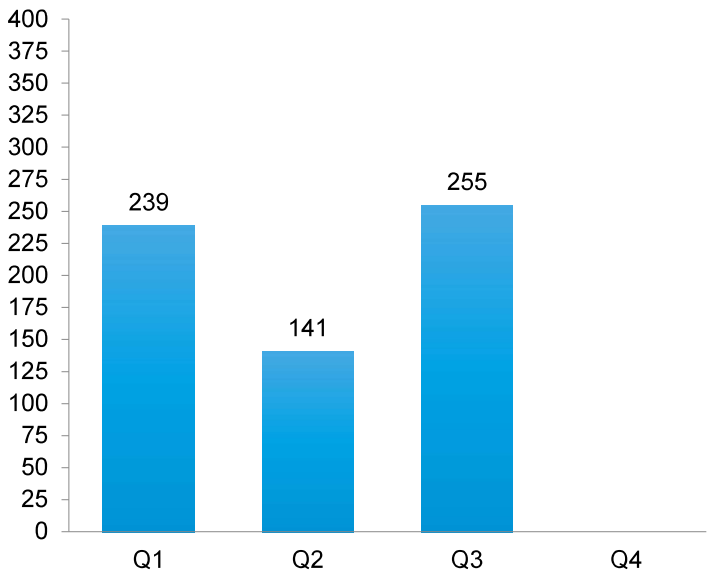
Safety Training Status

FY 2020/21 – Q3
January 1, 2021 to March 31, 2021

Safety Training Classes Held

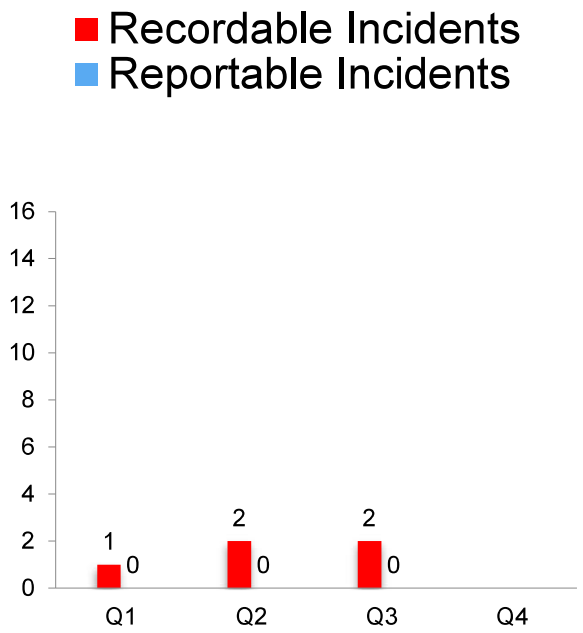


Number of Employees Trained



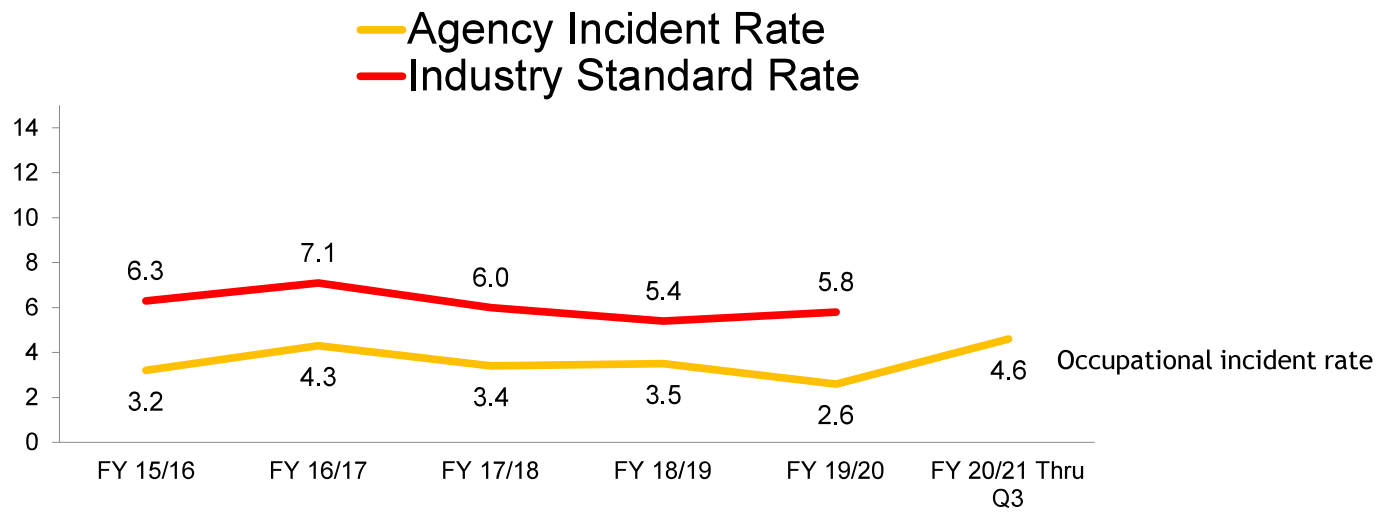
Incident Data

FY 2020/21 – Q3
January 1, 2021 to March 31, 2021



Recordable Incident Status

FY 15/16 to FY 20/21
5 Year Comparison



Metrics - Leading Indicators

Leading Indicator	FY 19/20 Q3	FY 19/20 Q4	FY 19/20 Q1	FY 20/21 Q2	FY 20/21 Q3
Safety Meetings: Tailgates, Committee, Pre-Construction	58	48	97	71	88
Safety Inspections: Internal	3	3	3	3	3
Safety Inspections: External	7	7	7	7	7
Management Participation: Safety Committee, Audits	4	7	8*	6*	6*

*23 COVID-19 Weekly Call In Meetings

Metrics - Lagging Indicators

Lagging Indicator	Source	FY 19/20 Q4	FY 20/21 Q1	FY 20/21 Q2	FY 20/21 Q3	Standard measure
Recordable Incident Rate	Cal-OSHA	~3.5	~3.5	3.75	4.6	~6.7
Lost Workday Case (LWC) Rate	Cal-OSHA	0	0	3.75	1.8	~3.0
Severity Rate	Cal-OSHA	0	0	18.8	7.5	~4.4
Experience Modifier (X-Mod)	JPIA	0.84	0.84	0.78	0.78	<1.0 ideal
Citations Issued	SCV Water	0	0	0	0	0 ideal

Vehicle Safety Metrics

Indicator	FY 19/20 Q3	FY 19/20 Q4	FY 19/20 Q1	FY 20/21 Q2	FY 20/21 Q3
Vehicle related training sessions	5	0	15	15	4
DMV Pull Program	0	0	0	0	0
DOT Driver Program	0	0	0	0	0
Vehicle related incidents (injuries)	2(0)	0(1)	2(0)	0(0)	1(1)*
Vehicle related claims	0	0	0	0	1*

*Will be discussed during the meeting.

Safety Activities

SCV Water's Safety Team:
(Mike Alvord, Mark Passamani, Joe Diaz and Aaron Southard)

- Combining efforts to create a Best-in-Class safety culture. Review of each division's;
  - Safety Committees: 1/27, 3/03 & 3/31 via Microsoft Teams
  - Field visits and inspections
  - Safety Specialist 1 on board
  - Regulatory updates and submittals
  - Emergency Radio Communication
  - Emergency Mass Notification System
  - Vehicle Back-Up Camera and Alarm Project
    - 10 Operations & 3 Water Systems Vehicles as of 3/31/2021

THANK YOU

10

ITEM NO. 3

COMMITTEE MEMORANDUM

DATE: April 27, 2021

TO: Engineering and Operations Committee

FROM: Courtney Mael, P.E.
Chief Engineer

SUBJECT: Recommend Approval of a Resolution Adopting the Addendum to the Previously Certified 2005 Final Environmental Impact Report (EIR) for the Honby Pipeline Project

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SUMMARY

Staff is recommending approval of a resolution adopting an addendum to the previously certified 2005 Final Environmental Impact Report and the Mitigation Monitoring and Reporting Program Under the California Environmental Quality Act for the Honby Pipeline Project (Modified Project).

DISCUSSION

On July 13, 2005, the Castaic Lake Water Agency's (CLWA) Board of Directors certified the 2005 Final Environmental Impact Report (EIR) and the Mitigation Monitoring and Reporting Program (MMRP) as the Lead Agency for the Honby Pipeline Project (Original Project) by Resolution 2415.

This EIR Addendum addresses changes to the Original Project that occurred after certification of the 2005 Final EIR for the Original Project. CLWA was the CEQA Lead Agency for the 2005 Final EIR for the Original Project. This Addendum addresses the Modified Project in relation to the previous environmental review document prepared for the Original Project. Section 15164 of the 2019 CEQA Guidelines defines the function of an EIR Addendum as follows:

- 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 preparation of a subsequent EIR have occurred.

- A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record.

The Original Project was defined in two phases, as described in the 2005 Final EIR (CLWA 2005):

- Phase 1 would consist of a new 2,500-foot-long segment of pipeline, connecting the existing 84-inch treated water pipeline that leads from the existing Rio Vista Water Treatment Plant to the existing Honby Pipeline, via Newhall Ranch Road. Most of the

Phase 1 pipeline alignment is within Newhall Ranch Road Right-of-Way, except for the eastern-most 550 feet of pipeline, which is south of Newhall Ranch Road within easements owned by SCV Water. At the time of preparation of this Addendum, Phase 1 of the Original Project has been constructed.

- Phase 2 would consist of a new 7,000-foot-long segment of pipeline, replacing the existing Honby Pipeline between the point of connection with the Phase 1 pipeline segment in Newhall Ranch Road, and the Sand Canyon Pump Station. The alignment of Phase 2 of the Original Project initiated at the north bank of the Santa Clara River, and crossed the river parallel to and on the western side of the above-ground First Los Angeles Aqueduct. On the south side of the river, the pipeline alignment turned east through the northern portion of the East Greenbrier Mobile Home Park, crossed the new Golden Valley Road flyover and under property owned by LADWP, and finally within the existing roadways along Soledad Street, Reuther Avenue, and Santa Clara Street to the connection point near the Sand Canyon Pump Station and the intersection of Santa Clara Street and Furnivall Avenue.

The Modified Project is as follows:

- Phase 1 of the Modified Project is the same as described for the Original Project and has already been constructed.

- Phase 2 of the Modified Project would be approximately 6,500 feet in length, 500 feet less than previously analyzed, and coated and lined with a cement mortar. The Phase 2 pipeline would initiate at the north bank of the Santa Clara River, instead of crossing the river parallel to the above-ground Los Angeles Aqueduct, and continue east for approximately 1,500 feet along the north bank of the Santa Clara River, within an existing bicycle path. After approximately 1,500 feet, Phase 2 of the Modified Project would cross under the Santa Clara River and turn east just north of Valley Center Drive. From that point, Phase 2 of the Modified Project would follow the same alignment as the Original Project. The pipeline would cross under the new Golden Valley Road flyover and property owned by the LADPW, within existing roadways including Soledad Street, Reuther Avenue, and Santa Clara Street. The Phase 2 pipeline would end near the Honby Pump Station.

  All appurtenances associated with the Phase 2 pipeline would be the same under the Modified Project as described for the Original Project, including blow-off/pump-out facilities, cathodic test stations, and manway vaults. These features would provide access to the pipeline for maintenance purposes, and would protect the pipeline from water hammer, collapse, and corrosion.

SCV Water has advertised this addendum on its website for public review from March 23, 2021 to April 23, 2021. Here is a link to the addendum on the SCV Water's website:

https://yourscvwater.com/wp-content/uploads/2021/03/Honby-EIR-Addendum_FINAL-March2021.pdf

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) CONSIDERATIONS

With the assistance of Rincon Consulting Inc., an Addendum to the Final Environmental Impact Report was prepared to analyze the potential environmental impacts associated with project modifications to the Original Project.

In accordance with Section 15164(a) of the State CEQA Guidelines, an Addendum to an EIR can be prepared by the Lead Agency that prepared the original EIR, or by a responsible agency if some changes or additions are necessary. Furthermore, the conditions that require preparation of a Subsequent EIR, as described in Section 15162(a) of the CEQA Guidelines are not met, therefore an EIR Addendum is the appropriate level of CEQA documentation for the Modified Project.

The Modified Project proposes no substantial changes to the Original Project nor have substantial changes occurred that would require major revisions to the certified Final EIR prepared for the Original Project. Impacts beyond those identified and analyzed in the certified Final EIR would not be expected to occur as a result of the Modified Project. Overall, the proposed modifications to the Original Project that constitute the Modified Project would not result in new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternative from what was identified for the Original Project in the certified Final EIR. Therefore, SCV Water concludes that the analyses conducted, and the conclusions reached in the 2005 Final EIR remain valid.

FINAL CEQA DOCUMENTS FOR BOARD APPROVAL

The State CEQA guidelines Section 15164(d) require the decision-making body to consider the Addendum with the final EIR prior to making a decision on the project. Adoption of the Addendum to the EIR is dependent on the finding by the Board of Directors that, based on the whole record before it, there is no substantial evidence that the proposed project will have a significant impact on the environment, and that the Addendum to the EIR reflects the lead Agency's independent judgment and analysis. The Addendum to the EIR is attached to the resolution as Exhibit A.

It should be noted that the Modified Project will be subject to all previously required mitigation measures from the certified Final EIR for the Original Project. The MMRP adopted for the Original Project would be applicable to the Modified Project.

All of the above documentation, including other materials that constitute the record of proceedings upon which the lead Agency decision is based, is on file at Santa Clarita Valley Water Agency, 26521 Summit Circle, Santa Clarita, CA 91350.

FINANCIAL CONSIDERATIONS

None.

RECOMMENDATION

That the Engineering & Operations Committee recommends that the Board of Directors approve a resolution adopting the Addendum to the previously certified 2005 Final Environmental Impact Report for the Honby Pipeline Project (State Clearinghouse [SCH] No. 2005011071).

Attachments

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RESOLUTION NO. SCV_____

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CLARITA VALLEY WATER AGENCY ADOPTING AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT AND MITIGATION MONITORING AND REPORTING PROGRAM UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE HONBY PIPELINE PROJECT (SCH NO. 2005011071)

WHEREAS, the existing Honby Pipeline is currently operating over capacity; and

WHEREAS, the Honby Pipeline is in need for an upsize to meet operational demands and flexibility; and

WHEREAS, the Honby Pipeline Project (Project) was divided into two phases for ease of construction; and

WHEREAS, the Honby Phase 1 Project was a 2,500 linear foot that was constructed in 2006 as part of construction of the Golden Valley Road; and

WHEREAS, the Honby Pipeline Phase 2 Project needed to upsize an existing pipeline for operational demands and flexibility; and

WHEREAS, on July 13, 2005, the Castaic Lake Water Agency (CLWA)'s Board of Directors adopted the 2005 Final Environmental Impact Report (EIR) and the Mitigation Monitoring and Reporting Program (MMRP) as the Lead Agency for the Honby Pipeline Project by Resolution 2415; and

WHEREAS, in March 2021, an Addendum to the EIR was prepared to analyze changes to potential environmental impacts due to pipeline alignment modifications of the proposed Honby Pipeline Phase 2 Project; and

WHEREAS, the Agency's Board of Directors needs to review the Addendum to the EIR attached as Exhibit A; and

WHEREAS, the Agency's Board of Directors will need to adopt the Addendum to the EIR as the lead agency; and

WHEREAS, the Agency's Board of Directors has determined that the proposed Project can be approved because there is no substantial evidence in light of the whole record that the Project may have a significant effect on the environment; and

WHEREAS, the Agency and its Board of Directors have considered all of the information presented to it as set forth above and in this Resolution and action taken hereby is a result of the Board's independent judgment and analysis.

NOW, THEREFORE, BE IT RESOLVED that the SCV Water Board does hereby find and determine as follows:

SECTION 1. RECITALS. SCV Water finds that the foregoing recitals are true and correct and are incorporated herein as substantive findings of this Resolution.

SECTION 2. COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. As a decision-making body for the Project, SCV Water has reviewed and considered the information contained in the Addendum to the EIR, comments received, and other documents contained in the administrative record for the Project. Based on SCV Water's independent review and analysis, SCV Water finds that the Addendum to the EIR and administrative record contain a complete and accurate reporting of the environmental impacts associated with the Project, and that the Addendum to the EIR has been completed in compliance with CEQA and the State CEQA Guidelines.

SECTION 3. FINDINGS ON ENVIRONMENTAL IMPACTS. Based on the whole record before it, including the Addendum to the EIR, the administrative record, and all other written and oral evidence presented to SCV Water, SCV Water finds that all environmental impacts of the Project are either less than significant or can be mitigated to a level of less than significant under the mitigation measures outlined in the EIR and the MMRP. SCV Water finds that substantial evidence fully supports the conclusion that no significant and unavoidable impacts will occur and that, alternatively, there is no substantial evidence in the administrative record supporting a fair argument that the Project may result in any significant environmental impacts. SCV Water finds that the Addendum to the EIR contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment and analysis of SCV Water.

SECTION 4. ADOPTION OF THE ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT. SCV Water hereby approves and adopts the Addendum to the EIR as the lead agency.

SECTION 5. ADOPTION OF THE MITIGATION MONITORING AND REPORTING PROGRAM. In accordance with Public Resources Code section 21081.6, SCV Water hereby adopts the MMRP referenced in the Addendum to the EIR, being identical to the MMRP in the Original EIR. In the event of any inconsistencies between the Mitigation Measures as set forth in the EIR and the MMRP, the MMRP shall control.

SECTION 6. LOCATION AND CUSTODIAN OF RECORDS. The documents and materials associated with the Project and the Addendum to the EIR that constitute the record of proceedings on which these findings are based are located at the offices of the Santa Clarita Valley Water Agency, 27234 Bouquet Canyon Rd, Santa Clarita, CA 91350. The Custodian of Record is April Jacobs.

SECTION 7. NOTICE OF DETERMINATION. The SCV Water hereby directs staff to prepare, execute, and file a Notice of Determination with the Los Angeles County Clerk's office and the Office of Planning and Research within five (5) working days of adoption of this Resolution.

EXHIBIT "A"
ATTACHED
ADDENDUM TO THE FINAL MITIGATED NEGATIVE DECLARATION/ENVIRONMENTAL ASSESSEMENT FOR THE SOUTH END RECYCLED WATER MAIN EXTENSION (PHASE 2C)

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Honby Pipeline Project

Addendum to the Final Environmental Impact Report

SCH#2005011071

prepared by

Santa Clarita Valley Water Agency
27234 Bouquet Canyon Road
Santa Clarita, California 91350
Contact: Rick Viergutz, Principal Water Resources Planner

prepared with the assistance of

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

March 2021

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

Table of Contents

Tables

Figures

Appendices

1 Introduction

This document was prepared in accordance with the California Environmental Quality Act (CEQA) and the current (2020) *CEQA Guidelines*. This document is an Addendum to the previously certified 2005 Final Environmental Impact Report (EIR) for the Honby Pipeline Project (Original Project). This EIR Addendum addresses changes to the Original Project that occurred after certification of the 2005 Final EIR for the Original Project; the project assessed in this EIR Addendum is heretofore referred to as the Modified Project. Section 2, *Project Description*, provides a detailed description of the Modified Project, including comparison to the Original Project.

Castaic Lake Water Agency (CLWA) was the CEQA Lead Agency for the 2005 Final EIR for the Original Project. In 2018, CLWA and its Santa Clarita Water Division merged with Newhall County Water District and the Valencia Water Company, to form the Santa Clarita Valley Water Agency (SCV Water), which is the CEQA Lead Agency for the environmental review in this EIR Addendum. This Addendum addresses the Modified Project in relation to the previous environmental review document prepared for the Original Project. Section 15164 of the 2019 *CEQA Guidelines* defines the function of an EIR Addendum as follows:

> 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 preparation of a subsequent EIR have occurred.
>
> A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record.

1.1 Background

The Final EIR for the Original Project (SCH #2005011071) was certified by the CLWA Board of Directors on July 13, 2005. As noted above, CLWA is now SCV Water, which was formed in 2018 as a merger between CLWA and its Santa Clarita Water Division, Newhall County Water District, and the Valencia Water Company. This merger was enacted pursuant to Senate Bill 634, which also designated SCV Water as the successor in interest to CLWA's contract with the California Department of Water Resources (DWR) for an allocation of State Water Project (SWP) water. Accordingly, SCV Water is now the wholesale water agency for the Santa Clarita Valley, with a service area of approximately 195 square miles (124,000 acres), and a population of approximately 273,000 (expected to grow to approximately 420,000 at full build-out). SCV Water also provides wholesale SWP water to Los Angeles County Waterworks District #36.

The 2005 Final EIR evaluated the environmental effects of the Original Project. The 2005 Final EIR consists of the Draft EIR, responses to public and agency comments received during the review period, revised text to the Draft EIR based on responses to comments and other information, the Initial Study for the Original Project, and a Mitigation Monitoring and Reporting Program (MMRP). Technical analyses from the 2005 Final EIR are utilized or referenced throughout this Addendum, as applicable.

The 2005 EIR for the Original Project contained in-depth analyses of the following environmental issue areas: air quality; biological resources; noise; and population and housing. All other environmental issue areas were found to not be significant in the Initial Study prepared for the

Original Project and therefore were not assessed in detail in the EIR. Since certification of the 2005 Final EIR, the *CEQA Guidelines* have been updated to modify certain significance criteria, and to identify new issue areas that were not previously addressed in the Appendix G Environmental Checklist. For the purposes of this Addendum, all environmental issue areas and significance criteria identified in the current (2019) *CEQA Guidelines* Appendix G Environmental Checklist are addressed for the Modified Project.

The Modified Project consists of the Original Project with design modifications that were incorporated after certification of the 2005 Final EIR, as described in Section 2, *Project Description*. This Addendum to the previously adopted 2005 Final EIR and has been prepared by SCV Water, as the CEQA Lead Agency, to evaluate the potential environmental impacts of the proposed Modified Project. This Addendum has been prepared in accordance with the relevant provisions of CEQA and Section 15164 of the *CEQA Guidelines*.

Project Overview

The Honby Pipeline Project (Original and Modified) includes two phases that would collectively replace an existing underground 33-inch-diameter pipeline with a new underground 60-inch-diameter pipeline, providing connection between an existing 84-inch-diameter Treated Water pipeline from the Rio Vista Water Treatment Plant (Rio Vista WTP) to the existing Honby pipeline. The replacement pipeline that would be implemented under the Modified Project would have a slightly different alignment to that previously assessed. In addition, Phase 1 of the project has already been implemented, and therefore changes addressed in this EIR Addendum are specific to Phase 2 of the project. Detailed discussion of both project phases is provided in Section 2, *Project Description*.

The existing Honby pipeline requires replacement because its size is inadequate to meet the existing and future demand of the SCV Water (previously CLWA) service area, and because the existing alignment is within the Newhall Land and Farming Company's (Newhall) Riverpark residential development project. The portions of the existing Honby pipeline that interfere with the Riverpark project would be abandoned in place under the Modified Project, rather than removed by Newhall during construction of the Riverpark project, as proposed under the Original Project. The rest of the existing Honby pipeline would also be abandoned in place and left unaltered in its existing position. In addition, the need to increase conveyance capacity is independent of the existing pipeline's conflicts with the Riverpark project, and the proposed pipeline would therefore be constructed even if Newhall were not to abandon the existing pipeline.

Project Objectives

As identified in the 2005 Final EIR, the objectives of the Honby Pipeline Project are as follows:

- Provide the required peak capacity to serve the current and projected population in the affected portion of the SCV Water service area until year 2050, as planned for in the SCV Water Capital Improvements Program.
- Accommodate changes required as a result of the Riverpark project, while ensuring access to the pipeline for maintenance and repairs.
- Be technically compatible with the Sand Canyon Pump Station.

The CLWA Capital Improvement Program (1988) that was in place at the time of preparation of the 2005 Final EIR for the project was updated and incorporated into the SCV Water Capital

Improvement Program with the formation of SCV Water in 2018. The objectives of the Modified Project remain consistent to as described in the 2005 Final EIR for the Original Project.

The 2005 Final EIR determined that the increased pipeline capacity would be growth-inducing because it would remove an obstacle to growth, consistent with the objectives listed above. Because the same objectives are applicable to the Modified Project, it is anticipated that indirect effects, including but not limited to growth-inducement, would be the same under the Modified Project as under the Original Project. All potential impacts of the Modified Project are assessed in Section 3, *Impact Analysis.*

1.2 Basis for the Addendum

When an EIR has been certified and subsequently the project design is modified or project impacts are otherwise changed, such as due to changes in the environmental setting or baseline conditions, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and Sections 15162, 15163 and 15164 of the *CEQA Guidelines*. An EIR Addendum is the appropriate level of CEQA documentation for the Modified Project, as discussed below.

Pursuant to Section 15164(a) of the *CEQA Guidelines*, an Addendum to an EIR may be prepared by the Lead Agency that prepared the original EIR, or by a responsible agency if some changes or additions are necessary. The conditions that require preparation of a Subsequent EIR, as described in Section 15162(a) of the *CEQA Guidelines*, are listed in Table 1, below, in comparison to the Honby Pipeline Project (Original and Modified), as evidence for the basis of this EIR Addendum.

Table 1 Conditions Requiring Preparation of a Subsequent EIR

CEQA Guidelines Section 15162(a)	Comparison to 2020 Honby Pipeline Project
1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.	The alignment for Phase 2 of the Modified Project has been slightly modified to reduce or avoid potential impacts, and microtunneling has been introduced as a potential construction technique to avoid or minimize impacts. These changes are not considered substantial such that major revisions to the EIR are necessary or environmental impacts would substantially change in type or severity.
2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.	Approximately 15 years have elapsed since certification of the 2005 Final EIR; during that time, development in the project area has continued, consistent with projected growth in the area. This does not represent substantial changes in the circumstances under which the project is undertaken, and the project objectives and need remain the same as addressed in the 2005 Final EIR.
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, shows any of the following: a. The project will have one or more significant effects not discussed in the previous EIR; b. Significant effects previously examined will be substantially more severe than shown in the	Since certification of the 2005 Final EIR, the *CEQA Guidelines* have been revised; impact thresholds from the most current (2020) *CEQA Guidelines* have been applied to the impact analysis for this EIR Addendum, and no new information of substantial importance has been identified. The analysis provided in Section 3 of this EIR Addendum indicates: a. The project will not result in significant effects not discussed in the previous EIR;

CEQA Guidelines Section 15162(a)	Comparison to 2020 Honby Pipeline Project
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 proponents decline to adopt the mitigation measure or alternative.	b. The project will not result in substantially more severe effects than identified in the previous EIR; c. No mitigation measures or alternatives previously found not to be feasible would now be feasible or able to reduce significant effects of the project. Potential impacts would be sufficiently reduced or avoided through mitigation measures identified in the previous EIR.
4) Mitigation measures or alternatives that 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.	No new or substantially different mitigation measures or alternatives have been identified or would be able to substantially reduce significant effects. The impact analysis provided in Section 3 of this EIR Addendum discusses how mitigation measures identified in the previous EIR would sufficiently reduce or avoid potentially adverse impacts.

None of the conditions requiring a Subsequent EIR are met by the Modified Project and therefore, an EIR Addendum is the appropriate level of CEQA documentation for the project. An EIR Addendum must include a brief explanation of the Lead Agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164[e]). The EIR Addendum need not be circulated for public review, but it may be included in or attached to the Final EIR (Section 15164[c]). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (Section 15164[d]). Once a project has been approved, the Lead Agency's role in project approval is completed; therefore, as the Lead Agency for the Modified Project, SCV Water has discretionary approval over the Modified Project.

The Modified Project does not meet the conditions listed Section 15162(a) requiring preparation of a Subsequent EIR, as addressed above in Table 1. Accordingly, the proposed Modified Project would not result in new or more severe impacts related to: 1) substantial changes to the Original Project which requires major revisions to the certified Final EIR; 2) substantial changes to the circumstances under which the Original Project are being undertaken which will require major revisions to the certified Final EIR; or 3) new information of substantial importance showing significant effects not previously examined.

The certified Final EIR and this Addendum serve as informational documents to inform decision-makers and the public of the potential environmental consequences of approving the proposed Modified Project. This Addendum neither controls nor determines the ultimate decision for approval of the proposed Modified Project. The information presented in this Addendum to the certified Final EIR will be considered by SCV Water alongside the certified 2005 Final EIR prior to making a decision on the Modified Project.

2 Project Description

As described in Section 1.1.1, *Project* Overview, the Honby Pipeline Project would replace an existing 33-inch-diameter pipeline with a new 60-inch-diameter pipeline, connecting an existing 84-inch-diameter Treated Water pipeline from the Rio Vista WTP to the existing Honby and Sand Canyon pipelines. The project is needed to increase conveyance capacity of the existing Honby pipeline to be able to meet existing and future demands, and to avoid development conflicts with Newhall's Riverpark project. The Modified Project presents revisions to the Original Project, which were introduced to facilitate construction access and to reduce the number of easements required for the project. This section provides details on the project design, including comparison of the Original Project and the Modified Project, which is assessed in this EIR Addendum.

No new water supply is associated with the Honby Pipeline Project, meaning that the project would not increase water demand or require a new water supply. The water that would be conveyed by the project is already part of SCV Water's existing and planned supply.

2.1 Location

As with the Original Project, the Modified Project is located within the Santa Clarita Valley and traverses along and within the Santa Clara River in the city of Santa Clarita, Los Angeles County, California. Please see Figure 1 for the regional project location. The Honby pipeline alignment that comprises the extent of the Modified Project begins at the north bank of the Santa Clara River, west of the above-ground Los Angeles Aqueduct. Crossing under the Los Angeles Aqueduct, the pipeline alignment traverses east along an existing bicycle path for approximately 1,500 LF. From there, the pipeline alignment crosses the Santa Clara River and turns east immediately north of Valley Center Drive, crossing under the Golden Valley Road flyover and Los Angeles Aqueduct Transmission Line, the latter of which is located on Los Angeles Department of Water and Power (LADWP) property. The pipeline alignment then runs along Soledad Street, Reuther Avenue, and Santa Clara Street to the connection point near the Sand Canyon Pump Station.

General Plan and Land Use Zones

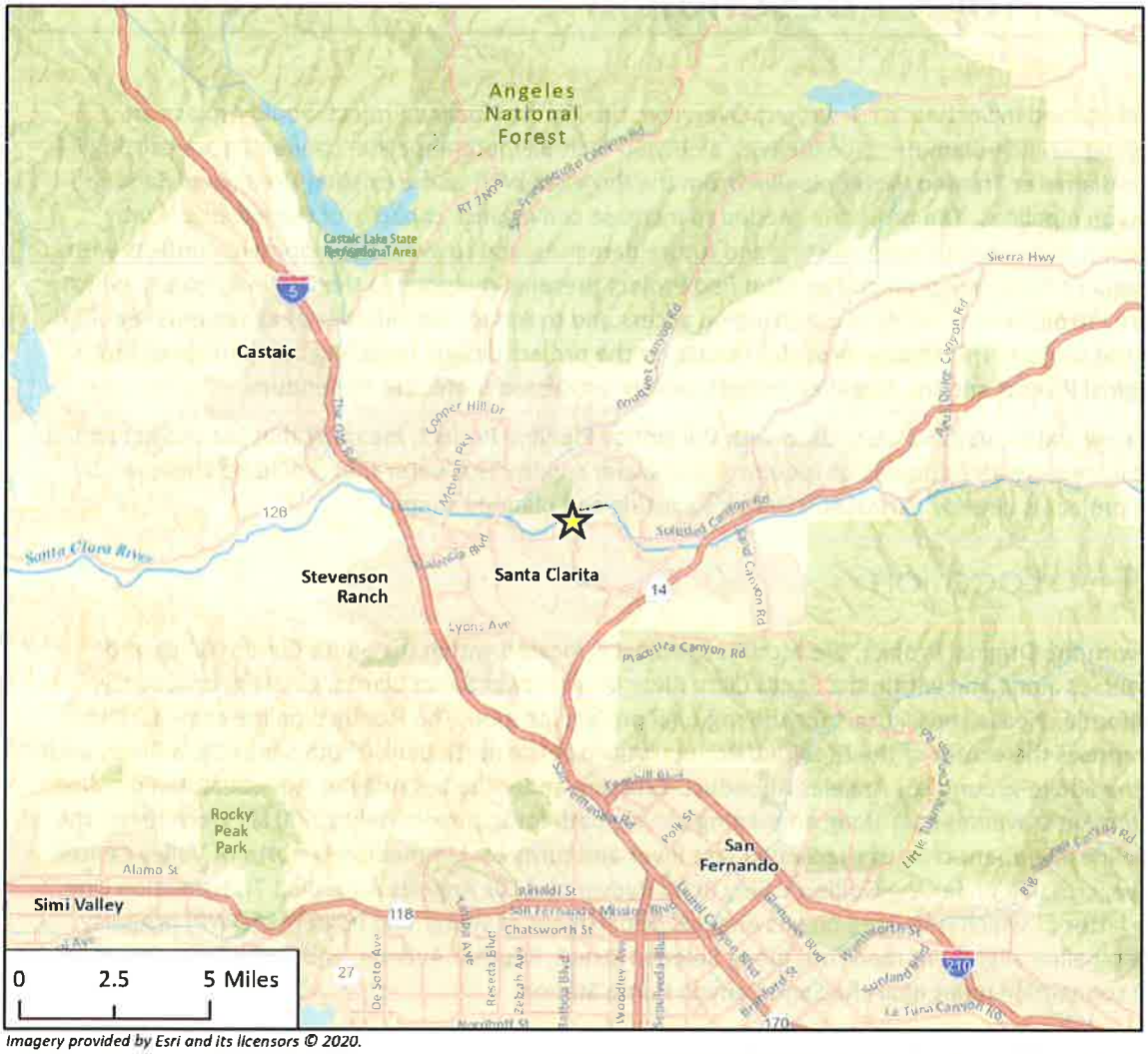
The current General Plan and land use designations are consistent with what was recorded in the 2005 Final EIR for the Original Project. These include: Open Space (OS), Urban Residential (UR3), Community Commercial (CC), the addition of Business Park (BP), and a Significant Ecological Area (SEA) overlay. No zone or general plan changes are required with the Modified Project.

2.2 Original Project Description

The Original Project was defined in two phases, as described in the 2005 Final EIR (CLWA 2005):

- **Phase 1** would consist of a new 2,500-foot-long segment of pipeline, connecting the existing 84-inch Treated Water pipeline that leads from the existing Rio Vista WTP to the existing Honby pipeline, via Newhall Ranch Road. Most of the Phase 1 pipeline alignment is within Newhall Ranch Road Right-of-Way, except for the eastern-most 550 feet of pipeline, which is south of Newhall Ranch Road within easements owned by SCV Water. At the time of preparation of this Addendum, Phase 1 of the Original Project has been constructed.

Figure 1 Regional Location



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☆ Project Location

N

- **Phase 2** would consist of a new 7,000-foot-long segment of pipeline, replacing the existing Honby pipeline between the point of connection with the Phase 1 pipeline segment in Newhall Ranch Road, and the Sand Canyon Pump Station. The alignment of Phase 2 of the Original Project initiated at the north bank of the Santa Clara River, and crossed the river parallel to and on the western side of the above-ground First Los Angeles Aqueduct. On the south side of the river, the pipeline alignment turned east through the northern portion of the East Greenbrier Mobile Home Park, crossed the new Golden Valley Road flyover and under property owned by LADWP, and finally within the existing roadways along Soledad Street, Reuther Avenue, and Santa Clara Street to the connection point near the Sand Canyon Pump Station and the intersection of Santa Clara Street and Furnivall Avenue.

Newhall Land and Farming Company would keep the existing portion of Honby pipeline in Newhall Ranch Road in place; pipeline removal is not part of or required for implementation of the Phase 1 or Phase 2 pipeline segments, and leaving the existing pipeline in place does not alter potential impacts of the proposed project as discussed herein.

The pipeline capacity would be 139 cubic feet per second (cfs). The pipeline would be coated and lined with cement mortar and would conform to the requirements of American Water Works Association (AWWA). Appurtenances would be installed to provide access to the pipeline for maintenance activities, and to protect the pipeline from water hammer, collapse, and corrosion. These appurtenances would include air and vacuum relief valves, blowoff/pump-outs, flexible coupling, cathodic test stations, and manway vaults with air vents, as described below (CLWA 2005):

- **Air and vacuum relief valves (AVARs).** AVARs would be installed to release air from the pipeline during filling and normal operations, and to protect the pipeline from collapse due to vacuum conditions. AVARs would be spaced at intervals of not more than 1,500 feet, at high points along the pipeline. The pressure rating of the AVARs would be 150 pounds per square inch at a minimum.
- **Blow-off valves.** Blow-off valves would be strategically installed along the pipeline to provide pressure relief and dewatering during operation and maintenance activities. Blow-off valves would be installed at each low point and on the upstream side of any valve to provide dewatering.
- **Pump-out stations.** In addition to the blowoffs, three pump-out stations would be installed: one on the low point of the Santa Clara River crossing, and two at additional low points along the alignment. A submersible pump may also be required for complete dewatering. A butterfly valve would be installed at the proposed pipeline connection to the Treated Water pipeline to facilitate dewatering during an emergency or routine maintenance.
- **Flexible coupling.** Flexible coupling that allows movement with minimal or no damage would be installed on the upstream and downstream sides of the Santa Clara River crossing where changes in pipe bedding (concrete encasement) occur.
- **Cathodic test stations.** Pipeline corrosion would be monitored using cathodic test stations, spaced at intervals of approximately 1,000 feet along the alignment.
- **Manway vaults.** Manual access to the pipeline would be provided using manway vaults installed along the pipeline alignment. These vaults would provide access for inspection, routine maintenance, and repairs. Air vents would be installed near each manway vault to provide cross ventilation when the manholes are entered for maintenance or inspection.

Phase 1 of the Honby Pipeline Project (Original Project) has been implemented and, at the time of preparation of this EIR Addendum, Phase 1 is fully operational. Phase 2 of the Original Project has not been initiated.

2.3 Modified Project Description

Phase 1 of the Modified Project is the same as described for the Original Project, and has already been constructed. Phase 2 of the Modified Project has been modified from its design in the Original Project to allow for easier construction access and to reduce the number of easements required. These modifications include a revised alignment, as described below and shown on Figure 2.

Phase 2 of the Modified Project would be approximately 6,500 feet in length, 500 feet less than previously analyzed, and coated and lined with a cement mortar. The Phase 2 pipeline would initiate at the north bank of the Santa Clara River, instead of crossing the river parallel to the above-ground Los Angeles Aqueduct, and continue east for approximately 1,500 feet along the north bank of the Santa Clara River, within an existing bicycle path. After approximately 1,500 feet, Phase 2 of the Modified Project would cross under the Santa Clara River and turn east just north of Valley Center Drive. From that point, Phase 2 of the Modified Project would follow the same alignment as the Original Project. The pipeline would cross under the new Golden Valley Road flyover and property owned by the LADPW, within existing roadways including Soledad Street, Reuther Avenue, and Santa Clara Street. The Phase 2 pipeline would end near the Honby Pump Station.

All appurtenances associated with the Phase 2 pipeline would be the same under the Modified Project as described for the Original Project, including blow-off/pump-out facilities, cathodic test stations, and manway vaults. These features would provide access to the pipeline for maintenance purposes, and would protect the pipeline from water hammer, collapse, and corrosion.

Comparison to the Original Project

Table 2 below provides an overview of project design changes incorporated since certification of the 2005 Final EIR. The primary modifications, as relevant to the environmental impact analysis presented herein, include:

- Shorter length of Phase 2 pipeline (6,500 feet versus 7,000 feet under the Original Project);
- Phase 2 alignment would avoid disturbance and associated construction access restrictions to the East Greenbrier Mobile Home Park, which would be traversed by the Original Project;
- Phase 2 alignment would be within an existing bicycle pathway for 1,500 feet on the north bank of the Santa Clara River, requiring the bicycle pathway to be temporarily closed during the construction period for Phase 2;
- The Santa Clara River crossing of the Phase 2 pipeline would occur at a narrower point in the river, requiring less ground disturbance and reduced construction activities to install the pipeline under the river;
- Construction methods would include microtunneling instead in addition to traditional boring methods, reducing the area of ground disturbance during construction.

In addition to the project design revisions listed above and in Table 2, changes to the environmental setting in the project area have developed, and will be considered in the impact analysis for the Modified Project. These changes include the following:

Figure 2 Project Site and Modified Project Phase 2 Alignment

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- Newhall Ranch Road and the Golden Valley Road bridge have been constructed;
- The Riverpark housing development has been constructed (the Riverpark development is located south of Newhall Ranch Road and east of the Los Angeles Aqueduct, and was analyzed in an EIR prepared by the City of Santa Clarita);
- The Providence at River Village housing development has been constructed (the Providence development is located north of Valley Center Drive and north of Newhall Ranch Road).

These changes in the baseline environmental conditions were addressed in the 2005 Final EIR as cumulative projects. This Addendum assesses the Modified Project with respect to the current (2020) environmental setting, including those changes listed above. This Addendum also provides a significance determination for each threshold criterion, based upon the current baseline conditions and environmental setting, including with respect to Phase 1 and portions of the cumulative setting having been implemented since certification of the 2005 Final EIR.

Table 2 Comparison of Original Project and Modified Project

Project Component	Original Project	Modified Project
Phase 1 pipeline	Same as defined in the 2005 Final EIR (CLWA 2005)	Same as Original Project; already constructed and currently operational.
Phase 2 pipeline length	7,000 feet	6,500 feet
Phase 2 pipeline alignment	Phase 2 begins at the north bank of the Santa Clara River and crosses the river parallel to and on the western side of the First Los Angeles Aqueduct. On the south bank of the Santa Clara River, pipeline crosses through East Greenbrier Mobile Home Park, the Golden Valley Road flyover, and LADWP property.	Phase 2 stays on the north bank of the Santa Clara River for 1,500 feet longer than the Original Project, within an existing bicycle path. Phase 2 then crosses the river at a narrower point than the Original Project, then joins the Original Project alignment. The Modified Project avoids the East Greenbriar Mobile Home Park and construction disturbance to residents there.
Construction method	Open-cut trenching	Open-cut trenching and microtunneling to reduce ground disturbance
Ancillary features	AVARs[1]; blow-off and pump-out facilities; flexible couplings; cathodic test stations; manway vaults; butterfly valves	Same as Original Project
Total excavation	Not specified[2]	Approximately 16,850 cubic yards (3,900 cubic yards of which are for the Santa Clara River crossing)
Pipeline rate of construction	Not specified[3]	40 feet/day
Number of construction crew	1 open-cut crew	1 microtunneling (trenchless) crew + 1 open-cut crew

[1] AVARs = air and vacuum relief valves

[2] Although the 2005 Final EIR does not specify total quantity of excavation material associated with the Original Project, it is reasonably assumed that the Modified Project would require a substantially smaller quantity of excavation, due to the shortened length of the Phase 2 pipeline, as well as the use of microtunneling construction, which avoided the need for open trench construction.

[3] Although the 2005 Final EIR does not specify the length of pipeline construction to be completed per day, it is reasonably assumed that construction progress of the Original Project would be comparable to the Modified Project.

As with the Original Project, the Modified Project would increase the capacity of the Honby pipeline in order to serve the affected portion of the SCV Water service area until 2050, as planned for in the Santa Clarita Valley 2015 Urban Water Management Plan and other regional planning documents. All mitigation measures identified for the direct and indirect impacts of the Original Project would also apply to the Modified Project.

2.4 Construction Activities

The Modified Project pipeline would be installed using a combination of "open cut" (trenching) and microtunneling construction. Open cut construction methods require a temporary construction easement to stockpile excavated native topsoil and install the pipeline; this temporary easement would measure approximately 300 feet by 1,200 feet.

Under the Modified Project, microtunneling would be used for the pipeline segment crossing the Golden Valley Road flyover and the LADWP property on the south side of the Santa Clara River. Microtunneling may also be used for the segment of the Phase 2 pipeline crossing the Santa Clara River. Construction-related impacts from microtunneling would be less than those identified for open-cut trenching as evaluated in the EIR due to the minimization of surface disturbance.

With either construction method (trenching or microtunneling), the Sand Canyon Pump Station and/or other existing disturbed area(s) along the project alignment would be used for construction staging and location for the Contractor's office during the construction period. Five potential staging areas have been identified, all of which are either paved or previously disturbed, and set back from the Santa Clara River to avoid potential runoff-related impacts. Construction staging activities at Sand Canyon Pump Station and/or one of the other five potential sites would be temporary in nature and limited to the duration of the construction period. Any staging areas used during project construction would be restored to existing (pre-construction) conditions to the extent feasible, following completion of the construction period. All mitigation measures and BMPs that would be applied to avoid or minimize potential construction impacts of the project would be applied to the construction staging area(s) as applicable.

2.5 Operation and Maintenance

Operation and maintenance activities would include remote monitoring and regular visual inspections of above-ground appurtenances. Repairs would be conducted as needed to maintain integrity of the overall system and its intended function. Operation and maintenance activities would be consistent with present operations and maintenance activities conducted for other SCV Water infrastructure in the area, including but not limited to Phase 1 of the Original Project, which is in place and operational.

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3 Environmental Impact Analysis

A comparative analysis of the potential impacts associated with the proposed Modified Project and those of the approved Original Project analyzed in the certified 2005 Final EIR has been undertaken using a CEQA checklist approach. The checklist approach is consistent with the format of the certified 2005 Final EIR.

Impacts Identified in the 2005 Final EIR

As discussed in Section 2, *Project Description*, Phase 2 of the Modified Project has been modified from its design in the Original Project to allow for easier construction access and to reduce the number of easements required. These modifications trigger new analysis under CEQA. The environmental analysis provided in the 2005 Final EIR remains relevant and applicable to the Modified Project in areas unaffected by changes in existing conditions and changes in the Modified Project for the environmental topics as listed below.

In the Initial Study prepared for the Original Project, direct impacts were found to be less than significant for the following issue areas: Aesthetics; Agricultural Resources; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Public Services; Recreation; Transportation; and Utilities. As these issue areas were identified as less than significant in the Initial Study, they were not assessed in detail in the 2005 Final EIR. As described in Section 1.1, Background, the 2005 Final EIR analyzed four environmental issue areas for potential impacts:

- Air Quality
- Biological Resources
- Noise
- Population and Housing

All other environmental issue areas were screened out in the Initial Study for the Original Project, which was provided as Appendix B to the certified 2005 Final EIR. The 2005 EIR included two tables that summarize the project's direct and indirect impacts, respectively, of the project as analyzed at that time: Table ES-1 addressed direct impacts, and Table ES-2 addressed indirect impacts, as summarized below.

Table ES-1 of the 2005 Final EIR provides a summary of the Original Project's direct environmental impacts, and the mitigation measures that were identified to reduce potential impacts of the project to a less-than-significant level. Those mitigation measures continue to be applicable to the Modified Project, and are presented in the impact analysis below where they would be implemented to minimize or avoid potential impacts. The 2005 EIR determined that direct noise impacts of the project as assessed at that time would be significant and unavoidable due to the potential for short-term exceedances of local noise significance thresholds at that times. This EIR Addendum will reassess all potential impacts of the project, given the current design and environmental setting, including as related to direct noise impacts that were previously determined to be significant and unavoidable.

Table ES-2 of the 2005 Final EIR provides a summary of the Original Project's indirect environmental impacts. The 2005 Final EIR determined that the Original Project would remove an obstacle to

future growth in the project area. This was determined to potentially require expansion of the water treatment capacity of the Rio Vista Water Treatment Plant at that time. It was further determined in the 2005 Final EIR that should expansion of this facility become necessary as a result of the Original Project's removal of an obstacle to future growth, such expansion could result in potentially significant unavoidable impacts to the following environmental issue areas:

- Aesthetic/Visual Resources
- Air Quality
- Biological Resources
- Transportation/Traffic
- Utilities and Service Systems

However, as mentioned above and in Section 1.1, Background, the 2005 Final EIR analysis was specific to four environmental issue areas, which did not include Aesthetics/Visual Resources, Transportation/Traffic, or Utilities and Service Systems which are listed above. This EIR Addendum will provide analysis of all direct and indirect potential impacts of the project to all environmental issue areas in the current (2020) *CEQA Guidelines Appendix G Environmental Checklist*, and make significance determinations for the Modified Project in order to determine if the Modified Project would result in any new or more substantial impacts than the Original Project.

The *CEQA Guidelines* have been updated several times since certification of the 2005 Final EIR, including revisions to the Environmental Checklist provided as Appendix G to the *CEQA Guidelines*. This included revisions to several significance thresholds, as well as the addition of three new issue areas that were not addressed as separate environmental issue areas in the previous *CEQA Guidelines*:

- Greenhouse Gas Emissions
- Energy
- Wildfire

As mentioned above, this Addendum addresses all environmental topics identified in the 2020 *CEQA Guidelines* Appendix G Environmental Checklist, so includes these three new issue areas.

Comparative Evaluation of Environmental Impacts

For each environmental issue area assessed herein, a table is provided at the beginning of the issue area section that lists each significance threshold from the *CEQA Guidelines* (in rows), and poses a series of questions (in columns) that identifies the degree to which the issue was analyzed in the 2005 Final EIR. For each issue area assessed herein, the summary table also identifies whether the Modified Project constitutes new information of substantial importance relative to potential impacts of the project. The questions posed in each column are described below.

Where was impact analyzed?

This column provides a cross-reference to the portions of the certified 2005 Final EIR where information and analyses can be found for to the respective threshold criterion. The cross-references identified in this column correspond with page numbers and section numbers of the certified 2005 Final EIR for the Original Project. This column also identifies thresholds that were not assessed in the 2005 Final EIR.

Do proposed changes require major revisions to the certified EIR?

In accordance with Section 15162(a)(1) of the *CEQA Guidelines*, this column indicates whether the proposed Modified Project would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the certified 2005 Final EIR for the Original Project.

Do new circumstances require major revisions to the certified EIR?

In accordance with Section 15162(a)(2) of the *CEQA Guidelines*, this column indicates whether changes to the circumstances under which the Modified Project is undertaken or implemented have occurred that would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the certified 2005 Final EIR for the Original Project.

Is there any new information resulting in new or substantially more severe significant impacts?

In accordance with Sections 15162(a)(3)(A) and 15162(a)(3)(B) of the *CEQA Guidelines*, this column indicates whether 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 Final EIR was certified, shows additional or substantially more severe significant impacts not discussed in the certified 2005 Final EIR for the Original Project.

Do mitigation measures included in the certified EIR address and/or resolve impacts?

In accordance with Sections 15162(a)(3)(C) and 15162(a)(3)(D) of the *CEQA Guidelines*, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of certification of the 2005 Final EIR, shows that mitigation measures or alternatives in the certified 2005 Final EIR would now be feasible, or identifies new mitigation measures or alternatives not in the certified 2005 Final EIR that would reduce significant impacts, but which the applicant declines to adopt.

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3.1 Aesthetics

		Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:						
a.	Have a substantial adverse effect on a scenic vista?	Appendix B, Initial Study	No	No	No	N/A
b.	Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Appendix B, Initial Study	No	No	No	N/A
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 a 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?	Appendix B, Initial Study	No	No	No	N/A
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Appendix B, Initial Study	No	No	No	Yes

Direct impacts to aesthetics were not analyzed in detail in the 2005 Final EIR, as this issue area was screened out in the Initial Study for the Original Project as having less than significant impacts. As with the Original Project, the Modified Project would comply with existing plans and policies related to aesthetic resources, including the following:

- Los Angeles County General Plan: Scenic Highways Element, Circulation policies 7 – 14; Conservation and Open Space Element, policies 18, 19, and 24
- Los Angeles County Santa Clarita Area Plan: Circulation Element, policies 4.1 – 4.3; Community Design Element, policies 1.1, 2.1, 3.1, 3.2 – 3.7

- City of Santa Clarita General Plan: Community Design Element, policies 1.1 – 1.3, 2.1 – 2.6, 3.1 – 3.6, 4.1 – 4.4, 5.1 – 5.3, 6.1 – 6.8, 7.1 – 7.4, 8.1 – 8.5, 9.1 – 9.10. 10.1 – 10.5, and 11.1 – 11.9

Potential impacts of the Modified Project to aesthetics are assessed below.

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

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

c. *Would the project, 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 a 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?*

The 2005 Final EIR determined the Original Project will not have a substantial adverse effect on a scenic vista, substantially damage scenic resources, or substantially degrade the existing visual character or quality of the construction site or its surroundings because it will be placed underground in previously disturbed or developed areas and the ground surface will be restored to pre-construction condition after completion of construction. Impacts were determined to be less than significant.

Since the preparation of the 2005 Final EIR, there have been some changes to the aesthetics of Original Project site area. As discussed in Section 2, *Project Description*, these changes include the following:

- Newhall Ranch Road and the Golden Valley Road bridge have been constructed;
- The Riverpark housing development has been constructed (the Riverpark development is located south of Newhall Ranch Road and east of the Los Angeles Aqueduct);
- The Providence at River Village housing development has been constructed (the Providence development is located north of Valley Center Drive and north of Newhall Ranch Road).

These developments have slightly altered the visual conditions of the Modified Project site to be more urban than it was during the previous analysis. The western portion of the Modified Project site remains open space, as it was during the 2005 Final EIR analysis.

According to the City of Santa Clarita's General Plan Conservation and Open Space Element (2011), "scenic resources" can include "natural open spaces, topographic formations, and landscapes that contribute to a high level of visual quality." The General Plan describes scenic resources in the Santa Clarita Valley, including mountains and canyons, woodlands, water bodies, and Vasquez Rocks County Park. Soledad Canyon, in which the Original Project site and Modified Project site are located, is not specifically identified as a scenic resource in the General Plan. The nearest state scenic highway is Interstate-5, located approximately four miles west of the Modified Project site (California Department of Transportation [Caltrans] 2019). There are no County scenic highways within the vicinity of the Modified Project Site (Caltrans 2019).

Similar to the Original Project, the Modified Project may temporarily obstruct or degrade scenic views of open space in the vicinity during construction of the proposed pipeline. Once construction of the pipeline is complete, the pipeline would not result in permanent aesthetic changes that would alter scenic vistas from their existing conditions because disturbed areas would be restored to pre-construction conditions upon completion of construction activities.

Accordingly, the Modified Project would not introduce new impacts or substantially increased impacts related to scenic resources and would be consistent with the impact analysis provided in the 2005 Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to aesthetics, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

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

The 2005 Final EIR determined the Original Project will not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. Impacts were determined to be less than significant.

Newhall Ranch Road and the Golden Valley Road bridge have introduced new sources of vehicular lighting and glare. The Riverpark housing development and the Providence at River Village housing development have also introduced new permanent lighting to the vicinity of the Modified Project site.

Similar to the Original Project, construction of the Modified Project may result in light and glare during due to the presence of construction vehicles and equipment. Construction activities would be temporary, lasting no more than a few days at any given location. Upon completion of construction, the pipeline segments would be located underground. As such, no impact would occur.

Accordingly, the Modified Project would not introduce new impacts or substantially increased impacts related to light and glare and would be consistent with the impact analysis provided in the 2005 Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to light and glare, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the Initial Study for the Original Project.)

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3.2 Agriculture and Forestry Resources

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Appendix B, Initial Study	No	No	No	Yes
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	Appendix B, Initial Study	No	No	No	N/A
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))?	Appendix B, Initial Study	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Appendix B, Initial Study	No	No	No	N/A

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
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?	Appendix B, Initial Study	No	No	No	N/A

Direct impacts to agriculture and forestry resources were not analyzed in detail in the 2005 Final EIR, as this issue area was screened out in the Initial Study for the Original Project. As with the Original Project, the Modified Project would comply with existing plans and policies related to agriculture and forestry resources, including the following:

- Los Angeles County General Plan: Land Use Element, policies 7, 20, and 21

Potential impacts of the Modified Project to agriculture and forestry resources are assessed below.

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

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

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

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

The 2005 Final EIR determined no agricultural and forestry resources impacts associated with construction and operation of the Original Project will occur because the proposed pipeline will not be located in an area that contains Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

As with the Original Project, the revised pipeline alignment under the Modified Project would not be located on land currently in agricultural production or designated Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (Farmland), or land with a Williamson Act contract. The Modified Project site is designated "Urban and Built-Up Land" or "Other Land" by the

California Department of Conservation (2019). No portion of the Modified Project site is located on forest land or timber land.

Due to the absence of agricultural land and forestry resources on the Modified Project site or surrounding area, the Modified project would not involve changes to the existing environment which could result in a new or substantially more severe impact related to conversion of Farmland to non-agricultural uses. Therefore, similar to the Original Project analyzed in the 2005 Final EIR, the Modified Project would result in no impact to agriculture and forestry resources.

Accordingly, the Modified Project would not introduce new impacts or substantially increased impacts related to agriculture and forestry resources and would be consistent with the impact analysis provided in the 2005 Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to agriculture and forestry resources, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the Initial Study for the Original Project.)

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3.3 Air Quality

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Pages 3.1-1 – 3.1-8 and 4-4	No	No	No	N/A
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?	Pages 3.1-1 – 3.1-8 and 4-4	No	No	No	N/A
c. Expose sensitive receptors to substantial pollutant concentrations?	Pages 3.1-1 – 3.1-8 and 4-4	No	No	No	N/A
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Pages 3.1-1 – 3.1-8 and 4-4	No	No	No	N/A

As with the Original Project, the Modified Project would comply with existing plans and policies related to air quality, including the following:

- Los Angeles County General Plan: Conservation and Open Space Element, policy 1
- Los Angeles County Santa Clarita Area Plan: Environmental Resources Management Element, policy 1.8
- City of Santa Clarita General Plan: Air Quality Element, policies 1.1, 1.2, 7.1, 8.1 – 8.3, 9.1, 14.1, 15.1, and 15.2. Mobile emissions are controlled by policies 1.1, 1.2, 12.1 – 12.3, 2.1 – 2.5, 3.1, 4.1, 5.1, 6.1, 10.1, 10.2, 11.1, and 11.2

Potential impacts of the Modified Project to air quality are assessed below.

Thresholds of Significance

Thresholds of significance for the evaluation of air quality emissions have been revised since certification of the 2005 Final EIR for the Original Project. In order to accurately identify and characterize potential impacts of the Modified Project in comparison with the Original Project, the thresholds of significance that were applied for the 2005 Final EIR are also applied to this analysis. However, current or revised thresholds are discussed for background context where such

information helps to characterize potential impacts of the project. This approach is further discussed below, and is consistent with case law addressing standards adopted after certification of a CEQA document and before adoption of an addendum.

The SCAQMD provides numerical thresholds to analyze the significance of a project's construction and operational impacts to regional air quality. These thresholds, which are listed in Table 3, are designed such that a project consistent with the thresholds would not have an individually or cumulatively significant impact to the air quality in the SCAB. At the time of preparation of the 2005 Final EIR, there were no standards in place for $PM_{2.5}$ or lead.

Table 3 Current SCAQMD Regional Air Quality Significance Thresholds

	Mass Daily Thresholds	
Pollutant	Construction Thresholds (pounds/day)	Operation Thresholds (pounds/day)
NO_X	100	55
VOC	75	55
PM_{10}	150	150
SO_X	150	150
CO	550	550

NO_X: nitrogen oxides; VOC: volatile organic compounds; PM_{10}: particulate matter 10 microns or less in size; SO_X: sulfur oxides; CO: carbon monoxide; SCAQMD = South Coast Air Quality Management District

Source: SCAQMD 2019

Applicable SCAQMD Rules and Regulations

Rule 403 (Fugitive Dust)

Rule 403 requires the implementation of best available dust control measures during active operations capable of generating fugitive dust.

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

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The current (2016) AQMP relies on local city general plans and the Southern California Association of Governments' current (2016) Regional Transportation Plan/Sustainable Communities Strategy forecasts of regional population, housing, and employment growth in its projections for managing air quality in the SCAB.

The purpose of the Original Project was to increase water conveyance capacity to accommodate planned future growth. As discussed in the 2005 Final EIR, the Original Project would not conflict with or obstruct implementation of the AQMP. As discussed under Section 3.15, *Population and Housing*, the Modified Project would not result in acquisition of additional water supplies and would not expand service beyond areas presently served by existing infrastructure. The Modified Project would not increase the pipeline capacity beyond the capacity analyzed under the Original Project. As such, the Modified Project would not generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to the air quality plan, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the certified 2005 Final EIR for the Original Project.)

b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Criteria pollutants include ozone, carbon monoxide, nitrogen oxides, PM_{10}, $PM_{2.5}$, sulfur oxides, and lead. At the time of the 2005 Final EIR, the SCAB was designated nonattainment for state and federal standards for ozone, carbon monoxide, and PM_{10}. As discussed under *Air Quality Standards and Attainment*, the SCAB is currently a nonattainment area for the federal standards for ozone and $PM_{2.5}$ and the state standards for ozone, PM_{10}, and $PM_{2.5}$. The portion of the SCAB in which the Modified Project site is located is also designated nonattainment for lead (SCAQMD 2017). The SCAB is designated unclassifiable or in attainment for all other federal and state standards.

Consistent with the *State CEQA Guidelines* Section 15064(h)(3), SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. If the mass emissions calculated for the Modified Project exceed the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable NAAQS and CAAQS, emissions generated by the Modified Project would be considered cumulatively considerable. According to air quality modeling performed for the 2005 Final EIR, the Original Project will not exceed any SCAQMD significance threshold.

Similar to the Original Project, construction of the Modified Project would generate temporary air pollutant emissions. These emissions are primarily associated with fugitive dust and exhaust from heavy construction vehicles. Table 4 summarizes the estimated maximum daily emissions of pollutants during construction of the Original Project and the Modified Project.

Table 4 Construction Emissions Compared to Thresholds

	Estimated Maximum Daily Emissions (pounds/day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$[1]
Original Project / Modified Project[2]	7.7	86.5	43.1	1.9	58.7	N/A
SCAQMD Thresholds	75	100	550	150	150	N/A
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

[1] As previously described, SCAQMD's PM2.5 threshold was not in effect at the time of the 2005 Final EIR, and is therefore not used for the purposes of this analysis.

[2] Original Project emissions shown are as modeled in the certified 2005 Final EIR. Modified Project emissions are assumed to be the same or less than emissions for construction of the Original Project, due to the construction of 500 feet less of pipeline.

VOC: volatile organic compounds; NO_X: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: particulate matter 10 microns or less in diameter; $PM_{2.5}$: particulate matter 2.5 microns or less in diameter

As shown in Table 4, the Modified Project is assumed to result in equivalent or reduced air criteria pollutant emissions as compared to the Original Project, due to the construction of 500 feet less of underground pipeline for the Modified Project. The Modified Project's criteria pollutant emissions would not exceed the significance thresholds.

Like the Original Project, the Modified Project would comply with SCAQMD Rule 403, which requires the implementation of best available dust control measures during active operations capable of generating fugitive dust. Construction equipment and duration of construction activities associated with the Modified Project would not be substantially different from the Original Project. Therefore, construction of the Modified Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the SCAB is non-attainment under an applicable federal or state ambient air quality standard. Similar to the Original Project, construction air quality impacts associated with the Modified Project would be less than significant. No mitigation is required.

Similar to the Original Project, the Modified Project would generate negligible operational emissions via routine maintenance trips. The Modified Project would not include any stationary sources of lead emissions. Additionally, implementation of the Modified Project would not result in substantial emissions of lead. Therefore, Modified Project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the SCAB is non-attainment under an applicable federal or state ambient air quality standard. Similar to the Original Project, the Modified Project's operational impacts to air quality would be less than significant. No mitigation is required.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to air criteria pollutants, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Same as the certified 2005 Final EIR for the Original Project.)

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

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as land uses that are more likely to be used by these population groups and include health care facilities, retirement homes, school and playground facilities, and residential areas. As described in the 2005 Final EIR, sensitive receptors in proximity to the Original Project site include residents in the East Greenbrier Mobile Park. Some residents in this neighborhood live within 125 feet of the Original Pipeline corridor. The 2005 Final EIR concluded that construction of the Original Project would not produce substantial criteria pollutant impacts at these sensitive receptors and that impacts would be less than significant.

Under the Modified Project, the Phase 2 pipeline alignment would not be located adjacent to the East Greenbrier Mobile Home Park. The nearest sensitive receptors to the Modified Project site would be the newly constructed Providence at River Village housing development, located approximately 180 feet north of the Modified Project site across Newhall Ranch Road. As discussed under item (b) above, the Modified Project's operational and construction emissions would not exceed the SCAQMD regional thresholds, which are designed to be protective of public health.

The following subsections discuss the potential for the Modified Project to expose sensitive receptors to substantial concentration of carbon monoxide and toxic air contaminants (TACs).

Carbon Monoxide Hotspots

A carbon monoxide hotspot is a localized concentration of carbon monoxide that is above the state one-hour or eight-hour standards of 20.0 ppm and 9.0 ppm, respectively. Localized carbon monoxide hotspots generally occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic volumes are high and there is heavy congestion. The entire SCAB is a federal carbon monoxide maintenance area and a state carbon monoxide attainment area. Concentrations of carbon monoxide have been reduced to low levels in the past 15 to 20 years such that most air quality monitoring stations in the SCAB no longer report carbon monoxide levels. No stations within the vicinity of the project site have monitored carbon monoxide in the last eight years.

As shown in Table 3.1-2 of the 2005 Final EIR, construction of the Original Project would generate maximum carbon monoxide emissions of approximately 43 pounds per day, which is well below SCAQMD regional threshold of 550 pounds per day. As discussed in the certified 2005 Final EIR, the Original Project's operational carbon monoxide emissions would be negligible and well below the SCAQMD regional operational thresholds. The Original Project would therefore not result in carbon monoxide hotspots on adjacent roadways or expose sensitive receptors to substantial pollutant concentrations.

As discussed above, construction equipment and duration of construction activities associated with the Modified Project would not be substantially different from the Original Project. Based on ever-improving vehicle emissions standards for new cars in accordance with state and federal regulations, and the Modified Project's low level of operational carbon monoxide emissions, the Modified Project would not create new hotspots or contribute substantially to existing hotspots. As with the Original Project, the Modified Project would not expose sensitive receptors to substantial concentrations of carbon monoxide, and impacts would be less than significant.

Toxic Air Contaminants

TACs are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than the criteria pollutants previously discussed because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

As discussed in the 2005 Final EIR, the main source of TACs from the Original Project's construction would occur as particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities as well as from on-road diesel equipment used to bring materials to and from the project site. The 2005 Final EIR concluded impacts related to TACs would be less than significant due to the mobile and transitory nature of pipeline construction.

According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Additionally, SCAQMD CEQA guidance does not require preparation of a health risk assessment for short-term construction emissions. Therefore, it is not necessary to evaluate long-term cancer impacts from construction activities that occur over a relatively short duration. In addition, there would be no residual emissions or corresponding individual cancer risk after construction is complete. Furthermore, with ongoing implementation of USEPA and California Air Resources Board (CARB) requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, DPM emissions from construction equipment would be substantially reduced when compared to the Original Project. Therefore, construction of the Modified Project would not expose sensitive receptors to substantial concentrations of TACs, and impacts would be less than significant.

CARB's (2005) *Air Quality and Land Use Handbook: A Community Health Perspective* provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). SCAQMD adopted similar recommendations in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (2005). The Original Project and Modified Project entail water conveyance facilities, which are not included in the listed land uses emitting substantial TAC concentrations. The Modified Project does not include any stationary sources of TAC emissions. Therefore, like for the Original Project, operation of the Modified Project would not expose sensitive receptors to substantial concentrations of TACs. This impact would be less than significant.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to exposing sensitive receptors to pollutant concentrations, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Same as the certified 2005 Final EIR for the Original Project.)

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The 2005 Final EIR acknowledged that construction of the Original Project will produce temporary odors related to the use of diesel fuel and paving activities, but determined that impacts would be less than significant because odor impacts on specific individuals would be limited to a few days before construction progresses along the alignment.

As with the Original Project, construction of the Modified Project could generate odors associated with heavy-duty equipment operation and earth-moving activities. Such odors would be temporary in nature and limited to the duration of construction in the vicinity of a given site along the pipeline alignment. Furthermore, the Modified Project alignment is sited farther away from sensitive receptors than the Original Project (180 feet for the Modified Project compared to 125 feet for the Original Project). The Modified Project would not result in a new or substantially more severe impact related to air quality during construction when compared to the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to other emissions, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Same as the certified 2005 Final EIR for the Original Project.)

3.4 Biological Resources

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Pages 3.1-8 - 3.2-28 and 4-7	No	No	No	Yes
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Pages 3.1-8 - 3.2-28 and 4-7	No	No	No	N/A
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?	Pages 3.1-8 - 3.2-28 and 4-7	No	No	No	N/A
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?	Pages 3.1-8 - 3.2-28 and 4-7	No	No	No	Yes

		Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Pages 3.1-8 - 3.2-28 and 4-7	No	No	No	N/A
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?	Pages 3.1-8 - 3.2-28 and 4-7	No	No	No	N/A

As with the Original Project, the Modified Project would comply with existing plans and policies related to biological resources, including the following:

- Los Angeles County General Plan: Conservation and Open Space Element, policies 8 and 13
- Los Angeles County Santa Clarita Area Plan: Land Use Element, policies 5.3 and 5.4; Environmental Resources and Management Element, policies 1.1 – 1.4, 1.9, and 2.1 – 2.3
- City of Santa Clarita General Plan: Land Use Element, policy 1.10; Open Space and Conservation Element, policies 1.1, 1.5 – 1.7, 3.1 – 3.7, 5.5, and 7.7

Potential impacts of the Modified Project to biological resources are assessed below. All mitigation measures identified for the Original Project in the certified 2005 Final EIR are applicable to the Modified Project and will be implemented accordingly. Several studies and technical reports have been prepared to support this EIR Addendum, and are provided as appendices, as listed below:

- Appendix A: Jurisdictional Delineation Report
- Appendix B: Rare Plant Survey Report
- Appendix C: Least Bell's Vireo Focused Survey Report
- Appendix D: Mitigation Plan for the Modified Project

These reports are incorporated by reference and referred to as needed throughout this discussion of potential impacts of the Modified Project to biological resources.

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

Since certification of the Final EIR, the habitat type and vegetation on the project site has not substantially changed. Based on previous surveys, vegetation on the site comprises of eleven terrestrial vegetation community and land cover types, including arroyo willow thickets, big sagebrush scrub, thick leaf yerba santa scrub/scale broom scrub, deer weed scrub/California buckwheat scrub, Fremont cottonwood forest, ornamental, ruderal, scale broom scrub, developed, rip rap, and riverwash. The wetland and riparian communities are dominated by mulefat (*Baccharis salicifolia*), Fremont cottonwood (*Populus fremontii*), red willow (*Salix laevigata*), and arroyo willow (*Salix lasiolepis*). Other commonly encountered shrub species include big sagebrush (*Artemisia tridentata*), California yerba santa (*Eriodictyon californicum*), scale broom (*Lepidospartum squamatum*), and scattered black elderberry (*Sambucus nigra* ssp. *caerulea*). The herbaceous layer is sparse, and is dominated by cheatgrass (*Bromus tectorum*), black mustard (*Brassica nigra*), short podded mustard (*Hirschfeldia incana*), red stem filaree (*Erodium cicutarium*), fiddleneck (*Amsinckia menziesii*), and popcorn flower (*Cryptantha* sp.). Lastly, there are large occurrences of giant reed (*Arundo donax*) and tamarisk (*Tamarix ramosissima*).

No species listed as rare, threatened, or endangered under the California Endangered Species Act (CESA) or the Federal Endangered Species Act (FESA) have been identified in the Modified Project study area. Similarly, no CEQA special-status plants were found within the study area during the botanical surveys documented in Appendix B, *Rare Plant Survey Report*. All plant species observed were documented and a comprehensive floral compendium was prepared; no additional actions to avoid or minimize potential impacts to special-status or rare plant species are recommended.

Rincon Consultants, Inc. (Rincon) conducted focused surveys for the federally and state endangered least Bell's vireo (*Vireo bellii pusillus*; LBVI) on behalf of SCV Water for the Modified Project, in order to determine the presence/absence of the LBVI within the project site. No LBVIs were detected in the survey area during the 2020 focused surveys. The California Natural Diversity Data Base (CNDDB) has a total of three tracked occurrences for the LBVI within approximately five miles of the survey area, including three individuals to the northwest, one to the northeast, one to the east, and one to the southeast (in 1978, 2010, and 2016). The closest and most recent (2016) CNDDB occurrence is approximately three miles west of the project site. In addition, a search of *eBird online* (Sullivan et al. 2009) revealed no recorded observations within or adjacent to the survey area. The nearest observations recorded in *eBird* are located approximately 1.6 miles to the west of the project site near Bouquet Canyon Roa, and was recorded in 2018.

Given the existing site conditions observed in 2020 field visits and documented in Appendices A through C, the lack of species observance/detection during the 2020 breeding season surveys and known information of the region, Rincon concludes that the Modified Project site is unoccupied by LBVI. Additionally, no yellow-billed cuckoos (*Coccyzus americanus*) or southwestern willow flycatchers (*Empidonax trailii extimus*) were incidentally observed during the surveys. Avian activity and diversity were generally moderate during the surveys and common species expected to occur within riparian habitat were detected. Brown-headed cowbirds (*Molothrus ater*), which are a nest parasite to LBVI and other avian species, were not observed on or in the vicinity of the site over the course of the surveys. One species listed by the California Department of Fish and Wildlife (CDFW) as a Special Animal was observed within the survey area, the southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*).

Additionally, the discussion in Impacts 4.8-3 through 4.8-7 of the certified Final EIR addresses potential impacts to rare plants, special status species (such as western spadefoot, red-legged frog, California tiger salamander, western pond turtle), legally protected raptors, and loss of grassland habitat that could occur as a result of the Original Project. Because the Modified Project would occur in the same region and would result in a similar or smaller (due to the use of microtunneling) level of development than the Original Project, impact discussions and associated mitigation measures in the certified Final EIR would also apply to the Modified Project. Accordingly, Mitigation Measure BIO-1, Construction Best Management Practices, would ensure that appropriate BMPs are applied during construction to minimize disturbance and potentially adverse impacts associated with disturbance; Mitigation Measure BIO-2, Habitat Revegetation, Restoration, and Monitoring Program, would ensure that the construction area is returned to existing conditions for habitat quality and suitability; and Mitigation Measure BIO-3, Dry Season Construction, would avoid ground-disturbing activities during the wet season, thereby minimizing or avoiding potential adverse impacts associated with wet season disturbance. Compliance with mitigation measures from the certified Final EIR, presented in full below for reference, would ensure that the Modified Project would not create impacts to wildlife or associated habitats beyond those previously analyzed in the certified 2005 Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to biological resources, and no new mitigation measures are necessary. For reference, the mitigation measures identified on pages 3.2-25 through 3.2-27 of the certified 2005 Final EIR for the Original Project, which would also be implemented for the Modified Project, are provided below.

BIO-1 Construction Best Management Practices

SCV Water will minimize disturbance to native habitats, and listed and unlisted sensitive species by implementation of the following measures at construction sites prior to and during construction. Where ground disturbances are required, SCV Water's construction program will include:

RESTRICTING DISTURBANCE

- Restriction of staging, construction activities, equipment storage, and personnel to existing disturbed areas (such as roads, pads, or otherwise disturbed areas) to the maximum extent feasible.
- Clearly marking and delineating the limits of the staging areas as well as the construction corridors/zones in the field and graphically on all final construction drawings or blueprints. Personnel or equipment in native habitats outside the construction limits will be prohibited.
- Using methods to minimize the construction corridor width to the maximum extent feasible in sensitive habitats, such as transporting and stockpiling excavated materials in disturbed areas off the ROW, or into other parts of the ROW, by truck or conveyor belt.

ON-SITE MONITORING

- Biological monitoring of habitat clearing activities and removal of sedentary animals, both common and sensitive, within the ROW prior to clearing. This will require a qualified biologist to be at the location of habitat removal prior to clearing to attempt to remove animals where visible and during removal activities to ensure that no inadvertent impacts to adjacent habitats

occur. Weekly inspections of the ROW perimeter near work areas will also reduce the potential for inadvertent impacts to adjacent habitat.

- No more than three days prior to initiation of ground disturbance and/or vegetation removal, a nesting bird pre-construction survey shall be conducted by a qualified biologist within the disturbance footprint plus a 100-foot buffer (300-for for raptors), where feasible. If the proposed project is phased or construction activities stop for more than one week, a subsequent pre-construction nesting bird survey will be required prior to each phase of construction. Pre-construction nesting bird surveys shall be conducted during the time of day when birds are active and shall factor in sufficient time to perform this survey adequately and completely. A report of the nesting bird survey results, if applicable, shall be submitted SCV Water for review and approval prior to ground and/or vegetation disturbance activities.

  If nests are found, their locations shall be flagged. An appropriate avoidance buffer ranging in size from 25 to 50 feet for passerines, and up to 300 feet for raptors depending upon the species and the proposed work activity, shall be determined and demarcated by a qualified biologist with bright orange construction fencing or other suitable flagging. Active nests shall be monitored at a minimum of once per week until it has been determined that the nest is no longer being used by either the young or adults. No ground disturbance shall occur within this buffer until the qualified biologist confirms that the breeding/nesting is completed and all the young have fledged. If project activities must occur within the buffer, they shall be conducted at the discretion of the qualified biologist. If no nesting birds are observed during pre-construction surveys, no further actions would be necessary.
- Dust control. All areas of mechanical ground disturbance, including dirt access roadways, will be consistently moistened to reduce the creation of dust clouds. The frequency of watering will be consistent with the desired goal and in accordance with regional standards and BMPs.
- Erosion control. Devices such as straw bails and "v" ditches will be installed in areas where construction activities may directly or indirectly cause increased erosion or sediment deposition on adjacent habitats.
- Removal of trash from construction areas routinely. All refuse, including non-construction materials such as paper and miscellaneous food packaging materials, will be removed from the ROW to prevent littering of the adjacent habitat areas outside of the ROW. At a minimum, site clean-ups will occur weekly.

BIO-2 Habitat Revegetation, Restoration, and Monitoring Program

SCV Water will develop a Habitat Revegetation, Restoration, and Monitoring Program, obtaining input from CDFW, for implementation in all habitat areas directly affected by construction activities. The program will include the following measures:

INVASIVE SPECIES CONTROL

- Where appropriate and feasible, the area to be disturbed will be treated to kill invasive exotic species and limit their seed production prior to initiating any earthmoving activity with the objectives of (1) preventing invasive species from spreading from the disturbance area, and (2) removing weed sources from the salvaged topsoil. Herbicides will be used only by a licensed herbicide applicator and may require notification to property owners or resource agencies. The treatment will be completed in advance of the earthmoving in order for this mitigation to have its intended effect (e.g., the treatment would need to occur prior to target species setting seed).

TOPSOIL SALVAGE AND REPLACEMENT

- In areas where vegetation and soil are to be removed, the topsoil will be salvaged and replaced. This may be accomplished using two lifts, the first to salvage the seed bank, and the second to salvage soil along with soil biota in the root zone. Soil will be stockpiled in two areas near the Project site, with the seed bank labeled to identify it. Topsoil will be replaced in the proper layers after final reconfiguration of disturbed areas. Stockpiles will be covered if the soil is to be left for an extended period of time to prevent losses due to erosion and invasion of weeds.

HABITAT REHABILITATION AND REVEGETATION

- Plans and specifications for replanting areas disturbed by the Project Replanting will be with native species propagated from locally collected seed or cuttings, and, if applicable, ' , will include seed of sensitive species that would be impacted during construction activities.
- Monitoring procedures and performance criteria will be developed to address revegetation and erosion control. The performance criteria will consider the level of disturbance and the condition of adjacent habitats. Monitoring will continue for 3-5 years, or until performance criteria have been met Appropriate remedial measures, such as replanting, erosion control, or weed control, will be identified and implemented if it is determined that performance criteria are not being met.

BIO-3 Dry Season Construction

In order to eliminate the potential for impacts to the unarmored threespine stickleback and other sensitive aquatic species and to minimize impacts to wildlife movement corridors, construction within the Santa Clara River wash will be restricted to the dry season. This period will be from May 1 to September 15. No construction activities will be allowed to occur within the river wash outside of the designated dry period. In addition, surface elevations within washes will be returned to preconstruction conditions prior to the end of the dry season.

Because the portion of the Project within the Santa Clara River is in jurisdictional waters of the U.S. and some of the affected habitat is wetland, a permit from the Corps and the LARWQCB would be required under sections 404 and 401 of the CWA. Some areas are also subject to section 1600 of California Fish and Game Code. Additional impact minimization and mitigation measures may be identified by these agencies as part of the regulatory processes.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the certified 2005 Final EIR for the Original Project.)

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

c. *Would the project 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?*

As noted above, a Jurisdictional Delineation Report was prepared for the Modified Project and is provided as Appendix A to this EIR Addendum. There are three hydrologic features in the project

area that are likely subject to USACE jurisdiction pursuant to Section 404 of the Clean Water Act, the Los Angeles RWQCB pursuant to Section 401 of the Clean Water Act and the California Water Code (Porter-Cologne Water Quality Control Act), and the CDFW pursuant to California Fish and Game Code 1600: the Santa Clara River, a concrete channel, and a detention basin. Each of these three hydrologic features in the study area is discussed below, with respect to potential impacts of the Modified Project.

- **Santa Clara River.** The portion of the Santa Clara River within the Modified Project study area potentially constitutes USACE non-wetland waters of the U.S., CDFW jurisdictional streamed, and RWQCB waters of the State. As with the Original Project, the Modified Project would cross under the river, via open-cut trenching or microtunneling. If open-cut trenching is used to cross the river, as would occur under the Original Project, the project would be required to obtain a CDFW Streambed Alteration Agreement, a Clean Water Act Section 404 Permit, and a RWQCB Section 401 Water Quality Certification. However, if the microtunneling approach is implemented, the jurisdictional areas of the river could be entirely avoided such that all potential impacts would be located outside CDFW jurisdiction, then regulatory permits may not be required. As such, potential impacts of the Modified Project could be less than the Original Project, which did not consider microtunneling as a construction technique.
- **Concrete Channel.** The concrete channel potentially constitutes RWQCB waters of the State. Although the channel is located within the project footprint, impacts to the channel would not occur under the Modified Project because the pipeline would be installed under the channel via microtunneling. Therefore, obtaining regulatory permits would not be needed for work conducted in this area, and potential impacts would be less than under the Original Project, which did not consider microtunneling as a construction technique.
- **Detention Basin.** The detention basin potentially constitutes RWQCB waters of the State. The Modified Project would not impact the basin; therefore, obtaining regulatory permits would not be needed. This is comparable to the Original Project.

To address potential impacts to jurisdictional areas, the Modified Project includes mitigation for the restoration of up to 11.36 acres of habitat within the Santa Clara River, as discussed in the Jurisdictional Delineation Report provided as Appendix A and in the Mitigation Plan provided as Appendix D. Restoration in the form of direct seeding, installing container plants, and weeding is included as part of the Modified Project design. The Modified Project would not result in new or more severe impacts on riparian habitat, sensitive natural communities, or wetlands beyond those identified in the previously certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to biological resources, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the certified 2005 Final EIR for the Original Project.)

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As discussed on pages 3.2-10 and 3.2-11 of the certified 2005 Final EIR, the Santa Clara River represents a natural topographic feature that is likely to serve as a wildlife corridor. The effect of the river as a corridor for movement has become greater over time due to the increased urban development surrounding the river. As with the Original Project, construction of the Modified Project would include the installation of a new pipeline under the Santa Clara River, which would result in temporary disturbance on the river. Mitigation Measure BIO-3, Dry Season Construction, would be implemented to minimize or avoid these adverse impacts by restricting construction activities to the dry season, between May 1 and September 1. Additional impact minimization and mitigation measures may be identified by applicable regulatory agencies as part of the regulatory processes; as discussed under significance thresholds (b) and (c), above, if open-cut trenching is used to cross the river, as would occur under the Original Project, the project would be required to obtain a CDFW Streambed Alteration Agreement, a Clean Water Act Section 404 Permit, and a RWQCB Section 401 Water Quality Certification. The Modified Project would not result in new or more severe impacts beyond those identified in the certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to biological resources, and no new mitigation measures are necessary. Mitigation Measure BIO-3, Dry Season Construction, is presented in full above and is the same as proposed in the certified 2005 Final EIR.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Same as the certified 2005 Final EIR for the Original Project.)

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As with the Original Project, the Modified Project would be subject to all City of Santa Clarita established environmental protection guidelines, and the project would not conflict with any local policies or ordinances protecting biological resources. The City of Santa Clarita has an Oak Tree Ordinance that Includes restrictions on oak tree removal; however, no oak trees exist within the impact area of the Modified Project (or the Original Project), and therefore no conflicts with the Oak Tree Ordinance would occur.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to biological resources, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Same as the certified 2005 Final EIR for the Original Project.)

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

As with the Original Project, no habitat conservation plans have been developed for the Modified Project area. Therefore, no conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan would occur. A similar type of document, the *Natural River Management Plan* (Valencia Company 1998), was prepared by various state and federal agencies to provide a long-term master plan approach to development along the Santa Clara River; as a matter of regulatory compliance, and as would occur under the Original Project, the Modified Project would be developed in accordance with guidelines set forth in this document. The Modified Project would not conflict with an established conservation plan and would not create impacts beyond those previously analyzed in the certified Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to biological resources, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Same as the certified 2005 Final EIR for the Original Project.)

3.5 Cultural Resources

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Appendix B, Initial Study	No	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological pursuant to Section 15064.5?	Appendix B, Initial Study	No	No	No	Yes
c. Disturb any human remains, including those interred outside of formal cemeteries?	Appendix B, Initial Study	No	No	No	Yes

As with the Original Project, the Modified Project would comply with existing plans and policies related to cultural resources, including the following:

- Los Angeles County General Plan: Conservation and Open Space Element, policy 1
- Los Angeles County Santa Clarita Area Plan: Environmental Resources Management Element, policies 1.6 and 1.7
- City of Santa Clarita General Plan: Open Space and Conservation Element, policies 10.1 – 10.6

Potential impacts of the Modified Project to cultural resources are assessed below.

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

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

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

A Cultural Resources Assessment report has been prepared for the Modified Project, and is provided as Appendix E to this EIR Addendum. The cultural resources records search performed for the project identified eight previously recorded cultural resources within the 0.5-mile search radius, two of which were located within the APE for the Modified Project. The two resources located within the APE include the historic-period Los Angeles Aqueduct (P-19-002105/ CA-LAN-002105H) and the Los Angeles Aqueduct Transmission Line (P-19-002132/ CA-LAN-002132H). Both resources are considered significant historic-period resources and have been determined eligible for the National

Register of Historic Places (NRHP) and are listed in the California Register of Historic Resources (CRHR).

The Modified Project pipeline for Phase 2 would be installed under the aqueduct and transmission line via microtunneling with construction activities designed to avoid any direct or indirect (e.g., noise, vibration, or visual) impacts to these historic-period built-environment resources. A pedestrian field survey and archival research was conducted and did not identify any additional previously recorded or unrecorded archaeological or built-environment resources within the APE. Although the lack of surface evidence of archaeological resources does not preclude their subsurface existence, the proximity of the project alignment to the hydrologically active Santa Clara River suggests past flooding events likely eroded away, or deeply buried, any archaeological resources which may been present within the riverbed and low-lying terraces south of the river. The Modified Project alignment south of the river falls primarily within road right-of-way and has been disturbed by the construction of roadways and excavation for the placement of utilities. Given these findings, it may be concluded the central and eastern portions of the Modified Project alignment, which are comparable to the Original Project alignment, contain a relatively low sensitivity for buried cultural resources.

The Santa Clara River Trail, a section of the alignment along the northern portion of the river, was constructed around 2005 and built entirely on imported fill material approximately 25 feet in depth. As discussed above, the Modified Project pipeline alignment would be placed within this bicycle trail for approximately 1,500 feet on the northern bank of the Santa Clara River. Because the bicycle trail was constructed on imported fill and because trenching for the Modified Project would not exceed 15 feet in depth, no native ground disturbance would occur within this section. The presence of archaeological sites within the vicinity suggests a moderate sensitivity for buried cultural resources in this area; however, due to the previous disturbance to the area, lack of observed resources during the pedestrian survey, non-native soils and absence of any previously recorded cultural resources within the APE, Rincon deems archaeological testing to be unwarranted.

The results of the Sacred Lands File (SLF) records search investigation were negative. Five responses were received from contacts listed provided by the California Native American Heritage Commission (NAHC). Chairperson Anthony Morales of the Gabrieleño/Tongva San Gabriel Band of Mission Indians stated that the area is highly sensitive for archaeological resources and uncovering subsurface deposits during construction is likely due to the project's proximity to the Santa Clara River and the Los Padres National Forest. Mr. Morales recommends archaeological and Native American monitoring during all ground disturbing activities associated with the project. Tribal Historic and Cultural Preservation Officer Jairo Avila of the Fernandeño Tataviam Band of Mission Indians stated the project site is highly sensitive for cultural resources and multiple Tataviam villages and a cemetery site containing eight burials are located within the vicinity of the project. Mr. Avila also stated the tribe requests consultation during the recovery process if cultural resources are located during project development.

Given the moderate potential to encounter subsurface archaeological deposits during construction within the western extent of the pipeline alignment and responses from NAHC-listed contacts, Rincon recommends archaeological and Native American monitoring be conducted for initial ground disturbance conducted at the western extent of the pipeline alignment where ground disturbing activities within native soil of moderate sensitivity would occur. Standard unanticipated discovery and avoidance measures, presented below, would be implemented with the Modified Project and are consistent with the measures identified in the 2005 Final EIR for the Original Project. As with the Original Project, the Modified Project is also required to adhere to state health and safety codes

regarding the unanticipated discovery of human remains. Therefore, the Modified Project would not result in new or more severe impacts on historical resources, archaeological resources, or human remains beyond those identified in the previously certified Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to cultural resources. The certified 2005 Final EIR for the Original Project includes Table 4.2-1, *Summary of Mitigation Measures from Plans and Policies*, on pages 4-4 and 4-5, which indicates that cultural resources mitigation measures were not identified for the Original Project because compliance with the Los Angeles County General Plan, the Los Angeles County Santa Clarita Area Plan, and the City of Santa Clarita General Plan would sufficiently reduce or avoid potential impacts. These plans are still applicable to the Modified Project, and compliance with them would reduce or avoid potential impacts in the same ways as would occur for the Original Project. However, due to the slightly modified Phase 2 alignment, and to ensure that appropriate monitoring and compliance actions are implemented to provide consistency with the aforementioned plans, three standard construction mitigation measures for cultural resources are listed below for the Modified Project. These activities were not specifically called out as mitigation measures in the 2005 Final EIR; however, they do not represent substantially new or different information, because in order for the Original Project to comply with the plans listed above, comparable monitoring and compliance activities would have also been implemented during construction.

CR-1 Archaeological and Native American Monitoring

Archaeological and Native American monitoring of initial project-related ground disturbing activities shall be conducted at the western extent of the pipeline alignment. Archaeological monitoring shall be performed under the direction of the qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983). The qualified archaeologist, in consultation with SCV Water and the Native American monitor, may recommend the reduction or termination of monitoring depending upon observed conditions (e.g., no resources encountered within the first 50 percent of ground disturbance). If archaeological resources are encountered during ground-disturbing activities, work within a minimum of 50 feet of the find must halt and the find evaluated for CRHR and NRHP eligibility. Should an unanticipated resource be found as CRHR or NRHP eligible and avoidance is infeasible, additional analysis (e.g., testing) may be necessary to determine if project impacts would be significant.

CR-2 Unanticipated Discovery of Cultural Resources

If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) should be contacted immediately to evaluate the find. If the discovery proves to be eligible for listing in the NRHP or the CRHR, additional work may be warranted, such as data recovery excavation and Native American consultation to treat the find.

CR-3 Human Remains

If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin

and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the land owner shall reinter the remains in an area of the property secure from subsequent disturbance.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

3.6 Energy

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	N/A	No	No	No	N/A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A	No	No	No	N/A

Direct impacts to energy were not analyzed in detail in the 2005 Final EIR, as this issue area was not identified in the *CEQA Guidelines* Appendix G Environmental Checklist as a separate environmental issue area. Potential impacts of the Modified Project to energy are assessed below.

Energy Background

Energy use relates directly to environmental quality because it can adversely affect air quality and can generate greenhouse gas (GHG) emissions that contribute to climate change. Fossil fuels are burned to create electricity that powers residences and commercial/industrial buildings, heats and cools buildings, and powers vehicles. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2020). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.2 percent), commercial (18.1 percent), and residential (18.1 percent) (EIA 2020).

California consumed 284,436 gigawatt-hours of electricity and 12,666 million U.S. therms of natural gas in 2018 (California Energy Commission [CEC] 2020a). Most of California's electricity is generated in-state with approximately 32 percent imported from the Northwest and Southwest in 2018 (CEC 2019). In addition, approximately 31 percent of California's electricity supply comes from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2019). Adopted on September 10, 2018, Senate Bill 100 accelerates the state's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from

eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Californians presently consume over 17 billion gallons of motor vehicle fuels per year (CEC 2020b). Though California's population and economy are expected to grow, gasoline demand is projected to decline from roughly 15.6 billion gallons in 2017 to between 12.1 billion and 12.6 billion gallons in 2030 (a 19 percent to 22 percent reduction) in response to both increasing vehicle electrification and higher fuel economy for new gasoline vehicles (CEC 2018). To reduce statewide vehicle emissions, California requires all motorists use California Reformulated Gasoline, which is sourced almost exclusively from in-state refineries. Both gasoline and diesel are primarily petroleum-based, and their consumption releases GHG emissions, including carbon dioxide and nitrogen oxides. The transportation sector is the single largest source of GHG emissions in California, accounting for 41 percent of all inventoried emissions in 2017 (CARB 2019).

a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The Original Project was approved in 2005, before the *CEQA Guidelines* were revised in 2019 to address Energy in a separate environmental issue area, and the 2005 Final EIR did not address Energy or make a determination regarding the Original Project's energy impacts. However, as previously discussed, this EIR Addendum addresses each significance threshold in the current (2020) *CEQA Guidelines Appendix G Environmental Checklist*, to provide characterization of all potential impacts of the Modified Project. Qualitative discussion is provided to compare effects of the Modified Project and the Original Project to provide comparison between the two, even though this was not addressed as an environmental issue area in 2005.

Construction Energy Demand

The Modified Project would not require significantly increased construction activity as compared to the Original Project. As compared to the Original Project, the Modified Project would install a shorter length of pipeline (6,500 feet versus 7,000 feet under the Original Project) and would implement microtunneling methods, where applicable, to reduce the area of ground disturbance.

Similar to the Original Project, energy would be consumed during construction of the Modified Project in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the Modified Project site, construction worker travel to and from the Modified Project site, and vehicles used to deliver materials to the site.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of 13 California Code of Regulations Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes, which would minimize unnecessary fuel consumption. Construction equipment would be subject to the United States EPA Construction Equipment Fuel Efficiency Standard (40 Code of Federal Regulations Parts 1039, 1065, and 1068), which would minimize inefficient fuel consumption. In addition, due to increased fuel efficiency standards since 2005, the Modified Project's Phase 2 construction equipment would be more fuel-efficient than the 2005 Final EIR anticipated. Furthermore, in the interest of cost efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary.

Therefore, construction of the Modified Project would not result in a potential impact due to wasteful, inefficient, or unnecessary consumption of energy resources, and no construction-related energy impact would occur as a result of the Modified Project. Although Energy was not assessed as an issue area in the 2005 Final EIR, it is assumed that potential energy-related construction impacts of the Original Project were comparable to the Modified Project, due to the same project type, purpose, general location, applicable management plans, and equipment used during construction.

Operational Energy Demand

Similar to the Original Project, electricity from the regional grid would be used to pump water through the pipelines proposed under the Modified Project. The purpose of the Original Project is to increase conveyance capacity to serve the current and projected population in the SCV Water service area. The Modified Project would not increase the pipeline capacity beyond that previously identified under the Original Project. Energy usage would be consistent with other water infrastructure in the region.

Therefore, energy demand associated with the Modified Project would not be wasteful, inefficient, or unnecessary. No impact would occur.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to energy use, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Not analyzed in the certified 2005 Final EIR for the Original Project.)

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

SCV Water does not have any specific renewable energy or energy efficiency plans. In 2012, the City of Santa Clarita adopted its Climate Action Plan (CAP), a document identifying strategies the City can adopt to reduce the amount of GHGs produced in the community. The City of Santa Clarita's CAP also includes measures to reduce energy consumption, including installing higher efficacy public street lighting and encouraging the use of solar power throughout the community. The CAP specifically identifies water efficiency measures to reduce electricity required to pump, treat, and distribute water, including low-flow water fixtures and water-efficient landscape irrigation systems (City of Santa Clarita 2012).

Neither the Original Project nor the Modified Project would conflict with or obstruct implementation of the water efficiency measures identified in the City of Santa Clarita's CAP. Increased user-end efficiency and conservation measures would improve the energy efficiency of the water infrastructure system as a whole.

Senate Bill (SB) 100 mandates 100 percent clean electricity for California by 2045. Because both the Original Project and Modified Project would be powered by the existing electricity grid, either project would eventually be powered by renewable energy mandated by SB 100 and would not conflict with the State plan for renewable energy.

As such, the Modified Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No impact would occur.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to renewable energy or energy efficiency plans, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Not analyzed in the certified 2005 Final EIR for the Original Project.)

3.7 Geology and Soils

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1. 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?	Appendix B, Initial Study	No	No	No	N/A
2. Strong seismic ground shaking?	Appendix B, Initial Study	No	No	No	N/A
3. Seismic-related ground failure, including liquefaction?	Appendix B, Initial Study	No	No	No	N/A
4. Landslides?	Appendix B, Initial Study	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	Appendix B, Initial Study	No	No	No	N/A
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?	Appendix B, Initial Study	No	No	No	N/A

		Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
d.	Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Appendix B, Initial Study	No	No	No	N/A
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Appendix B, Initial Study	No	No	No	Yes
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Appendix B, Initial Study	No	No	No	N/A

As with the Original Project, the Modified Project would comply with existing plans and policies related to geology and soils, including the following:

- Los Angeles County General Plan: Land Use Element, policies 7, 25, 26, and 28; Safety Element, policies 1 – 7, 8, and 10; Conservation and Open Space Element, policy 17
- Los Angeles County Santa Clarita Area Plan: Land Use Element, policies 4.1 and 4.2; Safety Element, policies 3.3 and 4.2; Environmental Resources Management Element, policy 3.3
- City of Santa Clarita General Plan: Open Space and Conservation Element, policies 2.2 and 5.1; Safety Element, policies 1.3 – 1.6, 1.8, 1.12, 1.13

Potential impacts of the Modified Project to geology and soils are assessed below. In addition, the 2020 *CEQA Guidelines* addresses paleontological resources under significance criterion 3.7(f); accordingly, paleontological resources are assessed below.

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

   a.1 *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?*

   a.2 *Strong seismic ground shaking?*

   a.3 *Seismic-related ground failure, including liquefaction?*

   a.4 *Landslides?*

Potential risks and susceptibility to earthquakes and seismicity is site-specific and related to proximity of the project site to faults. The Modified Project would implement a revised alignment for the Phase 2 pipeline; however, this revised alignment would be situated in the same geologic and seismic environment as assessed for the Original Project. Since analysis of the Original Project for the certified 2005 Final EIR, no major geologic or seismic events have occurred that have altered the environmental setting in the project area.

As discussed in the certified 2005 Final EIR, the project area is subject to liquefaction, which is most likely to occur in areas that are saturated at very shallow depths, such as adjacent to the Santa Clara River. The Modified Project includes a revised alignment for the Phase 2 pipeline, which would cross under the Santa Clara River approximately 1,500 feet downstream of where the Original Project pipeline would cross the river; however, this realignment would not alter the potential for geologic impacts to occur, because the environmental setting and associated hazards are the same as described in the certified 2005 Final EIR. There have been no substantial changes in information regarding seismic risk in the area since certification of the 2005 Final EIR.

Therefore, the proximity to known earthquake faults and the potential for fault rupture, seismic ground shaking, liquefaction, and landslides at the project site described for the Original Project in the certified Final EIR would also be applicable to the Modified Project. The Modified Project would not increase the intensity of use of the project site relative to the Original Project. Therefore, the Modified Project would not substantially increase the number of people or structures potentially exposed to seismic risks relative to the Original Project. The Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to geologic and seismic hazards, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

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

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

As with the Original Project, construction of the Modified Project would involve soil-disturbing activities that could result in soil erosion, and best management practices would be implemented during construction activities to minimize or avoid the potential for adverse impacts to occur. The Phase 2 pipeline for the Modified Project is approximately 500 feet shorter than under the Original Project, and the potential for soil erosion or impacts associated with soil characteristics to occur is therefore also less. In addition, the Modified Project would cross under the Santa Clara River at a more narrow point than under the Original Project, and would use a combination of open-cut trenching and microtunneling; corresponding ground disturbance associated with the Modified Project would therefore be less than the Original Project.

As with the Original Project, the Modified Project is subject to County review for the issuance of a grading permit, and the same types of erosion control measures included as a condition of approval for the Original Project are also anticipated for the Modified Project. The potential for the Modified Project to result in unstable soils or to be damaged from expansive soils would be the same as the Original Project. The Modified Project would result in no new or more severe impacts related to unstable or expansive soils beyond those previously identified for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to soil hazards, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

As with the Original Project, the Modified Project would not construct new wastewater disposal systems and would not involve the construction of septic tanks or alternative wastewater disposal systems on the project site. The Modified Project would result in no new or more severe impacts related to the use of septic tanks or alternative wastewater systems beyond those identified in the previously certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to septic tanks or alternative wastewater disposal systems, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the Initial Study for the Original Project.)

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

Paleontological resources were assessed in the Initial Study for the Original Project, which is attached to the certified 2005 Final EIR as Appendix A. As discussed therein, paleontological resources are generally found in sedimentary rock units, including Pliocene and Pleistocene strata. Vertebrate fossils typically have more paleontological value than invertebrate fossils, which are fairly common throughout Southern California. Most vertebrate fossils are found in non-marine sedimentary deposits in Southern California. Exposures of non-marine fossils occur along incised river terraces or within continental terraces of late Pleistocene age. Vertebrate fossils are somewhat randomly scattered throughout, and most bone material is discovered by chance exposure.

As with the Original Project, construction of the Modified Project would have potential to damage or destroy unique paleontological resources in the underlying Saugus Formation, which is considered to have high paleontological sensitivity. The Modified Project would have a slightly lower potential to encounter paleontological resources than the Original Project, due to the construction of 500 feet less of new pipeline, as well as abandoning existing pipeline in place rather than removing it as proposed under the Original Project, and the use of microtunneling to construct portions of the pipeline. The Modified Project would not result in new or more severe impacts to unique paleontological resources or sites or unique geologic features beyond those identified in the previously certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to paleontological resources, and no new mitigation measures are necessary. For reference, the mitigation measure identified in the Initial Study for the Original Project and on pages ES-6 through ES-7 of the certified 2005 Final EIR for the Original Project, which would also be implemented for the Modified Project, is provided below.

GEO-1 Paleontological Resources

In the event paleontological fossils are encountered during excavation, work will be stopped immediately and temporarily redirected until a qualified paleontologist is retained to determine the potential significance of the find. If the fossils are found to be significant, they will be removed and curated at the proper repository, A preconstruction workshop will be conducted by a qualified paleontologist to ensure that any new discoveries are adequately recorded, evaluated, and, if significant, mitigated. The workshop minimally will address the following: review the types of paleontological resources that may be uncovered; provide examples of common paleontological fossils to examine; what makes a paleontological resource significant; what would temporarily stop construction and for how long; procedures that would be used to record, evaluate, and mitigate new discoveries with a minimum of delay; and describe reporting requirements and the responsibilities of the construction supervisor and crew.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

3.8 Greenhouse Gas Emissions

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Pages 4.5-29 through 4.5-34	No	No	No	Yes
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Pages 4.5-29 through 4.5-34	No	No	No	Yes

Direct impacts to greenhouse gas emissions were not analyzed in detail in the 2005 Final EIR, as this issue area was not identified in the *CEQA Guidelines* Appendix G Environmental Checklist as a separate environmental issue area. Potential impacts of the Modified Project to greenhouse gas emissions are assessed below.

Climate Change Background

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (2007), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-twentieth century.

GHGs are gases that absorb and re-emit infrared radiation in the atmosphere. The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane, nitrous oxide, fluorinated gases such as hydrofluorocarbons and perfluorocarbons, and sulfur hexafluoride. Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and methane are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Anthropogenic GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and sulfur hexafluoride (United States Environmental Protection Agency 2020).

The accumulation of GHGs in the atmosphere regulates Earth's temperature. Without the natural heat-trapping effect of GHGs, Earth's surface would be about 34 degrees Celsius cooler (California Environmental Protection Agency 2006). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of GHGs in the atmosphere beyond the level of naturally occurring concentrations. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Some of the potential impacts of climate change in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018). While these potential impacts identify the possible effects of climate change at a statewide level, in general, scientific modeling tools are currently unable to predict what impacts would occur locally.

Significance Thresholds

The majority of individual projects do not generate sufficient GHG emissions to create significant project-specific environmental effects. However, the environmental effects of a project's GHG emissions can contribute incrementally to cumulative environmental effects that are significant, contributing to climate change, even if an individual project's environmental effects are limited (*CEQA Guidelines* Section 15064[h][1]). As such, the issue of a project's environmental effects and contribution towards climate change typically involves an analysis of whether or not a project's contribution towards climate change is cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

CEQA Guidelines Section 15064.4 recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including: the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted for the reduction or mitigation of GHG emissions. *CEQA Guidelines* Section 15064.4 does not establish a threshold of significance for GHG emissions; rather, lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, as long as any threshold chosen is supported by substantial evidence (see *CEQA Guidelines* Section 15064.7[c]). The *CEQA Guidelines* also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see *CEQA Guidelines* Section 15130[f]).

SCV Water has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. In 2012, the City of Santa Clarita adopted a CAP for the purposes of achieving identified GHG emission reduction goals by 2020 as outlined in AB 32. However, as the Modified Project would

be operational post-2020, the CAP was not utilized for the purposes of evaluating the significance of the Modified Project's GHG emissions. This analysis qualitatively compares the GHG-generating activities associated with the Original Project against the GHG-generating activities associated with the Modified Project.

a. *Would the project 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?*

The Original Project was approved in 2005 before the March 2010 amendment to CEQA added GHGs to the Appendix G checklist of the *CEQA Guidelines*. The 2005 Final EIR did not analyze the Original Project's GHG emissions.

As previously described, the Modified Project would not require significantly increased construction activity as compared to the Original Project. As compared to the Original Project, the Modified Project would install a shorter length of pipeline (6,500 feet versus 7,000 feet under the Original Project) and would implement microtunneling methods, where applicable, to reduce the area of ground disturbance. In addition, due to increased fuel efficiency standards since 2005, the Modified Project's Phase 2 construction equipment would be more fuel-efficient than the 2005 Final EIR anticipated. Therefore, GHG emissions associated with the Modified Project would be equivalent to or less than those associated with the Original Project.

The Modified Project would not increase operation and maintenance activities associated with the proposed pipeline as compared to the Original Project. As with the Original Project, operational GHG emissions associated with the Modified Project would be negligible. Accordingly, the Modified Project would not result in a new or substantially more severe impact related to GHG emissions.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to GHG emissions and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Not analyzed in the certified 2005 Final EIR for the Original Project.)

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3.9 Hazards and Hazardous Materials

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Appendix B, Initial Study	No	No	No	N/A
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?	Appendix B, Initial Study	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	Appendix B, Initial Study	No	No	No	N/A
d. Be located on a site that is included on a list of hazardous material 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?	Appendix B, Initial Study	No	No	No	N/A
e. For a project located in 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?	Appendix B, Initial Study	No	No	No	N/A

		Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Appendix B, Initial Study	No	No	No	N/A
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Appendix B, Initial Study	No	No	No	N/A

Direct impacts to hazards and hazardous materials were not analyzed in detail in the 2005 Final EIR, as this issue area was screened out in the Initial Study for the Original Project as having less than significant impacts. As with the Original Project, the Modified Project would comply with existing plans and policies related to hazards and hazardous materials, including the following:

- Los Angeles County General Plan: Conservation and Open Space Element, policy 29; Safety Element Wildland and Urban Fire Hazards, policies 15 – 19; Hazardous Materials, policies 20 – 24; Emergency Response, Preparedness, and Recovery, policies 25 – 35; Research and Safety Information Systems, policies 36 – 38
- Los Angeles County Santa Clarita Area Plan: Public Services and Facilities Element, policies 1.1, 1.2, 3.3, and 4.1
- City of Santa Clarita General Plan: Safety Element, policies 2.1, 3.1 – 3.10, and 4.1 – 4.5

The City of Santa Clarita developed a Local Hazard Mitigation Plan to protect citizens, critical facilities, infrastructure, private property, and the environmental from natural and man-made hazards, including wildfire (City of Santa Clarita 2015). The plan includes emergency response and emergency evacuation protocols. Potential impacts of the Modified Project to hazards and hazardous materials are assessed below.

a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

As described in the Initial Study for the Original Project (included as Appendix A to the 2005 Final EIR), during construction, heavy equipment and vehicles would be present in the project area, and all contractors would be required to adhere to mandatory federal Occupational Safety and Health Administration (OSHA) regulations for the handling, transport, storage, and use of hazardous or potentially hazardous materials. The use of construction equipment would require several

petroleum products such as fuel, hydraulic fluids, and lubricants for effective operation. Lubricant and hydraulic fluid changes and replenishment would be required infrequently. Typically, service trucks deliver these types of fluids to the site and then perform the necessary fuel and oil transfers. The risk of small fuel or oil spills is considered possible but small and would be immediately cleaned up in accordance with permit conditions. Therefore, any potential accidental spill or release of hazardous materials have a negligible potential impact on public health.

During off working hours, heavy equipment and vehicles in areas that could be accessed by the public would be secured in a general contractor's staging area that would not pose a safety hazard. Furthermore, because the Modified Project would install 500 feet less of new pipeline, the potential for accident or spill conditions to occur is also less than under the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to hazardous materials, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Except for fuel and associated materials required to operate construction equipment and vehicles, the project would not include the handling, use, or storage of hazardous materials. There are no public schools within 0.25 mile of the Modified Project alignment. There are two private specialty schools located near the northwestern intersection of Soledad Canyon Road and Golden Valley Road, near the Greenbriar Mobile Estates. Both are more than 0.25 mile of the Modified Project alignment. In addition, the Original Project alignment for Phase 2 was located closer to Greenbriar Mobile Estates than the Modified Project; therefore, although the Modified Project already would not emit hazardous emissions or handle hazardous materials or waste within 0.25 mile of a school, it also would have less potential to affect existing schools that the Original Project. The Modified Project would not substantially change the use or transport of hazardous materials on or around the site, and would not result in new or more severe impacts than the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to hazardous materials and the proximity of local schools, and no new mitigation measures would be necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

d. Would the project be located on a site that is included on a list of hazardous material 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?

The Modified Project alignment is not included on the Department of Toxic Substances Control (DTSC) list of hazardous materials sites (Cortese list) compiled pursuant to Government Code Section 65962.5 (DTSC 2020). There are no known open case hazardous material sites on lists compiled pursuant to Government Code Section 65962.5 within 0.25 mile of the project site. Therefore, consistent with the findings of the certified 2005 Final EIR for the Original Project, the Modified Project would have no new or more severe impacts related to contaminated sites.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to hazardous materials sites, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the Initial Study for the Original Project.)

e. For a project located in 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?

The Modified Project, as with the Original Project, is not located within an airport land use plan or within two miles of a public airport or public use airport. Air traffic associated with local airports would not result in a safety hazard or excessive noise on or around the project site. Consistent with the findings of the certified 2005 Final EIR for the Original Project, the Modified Project would have no impact.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to airport land use plans or the proximity of a public use airport, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the Initial Study for the Original Project.)

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

Most of the pipeline alignment would be constructed in areas that have no vehicular access, and construction of the project pipeline in these areas would therefore have no potential to conflict with emergency response or evacuation plans. For portions of the pipeline that would be constructed in roadways, temporary access restrictions would be employed as needed to maintain safety of workers and the public. As with the Original Project, construction of the Modified Project would include the temporary closure of one lane of a two-lane street to provide the space required for underground installation of the proposed pipeline segments. The other lane would be open at all times, such that access to and from the surrounding areas would be maintained. In addition, alternate access roads are present in the area. Therefore, although slow-moving construction-related traffic may temporarily reduce optimal traffic flows in the area, this would not significantly delay emergency vehicles traveling through the area; any delays would be minor and would only affect short segments of roadways. The Modified Project would have no new or more severe impacts than the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to emergency response plans or emergency evacuation plans, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As would occur under the Original Project, some construction equipment that would be used for construction of the Modified Project contain fuel tanks with capacity of up to 500 gallons, and it is possible that accidental ignition could occur during equipment operation, potentially resulting in a fire which, depending on the location, could spread to the surrounding area. However, all such equipment is required to have fire suppression features on board or at the work site. In addition, in accordance with City of Santa Clarita Fire Code, an adequate on-site supply of water with all-weather access for fire-fighting equipment and emergency vehicles would be maintained during construction activities (City of Santa Clarita 2020). Additionally, emergency fire services are located near the project site. The Modified Project would result in no new or more severe impacts related to exposure to wildland fire hazards than the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to wildland fires, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

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3.10 Hydrology and Water Quality

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Appendix B, Initial Study	No	No	No	N/A
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Appendix B, Initial Study	No	No	No	N/A
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:	Appendix B, Initial Study	No	No	No	N/A
(i) Result in substantial erosion or siltation on- or off-site	Appendix B, Initial Study	No	No	No	N/A
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	Appendix B, Initial Study	No	No	No	N/A
(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	Appendix B, Initial Study	No	No	No	N/A

		Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
	(iv) Impede or redirect flood flows?	Appendix B, Initial Study	No	No	No	N/A
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Appendix B, Initial Study	No	No	No	N/A
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Appendix B, Initial Study	No	No	No	N/A

Direct impacts to hydrology and water quality were not analyzed in detail in the 2005 Final EIR, as this issue area was screened out in the Initial Study for the Original Project as having less than significant direct impacts. As with the Original Project, the Modified Project would comply with existing plans and policies related to water quality, including the following:

- Los Angeles County General Plan: Open Space Element, policies 4 - 6 and 26; Safety Element, policies 11 – 14
- Los Angeles County Santa Clarita Area Plan: Public Services and Facilities Element, policies 1.1, 1.2, 3.3, and 4.1
- City of Santa Clarita General Plan: Open Space and Conservation Element, policies 5.1 – 5.3, 5.6, and 7.1 – 7.15; Public Services, Facilities, and Utilities Element, policies 1.2 – 1.8; Public Safety Element, policy 1.10
- Los Angeles RWQCB Basin Plan and Santa Clara River Basin Plan.

In addition, compliance with the federal Clean Water Act (Section 404) would require the development and implementation of a project-specific Stormwater Pollution Prevention Plan (SWPPP) during construction, as did the Original Project.

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The Modified Project would be subject to the same water quality standards and waste discharge requirements as the Original Project. As with the Original Project, construction activity associated with the Modified Project, including grading, could have the potential to degrade water quality due to sediment erosion or the presence of contaminants located within the soils. The quantity of ground disturbance associated with construction was not provided in the 2005 Final EIR; however, based upon the use of microtunneling instead of traditional boring, as well as the shorter length of the Phase 2 pipeline, it is reasonably determined that the Modified Project would result in less ground disturbance than the Original Project. The potential for violation of water quality standards

or waste discharge requirements to occur as a result of ground disturbing activities during construction would also be less under the Modified Project.

The Modified Project would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality. The Modified Project would result in no new or more severe impacts related to water quality and wastewater discharge requirements.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to water quality, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

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

As with the Original Project, construction of the Modified Project would require a temporary water supply during construction, primarily for dust control. This would be provided from existing SCV Water supply and would not decrease groundwater supplies due to the minimal and temporary nature of construction water use. Neither the Modified Project nor the Original Project would introduce new areas of impermeable surfaces such that groundwater recharge could be affected, as the pipeline would primarily be situated within existing paved roadways. The Modified Project would result in no increases in long-term water demand. Impacts on groundwater supplies and groundwater recharge would, as with the Original Project, be less than significant. No new or more severe significant impacts would occur as a result of the Modified Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to groundwater supply or recharge, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

   i. *Result in substantial erosion or situation 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?*

   iv. *Impede or redirect flood flows?*

Neither the Modified Project nor the Original Project would change the course of any stream or river. The Modified Project would cross under the Santa Clara River at a narrower point than the Original Project would, reducing the area of ground disturbance and associated potential to result in erosion or siltation. The disturbance area would be restored after construction, and existing drainage patterns would be maintained. After construction, the pipeline would be underground, and would not affect drainage patterns. The Modified Project would not introduce new impermeable surfaces, create or contribute to runoff water, or impede or redirect flood flows. Standard construction BMPs would be implemented in accordance with a project-specific SWPPP. Therefore, the Modified Project would have no new or more severe significant impacts related to erosion, runoff, or drainage pattern alterations than the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to drainage pattern alterations, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The Modified Project would be located on the same area as the Original Project, which is not subject to inundation by tsunami or seiche. The proposed pipeline is located in the flood hazard area associated with the Santa Clara River; however, as with the Original Project, the pipeline would be underground, and would not introduce hazards associated with flooding inundation. The Modified Project would therefore have no new or more severe significant impacts related to potential release of pollutants in flood hazard, tsunami, or seiche zones.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to flood hazards, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

This significance threshold was not included in the *CEQA Guidelines* in effect at the time of preparation of the 2005 EIR for the Original Project. Nonetheless, as discussed throughout this section of the Addendum, the Modified Project would have no new or more severe significant impacts related to water quality or groundwater than the Original Project.

The Sustainable Groundwater Management Act (SGMA) of 2014 requires the preparation of Groundwater Sustainability Plans (GSPs) for groundwater basins throughout California, with each GSP developed and administered by a Groundwater Sustainability Agency (GSA) approved by the California Department of Water Resources (DWR). The project site is within the management jurisdiction of the Santa Clarita Valley GSA, which is currently developing a GSP for the area. Completion of the Santa Clarita Valley GSP is anticipated by January 2022. The Modified Project would not result in adverse impacts to water quality or groundwater supply, as discussed above, and would not impede the implementation of a water quality control plan or sustainable groundwater management plan.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to wildland fires, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the Initial Study for the Original Project.)

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3.11 Land Use and Planning

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Physically divide an established community?	Appendix B, Initial Study	No	No	No	N/A
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?	Appendix B, Initial Study	No	No	No	N/A

Land use were not analyzed in detail in the 2005 Final EIR, as this issue area was screened out in the Initial Study for the Original Project as having less than significant impacts. As with the Original Project, the Modified Project would comply with existing plans and policies related to land use, including all Land Use Element policies identified in the Los Angeles County General Plan, the Los Angeles County Santa Clarita Area Plan, and the City of Santa Clarita General Plan.

a. Would the project physically divide an established community?

As discussed in Section 3.10, *Hazards and Hazardous Materials,* above, under significance threshold (f), most of the pipeline alignment would be constructed in areas that have no vehicular access, and the pipeline would be installed below ground. As with the Original Project, the Modified Project would not change the circulation pattern of the area and would not physically divide an established community. The Modified Project would therefore result in no new or more severe impacts related to dividing established communities beyond those identified in the previously certified Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to the potential to physically divide existing communities, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the Initial Study for the Original Project.)

b. *Would the project 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?*

The Modified Project would be located at the same general area with the same land uses as the Original Project. Development throughout the area has continued to expand since the certified 2005 Final EIR; such expansion has been consistent with General Plan projections for the area, which are acknowledged throughout the 2005 Final EIR as well as this 2020 EIR Addendum. Therefore, the Modified Project would result in no new or more severe impacts related to consistency with applicable land uses plans, ordinances, and policies beyond those identified in the previously certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to land use plans, policies, or regulations, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the Initial Study for the Original Project.)

3.12 Mineral Resources

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Appendix B, Initial Study	No	No	No	N/A
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?	Appendix B, Initial Study	No	No	No	N/A

Direct impacts to mineral resources were not analyzed in detail in the 2005 Final EIR, as this issue area was screened out in the Initial Study for the Original Project as having less than significant impacts. In addition, the Initial Study (provided as Appendix A to the certified 2005 Final EIR), addressed mineral resources under "Geology and Soils" because the CEQA Environmental Checklist at that time did not call out a separate issue area for mineral resources, as done here for consistency with the 2020 *CEQA Guidelines*. As with the Original Project, the Modified Project would comply with existing plans and policies related to mineral resources, which are addressed above in Section 3.8, *Geology and Soils*. Potential impacts of the Modified Project to mineral resources are assessed below.

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

b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The 2005 Final EIR determined the Original Project will have no impact to mineral resources because the area affected by pipeline construction is not suitable for mineral resource extraction and the pipeline only requires a narrow corridor. The Modified Project site is located in the same river wash as the Original Project site. As discussed in the 2005 Final EIR, most of the Santa Clara River wash is zoned as Mineral Resource Zone (MRZ-2), indicating that significant mineral deposits are present or that a high likelihood for their presence exists. Natural sand and gravel deposits suitable for construction aggregate are found in the Santa Clara River within the vicinity of the Original Project site and Modified Project site. However, as discussed in the 2005 Final EIR, this section of the Santa Clara River is identified by the City of Santa Clarita as a Significant Ecological Area (SEA), which limits construction and development within the 100-year floodplain where extraction would occur.

Similar to the Original Project, implementation of the Modified Project would not inhibit potential future oil and gas extraction beneath the site because the Modified Project only requires a narrow corridor, and modern directional drilling techniques are capable of extracting oil and gas from great lateral distances. Furthermore, the Modified Project would not affect any ongoing mineral resource recovery operations in the vicinity of the Modified Project site. Accordingly, the Modified Project would not introduce new impacts or substantially increased impacts related to mineral resources and would be consistent with the impact analysis provided in the 2005 Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to mineral resources, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Same as the Initial Study for the Original Project.)

3.13 Noise

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate 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?	Pages 3.3-1 – 3.3-4 and 4-12	No	No	No	Yes
b. Generate excessive groundborne vibration or groundborne noise levels?	Pages 3.3-1 – 3.3-4 and 4-12	No	No	No	N/A
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, expose people residing or working in the project area to excessive noise levels?	Pages 3.3-1 – 3.3-4 and 4-12	No	No	No	N/A

As with the Original Project, the Modified Project would comply with existing plans and policies related to noise, including the following:

- Los Angeles County Santa Clarita Area Plan: Noise Element, policies 1 - 16
- Los Angeles County Santa Clarita Area Plan: Noise Element, policies 1.2 and 1.3
- City of Santa Clarita General Plan: Noise Element, policies 1.2 and 1.4, 2.1 – 2.8, and 3.1 – 4.3

Potential impacts of the Modified Project related to noise are assessed below.

a. *Would the project result in 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?*

Consistent with the City of Santa Clarita noise ordinance, construction activities would not occur between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, between 6:00 p.m. and 8:00 a.m. on Saturdays, anytime on Sunday and major holidays. In addition, construction noise above 65 decibels (dBA) into 70 dBA are permitted for up to 15 minutes an hour and up to 75 dBA for up to 5 minutes an hour in residential areas. As discussed in the certified 2005 Final EIR for the Original Project, construction activities would occur during the hours and days allowed by the City of Santa Clarita. Pipeline construction would require a variety of equipment depending on the conditions along the route, potentially including a hydraulic excavator, trucks, paving equipment crane, and gas welding machine. The certified 2005 Final EIR determined that as a worst-case scenario, construction of the Original Project would generate a maximum hourly noise level of approximately 89 dBA at 100 feet from the construction site, and noise would decrease by 6 dBA for every doubling of the distance, such that construction noise would be reduced to approximately 77 dBA at 400 feet from the construction site. During the construction period, these temporary noise levels would potentially expose residents of the East Greenbrier Mobile Home Park to noise levels that could exceed City of Santa Clarita standards.

The Modified Project would move the Phase 2 pipeline farther away from the Greenbrier Mobile Home Park, by continuing on the northern bank of the Santa Clara River for approximately 1,500 feet away from the Greenbrier Mobile Home Park prior to crossing under the river. There are no new receptors along the realigned section of the Phase 2 pipeline that were not previously identified in the 2005 Final EIR. In addition to reducing the levels of temporary construction noise experienced at the Greenbriar Mobile Home Park, the alignment revision would not expose new sensitive noise receptors to temporary construction noise. Accordingly, while the certified 2005 Final EIR found that the Original Project would result in significant noise impacts due to the potential for temporary construction noise to exceed local City of Santa Clarita noise thresholds for residents of the Greenbrier Mobile Home Park, this EIR Addendum finds that the Modified Project would result in less than significant noise impacts due to being situated farther away from residents of the Greenbrier Mobile Home Park.

During operation and maintenance of the project, ambient noise levels would be the same as existing conditions, as no operational noise is associated with the pipeline. Therefore, the Modified Project would not have any new or more severe significant impacts related to substantial temporary or permanent increases in ambient noise levels beyond those identified in the certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to noise, and no new mitigation measures are necessary. For reference, the mitigation measures identified on pages 3.3-4 and 3.3-5 of the certified 2005 Final EIR for the Original Project, which would also be implemented for the Modified Project, are provided below.

NOI-1 Notice of Construction Noise

Advance notice of construction activities will be provided to nearby residents and businesses.

NOI-2 Noise Reduction Measures

When construction activities occur sufficiently close to residential, commercial, and industrial uses to exceed City of Santa Clarita noise standards, one or more of the following noise reduction measures will be implemented:

- All internal combustion engine-powered equipment will be properly muffled and in good repair;
- Machines will not be left idling;
- Electric power will be used in lieu of internal combustion engine power whenever possible;
- Noisy activities will be scheduled to minimize their duration at the site;
- If noise complaints are received, the contractor will conduct monitoring of noise levels, with corrective actions taken in response to excessive noise levels.

Such measures could include constructing a temporary acoustic barrier between the noise source and the sensitive receptor.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Less than the certified 2005 Final EIR for the Original Project.)

b. Would the project generate excessive groundborne vibration or groundborne noise levels?

The Initial Study for the Original Project determined that the project would not have the potential to result in impacts related to groundborne vibration or groundborne noise levels. As stated in the Initial Study, which is included as Appendix A to the certified 2005 Final EIR, although some groundborne vibration could result from construction of the Original Project, the project would not require the use of equipment that created excessive groundborne vibration or groundborne noise either during construction or operations. The Modified Project would construct 500 feet less of pipeline than would the Original Project, and would use a combination of open-cut trenching and microtunneling to reduce the construction disturbance area. Accordingly, the potential for the Modified Project to result in groundborne vibration or groundborne noise would be less than described for the Original Project. The Modified Project would not result in new sources of groundborne vibration and would not result in new or substantially more severe significant impacts related to vibration beyond those identified in the certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur due to groundborne vibration and noise, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the certified 2005 Final EIR for the Original Project.)

c. *Would the project be 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, and expose people residing or working in the project area to excessive noise levels?*

As with the Original Project, the Modified Project is not located within the vicinity of a private airstrip or airport land use plan. The Modified Project would not result in new or substantially more severe significant impacts related to airport noise beyond those identified in the previously certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur due to the vicinity of an airstrip or airport land use plan, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the certified 2005 Final EIR for the Original Project.)

3.14 Population and Housing

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Pages 3.4-1 through 3.4-2	No	No	No	N/A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Pages 3.4-1 through 3.4-2	No	No	No	N/A

The 2005 Final EIR determined the Original Project will not directly induce population growth or displace people or housing, but would remove an obstacle to future population growth by allowing SCV Water to serve the anticipated future population of a portion of its service area. Direct impacts to population and housing were determined to be less than significant. As discussed in Section 1.1, *Background,* the certified 2005 Final EIR found that the Original Project would result in significant unavoidable indirect impacts to population and housing by removing an obstacle to growth and thereby facilitating population growth. As described in the Project Description, the purpose of the project is to accommodate service for planned growth within SCV Water's service territory; that remains the purpose with the Modified Project. Therefore, the indirect impacts of the project from removing an obstacle to growth are the same as previously described for the Original Project, and are considered significant and unavoidable. This EIR Addendum assesses whether the Modified Project would result in new or substantially different impacts, as discussed below.

The Modified Project would not increase the pipeline capacity beyond the capacity analyzed under the Original Project. The Modified Project would not result in acquisition of additional water supplies and would not expand service beyond areas presently served by existing infrastructure. As with the Original Project, the Modified Project would not include construction of new homes or businesses and would therefore not directly induce population growth in the service area, nor would it indirectly induce population growth as a result of new employment opportunities. However, as mentioned above, and as would occur under the Original Project, the Modified Project would remove an obstacle to growth, and therefore indirect impacts to population growth are considered significant and unavoidable, consistent with the certified 2005 Final EIR.

The Modified Project would avoid disturbance and associated construction access restrictions to the East Greenbrier Mobile Home Park, which would be traversed by the Original Project. Similar to the

Original Project, the Modified Project does not propose the demolition of housing, necessitating the construction of replacement housing elsewhere. Accordingly, the Modified Project would not introduce new impacts or substantially increased impacts related to population and housing and would be consistent with the impact analysis provided in the 2005 Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to population and housing, and no new mitigation measures are necessary.

Conclusion

POTENTIALLY SIGNIFICANT IMPACT

(Same as the certified 2005 Final EIR for the Original Project.)

3.15 Public Services

		Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:						
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:					
1	Fire protection?	Appendix B, Initial Study	No	No	No	Yes
2	Police protection?	Appendix B, Initial Study	No	No	No	N/A
3	Schools?	Appendix B, Initial Study	No	No	No	N/A
4	Parks?	Appendix B, Initial Study	No	No	No	N/A
5	Other public facilities?	Appendix B, Initial Study	No	No	No	N/A

Direct impacts to public services were not analyzed in detail in the 2005 Final EIR, as this issue area was screened out in the Initial Study for the Original Project as having less than significant impacts. As with the Original Project, the Modified Project would comply with existing plans and policies related to public services, including the following:

- Los Angeles County Santa Clarita Area Plan: Land Use Element, policy 7.1
- City of Santa Clarita General Plan: Land Use Element, policies 1.2 – 1.5; Public Services, Facilities, and Utilities Element, policies 1.2 – 1.5, 1.14. 1.16 – 1.18, 2.1, and 2.2

Potential impacts of the Modified Project to public services are assessed below.

a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:*

   1. *Fire protection?*
   2. *Police protection?*
   3. *Schools?*
   4. *Parks?*
   5. *Other public facilities?*

The 2005 Final EIR determined the Original Project would have no impact to public services.

Similar to the Original Project, the Modified Project would not include any features or facilities requiring additional or unusual fire or police protection resources. It is expected construction workers would be local to the city of Santa Clarita and the surrounding area, and construction would not generate new population growth. The existing SCV Water workforce would operate the Modified Project. In addition, the Modified Project would not change existing demand for public services because population growth would not result from construction of the Modified Project.

Accordingly, the Modified Project would not introduce new impacts or substantially increased impacts related to public services and would be consistent with the impact analysis provided in the 2005 Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to public services, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the Initial Study for the Original Project.)

3.16 Recreation

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Appendix B, Initial Study	No	No	No	N/A
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Appendix B, Initial Study	No	No	No	N/A

Direct impacts to recreation were not analyzed in detail in the 2005 Final EIR, as this issue area was screened out in the Initial Study for the Original Project as having less than significant impacts. As with the Original Project, the Modified Project would comply with existing plans and policies related to recreation, including the following:

- Los Angeles County General Plan: Conservation and Open Space Element, policies 4 – 6, and policy 26
- Los Angeles County Santa Clarita Area Plan: Environmental Resources Management Element, policies 5.1 – 5.8; Trails, policies 6.1 – 6,6; Bikeways, policies 7.1 – 7.6
- City of Santa Clarita General Plan: Parks and Recreation Element, policy 4.1

Potential impacts of the Modified Project to recreation are assessed below.

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. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The Project would not increase the use of existing neighborhood and regional parks, nor does it include recreational facilities or require the construction or expansion of recreational facilities. The Modified Project alignment for Phase 2 would continue on the north bank of the Santa Clara River for 1,500 feet beyond where the Original Project would cross the river. This alignment modification would avoid the East Greenbriar Mobile Home Park, including the greenbelt and paved storage area maintained within the mobile home park for recreational vehicles that would have been temporarily closed or limited by access restrictions during construction of the Original Project. This alignment modification would also place the Phase 2 pipeline within an existing bicycle pathway for approximately 1,500 feet, requiring the pathway to be temporarily closed or limited by access restrictions during construction of the Modified Project.

As such, construction of the Modified Project would temporarily limit public access to the bicycle pathway that would not have been affected by the Original Project alignment. However, this effect would be temporary, and the bicycle pathway would be restored to existing conditions following project construction. Neither alignment would include new recreational facilities or increase the use of existing facilities or opportunities such that facility deterioration or replacement and associated environmental impacts would occur. Accordingly, the Modified Project would not introduce significant impacts related to recreation and would be consistent with the impact analysis provided in the certified 2005 Final EIR.

Effects and Mitigation Measures

No new significant impacts would occur to recreation, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

3.17 Transportation

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Appendix B, Initial Study	No	No	No	Yes
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Appendix B, Initial Study	No	No	No	N/A
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	Appendix B, Initial Study	No	No	No	N/A
d. Result in inadequate emergency access?	Appendix B, Initial Study	No	No	No	N/A

Direct impacts to transportation were not analyzed in detail in the 2005 Final EIR, as this issue area was screened out in the Initial Study for the Original Project as having less than significant impacts. As with the Original Project, the Modified Project would comply with existing plans and policies related to transportation, including the following:

- Los Angeles County General Plan: Transportation Element, Circulation policies 1 – 41; Plan of Bikeways, policy 2
- Los Angeles County Santa Clarita Area Plan: Circulation Element, policies 1.1 – 1.7, and 2.1 – 2.3
- City of Santa Clarita General Plan: Land Use Element, policies 1.1, 1.8, and 1.9

Potential impacts of the Modified Project to transportation are assessed below.

a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

The certified 2005 Final EIR for the Original Project determined that the project would not conflict with programs, plans, ordinances, or policies addressing the circulation system, and potential impacts would be less than significant. The Modified Project would place the Phase 2 pipeline within an existing bicycle lane for approximately 1,500 feet on the northern bank of the Santa Clara River, before traversing under the river and rejoining the Original Project alignment. This would require the bicycle lane to be temporarily restricted to through-traffic during the construction period for safety purposes; following the completion of pipeline construction within the bicycle lane, it would be restored to existing conditions.

The existing bicycle lane was not present at the time of preparation of the certified 2005 Final EIR for the Original Project, and the Original Project alignment for Phase 2 would cross the Santa Clara River at an earlier point than the Modified Project, thereby avoiding the need to temporarily restrict the present bicycle lane during construction. However, construction-related public access restrictions on the bicycle land would be temporary and limited to the construction period, and are necessary to provide public safety during construction activities. In addition, access along the bicycle lane would only be restricted during construction on that portion of the Modified Project; the bicycle lane would not be closed for the duration of the construction period.

Due to the temporary nature of construction-related access restrictions, this potential impact would be less than significant. The Modified Project would not result in new significant or more severe impacts related to transit service, bicycle and pedestrian facilities, or conflicts with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities beyond those identified in the previously certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new significant or substantially more severe effects would occur to the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

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

CEQA Guidelines Section 15064.3, subdivision (b) was added to the *CEQA Guidelines* as part of the update adopted by the State in November 2018, after certification of the 2005 Final EIR for the Original Project, and therefore was not addressed in the 2005 Final EIR. This criterion defines acceptable criteria for analyzing transportation impacts under CEQA, and states that land use projects with vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact, and that projects that decrease VMT compared to existing conditions should be presumed to have a less than significant transportation impact.

On April 6, 2016, Southern California Association of Governments' (SCAG) Regional Council adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future* (2016-2040 RTP/SCS). Between 2015 and 2040, the SCAG region, including the City of Santa Clarita, is anticipated to increase in population, households, and jobs. The 2016-2040 RTP/SCS includes land use strategies based on local general plans and input from local governments, to achieve the AB 32 state-mandated reductions in GHG emissions through decreases in regional per capita VMT (SCAG 2016). As part of the 2016-2040 RTP/SCS, transportation network improvements would be included, and more compact, infill, walkable and mixed-use development strategies to accommodate new region's growth would be encouraged to accommodate increases in population, households, employment, and travel demand (SCAG 2016).

The Modified Project would be located in the same area and use the same access roads as the Original Project. Due to the construction of 500 feet less of new pipeline for Phase 2 under the Modified Project, the number of project-related construction vehicles and equipment that would be traveling to and from the project work area would be accordingly less as well. Similarly, it is assumed that the number and type of operational trips would be the same for the Modified Project as the Original Project. Therefore, the Modified Project would have comparable transportation-related impacts, including with respect to VMT, as the Original Project. The Modified Project would not result in new or more severe impacts related to its potential to conflict with or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b) beyond those identified in the previously certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to VMT, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Not addressed in the Initial Study for the Original Project.)

c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

The Modified Project would be carried out in the same general area as the Original Project and would not alter existing roadways or introduce hazardous geometric design features or incompatible uses to the project area. Following the temporary construction period, operation and maintenance activities would be the same under the Modified Project as the Original Project and also would not alter or introduce new road design features. No hazards from incompatible uses would occur. Therefore, the Modified Project would result in no new or more severe impacts related to safety risks pertaining to hazardous design features or incompatible uses beyond those identified in the previously certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to hazardous design features, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the Initial Study for the Original Project.)

e. *Would the project result in inadequate emergency access?*

The Modified Project would be carried out in the same general area as the Original Project. Emergency access and evacuation plans are addressed in Section 3.9, *Hazards and Hazardous Materials,* under significance threshold (f), which addresses whether the project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. As discussed above, potential impacts of the Modified Project would be the same as potential impacts of the Original Project, with respect to emergency access. The Modified Project's impact on emergency access would therefore be less than significant, and the Modified Project would not result in new or more severe impacts related to inadequate emergency access beyond those identified in the previously certified Final for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to emergency access, and no new mitigation measures are necessary.

Conclusion

NO IMPACT

(Consistent with the Initial Study for the Original Project.)

3.18 Tribal Cultural Resources

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	N/A	No	No	No	N/A
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	N/A	No	No	No	N/A

Direct impacts to tribal cultural resources (TCR) were not analyzed in detail in the 2005 Final EIR, as this issue area was not included in the *CEQA Guidelines* Appendix G Checklist prior to the 2019 update of the *CEQA Guidelines.* As discussed in Section 3.5, *Cultural Resources*, a Cultural Resources Assessment report has been prepared for the Modified Project and is included as Appendix E to this EIR Addendum; this report includes discussion and analysis of TCR. As with the Original Project, the Modified Project would comply with all applicable laws and regulations for cultural resources, including those specific to TCR.

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expands CEQA by defining TCR as a new resource category. It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a TCR, when feasible (PRC Section 21084.3).

PRC Section 21074(a)(1)(A) and (B) defines TCRs as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and requires that they meet either of the following criteria:

1) Listed or eligible for listing in the CRHR, or in a local register of historical resources, as defined in PRC Section 5020.1(k).
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding TCRs. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes that have requested notice of projects proposed in the jurisdiction of the lead agency are to be included in the process. AB 52 consultation is not being conducted for the Modified Project, as it was initiated prior to July 1, 2015.

The APE for the Modified Project is within three Native American tribal territories occupied by the Tataviam, Gabrieleño-Tongva and Ventureño Chumash; although the certified 2005 Final EIR for the Original Project did not assess tribal cultural resources, the Original Project and the Modified Project are in the same area and the same Native American tribal territories. Potential impacts of the Modified Project to TCR are assessed below.

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

a. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or*
b. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Rincon Senior Archaeologist Kyle Knabb, Ph.D., R.P.A., contacted the NAHC on May 11, 2020, to request an updated search of the SLF and a contact list of Native Americans culturally affiliated with the APE. A response was received from the NAHC on May 19, 2020, stating the SLF search had been completed with "negative" results. On May 20, 2020, Rincon sent letters to fifteen Native American contacts identified by the NAHC in the area to request information on potential cultural resources in the project vicinity that may be impacted by project development. Follow up calls were conducted on June 23 and July 9, 2020. This outreach does not constitute formal AB 52 consultation; however, as stated above, the project does not require AB 52 consultation because it was initiated prior to July 1, 2015. The full results of the outreach effort conducted for the Modified Project are included in the Cultural Resources Assessment report provided as Appendix E to this Addendum.

Effects and Mitigation Measures

The mitigation measures identified in Section 3.5, *Cultural Resources*, are also applicable to tribal cultural resources. These include Mitigation Measures CR-1, *Archaeological and Native American Monitoring*, CR-2, *Unanticipated Discovery of Cultural Resources*, and CR-3, *Human Remains*. No new or substantially more severe effects would occur related to tribal cultural resources, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Not addressed in the certified 2005 Final EIR for the Original Project.)

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3.19 Utilities and Service Systems

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Appendix B, Initial Study	No	No	No	N/A
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Appendix B, Initial Study	No	No	No	N/A
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?	Appendix B, Initial Study	No	No	No	N/A
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?	Appendix B, Initial Study	No	No	No	N/A
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Appendix B, Initial Study	No	No	No	N/A

Direct impacts to utilities and service systems were not analyzed in detail in the 2005 Final EIR, as this issue area was screened out in the Initial Study for the Original Project as having less than significant impacts. As with the Original Project, the Modified Project would comply with existing plans and policies related to utilities and service systems, including the following:

- Los Angeles County General Plan: Public Facilities Element, policies 1 – 10, 12 – 15, 17 – 20, and 25
- Los Angeles County Santa Clarita Area Plan: Public Services and Facilities Element, policies 2.1 and 2.2; Land Use Element, policy 7.1
- City of Santa Clarita General Plan: Public Services, Facilities, and Utilities Element, policies 1.2 – 1.5, 1.14, 1.16 – 1.18, 2.3, 2.6, 2.7, 5.1, and 5.6

Potential impacts of the Modified Project to utilities and service systems are assessed below.

a. *Would the project 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?*

c. *Would the project 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?*

The Modified Project would occur in the same general project area as the Original Project and would not increase the total amount of development on the site or in the surrounding area. As with the Original Project, neither construction nor operation of the Modified Project would generate wastewater requiring treatment, and the project would not require the construction of other utility facilities. Water used to test the proposed pipeline prior to operation could be discharged into the local storm drain system, but this would not require the construction of new storm drainage facilities or their expansion.

As with the Original Project, the Modified Project pipeline for Phase 2 would cross under both the above-ground Los Angeles Aqueduct and the below-ground Los Angeles Aqueduct which are operated and maintained by LADWP. The pipeline also would run parallel to or cross several other above-ground and below-ground utilities that are owned and operated by LADWP. The exact location of any utilities present in the pipeline corridor would be identified prior to construction, and in coordination between SCV Water and LADWP to avoid any conflicts with existing pipelines; LADWP requirements to avoid disruptions to existing utilities would be incorporated into the final project design, as applicable.

No disruption of utilities and service systems is anticipated from the Modified Project because, as with the Original Project, the exact location of any utilities present in the pipeline corridor would be identified prior to construction, and impacts to utilities would be avoided through spatial separation and compliance with all applicable standards. In the unlikely event that disruption of water service would occur during project construction, such disruption would be coordinated with the Los Angeles County Fire Department (LACFD) to ensure that alternate water sources are provided for fire protection during the temporary service disruption.

The Original Project, as assessed in the 2005 Final EIR, included removal of some portions of existing pipeline by the Newhall Land and Farming Company; as proposed in 2005, the removed pipelines would be disposed of in an appropriate landfill in accordance with regulatory requirements. Under

the Modified Project, the existing pipelines would not be removed, and instead would be abandoned in place, in their present positions within existing roadways. Because the Modified Project does not include removal of the existing pipelines, the potential for utility disruptions to occur during construction would be less than the Original Project. This potential is the same for the Modified Project as assessed for the Original Project. The Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to utility connections or wastewater treatment, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

As with the Original Project, the Modified Project would replace and expand existing water distribution infrastructure, to provide conveyance of SCV Water's existing water supply. The Modified Project would not increase development in the area compared to the Original Project, and thus would not increase water demand beyond what was analyzed in the Original Project. Therefore, the Modified Project would result in no new or more severe impacts related to water supply availability.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to water supply, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

d. *Would the project 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. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The Modified Project is in the same general project area, would have the same capacity as the Original Project, and would not increase development in the project area or generate increased amounts of solid waste compared to the Original Project. As discussed above for thresholds (a) and (c), the Original Project proposed that Newhall Land and Farm Company would remove some portions of existing pipeline within local roadways; in comparison, the Modified Project would abandon existing pipelines in place, and would therefore not generate solid waste from the existing pipelines that would need to be disposed of at an approved waste disposal facility. Small amounts of solid waste generated during construction would be disposed of at one of Los Angeles County's several permitted landfills that serve the SCV Water service area. The Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

Effects and Mitigation Measures

No new or substantially more severe effects would occur related to solid waste, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Less than the Initial Study for the Original Project.)

3.20 Wildfire

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
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?	N/A	No	No	No	N/A
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?	N/A	No	No	No	N/A
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?	N/A	No	No	No	N/A
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?	N/A	No	No	No	N/A

This environmental issue area was not included in the *CEQA Guidelines* Appendix G Environmental Checklist at the time of preparation of the 2005 Final EIR, and therefore was not assessed as a separate issue area in the 2005 Final EIR. However, the 2005 Final EIR addressed potential for impacts associated with public exposure to wildland fires in the hazards and hazardous materials analysis, and that information and analysis has been used to inform this analysis as applicable. The Modified Project would comply with existing plans and policies related to wildfire, which are identified in Section 3.9, *Hazards and Hazardous Materials*, and listed below.

- Los Angeles County General Plan: Conservation and Open Space Element, policy 29; Safety Element Wildland and Urban Fire Hazards, policies 15 – 19; Emergency Response, Preparedness, and Recovery, policies 25 – 35
- Los Angeles County Santa Clarita Area Plan: Public Services and Facilities Element, policies 1.1, 1.2, 3.3, and 4.1
- City of Santa Clarita General Plan: Safety Element, policies 2.1, 3.1 – 3.10, and 4.1 – 4.5

Potential impacts of the Modified Project to wildfire are assessed below.

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?*

Recent fires in the vicinity of the Santa Clarita Valley include the Lake Fire and the Holser Fire in August 2020. Post-fire conditions leave exposed mountain slopes and hillsides vulnerable to surface erosion and runoff. Debris flows during post-fire rainy seasons can pose a risk to life and property and occur with little warning. In southern California, as little as 0.3 inch of rain in 30 minutes can produce debris flows on post-fire landscapes (United States Geological Survey 2018).

Neither the Original Project site nor Modified Project site are located in a designated Very High Fire Hazard Severity Zone (VHFHSZ) or a State Responsibility Area (SRA), but are located adjacent to the VHFHSZ in a Local Responsibility Area (LRA). The nearest VHFHSZ is located on the northern side of Newhall Ranch Road, approximately 200 feet from the Modified Project site (California Department of Forestry and Fire Protection 2011). As discussed in Section 3.9, *Hazards and Hazardous Materials*, construction equipment with large fuel tanks could accidentally ignite and result in a fire. All such equipment is required to have fire suppression equipment on board or at the work site and to ensure the availability of an adequate on-site supply of water with all-weather access for fire-fighting equipment and emergency vehicles. With regulatory compliance, fire hazards associated with the Original Project were determined not to be significant.

a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

As discussed in the 2005 Final EIR, slow-moving construction traffic may temporarily reduce optimal traffic flows in the Original Project area, but this would not significantly delay emergency vehicles traveling through the areas, and any delays would only affect short segments of these roadways. Additionally, delays would occur only infrequently when construction vehicles or construction

materials are delivered to the site. One lane of traffic would be open at all times; thus, emergency access would be maintained.

The Modified Project site is located near lands classified as VHFHSZ. As discussed in Section 3.9, *Hazards and Hazardous Materials*, the City of Santa Clarita developed a Local Hazard Mitigation Plan to protect citizens, critical facilities, infrastructure, private property, and the environmental from natural and man-made hazards, including wildfire (City of Santa Clarita 2015). The plan includes emergency response and emergency evacuation protocols.

Like the Original Project, slow-moving construction traffic associated with the Modified Project could temporarily reduce traffic flows in the area but would not significantly delay emergency vehicle access in an emergency response scenario. One lane of traffic would be open at all times to maintain emergency and evacuation access to and through the project work area. Accordingly, the Modified Project would not introduce new impacts or substantially increased impacts related to impairment of an emergency response or evacuation plan and would be consistent with the impact analysis provided in the 2005 Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to wildfire hazards, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Consistent with the Initial Study for the Original Project.)

b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?*

The Modified Project site is located near lands classified as VHFHSZ. Like the Original Project, heavy duty equipment used during construction of the Modified Project may produce sparks with the potential to ignite vegetation. However, California Public Resources Code (PRC) Section 4442 mandates the use of spark arrestors, which prevent the emission of flammable debris from exhaust, on earth-moving and portable construction equipment with internal combustion engines operating on any forest-covered, brush-covered, or grass-covered land. Furthermore, PRC Sections 4427 and 4431 specify standards for conducting construction activities on days when a burning permit is required, and PRC Section 4428 requires construction contractors to maintain fire suppression equipment during the highest fire danger period (April 1 to December 1) when operating on or near any forest-covered, brush-covered, or grass-covered land. Therefore, with compliance with applicable PRC provisions, Modified Project construction would not exacerbate wildfire risk compared to the Original Project.

Similar to the Original Project, the Modified Project would not include housing or new permanent structures and would not accommodate occupants. The pipeline would be located underground. Therefore, the Modified Project would not exacerbate wildfire risk and would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. The Modified Project would not require associated infrastructure such as fuel breaks or emergency water sources resulting in temporary or ongoing impacts to the environment. In addition, the Modified Project would improve fire flow throughout the pipeline network.

Accordingly, the Modified Project would not introduce new impacts or substantially increased impacts related to wildfire risk and would be consistent with the impact analysis provided in the 2005 Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur to wildfire hazards, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Not addressed in the Initial Study for the Original Project.)

3.21 Cumulative Impacts

CEQA requires the analysis of impacts due to cumulative development that would occur independent of, but during the same timeframe as, the project under consideration, or in the foreseeable future. By requiring an evaluation of cumulative impacts, CEQA attempts to minimize the potential that largescale environmental impacts would be ignored due to the project-by-project nature of project-level analyses contained in EIRs.

As described above in Sections 3.1 through 3.20 above, the Modified Project would not result in new or more severe direct or indirect impacts beyond those identified in the previously certified 2005 Final EIR for the Original Project. In addition, potential impacts of the Modified Project would be less than anticipated for the Original Project under several issue areas, due to the construction of 500 feet less of Phase 2 pipeline, the realignment to cross under the Santa Clara River at a narrower point than proposed for the Original Project, and the use of microtunneling in combination with open-cut trenching to reduce construction disturbance. Therefore, the cumulative contribution of the Modified Project impacts would be the same as or less than analyzed in the certified 2005 Final EIR for the Original Project.

Cumulative projects that have been constructed since analysis of the Original Project include the Newhall Land and Ranch Company's Riverpark residential development, which Phase 1 of the Original Project would partially serve. No new reasonably foreseeable future projects have been identified within proximity to the project site that were not previously considered in the cumulative impact analysis in the certified Final EIR. Therefore, no new or more severe cumulative impacts would result from the Modified Project beyond those identified in the certified Final EIR.

Effects and Mitigation Measures

No new or substantially more severe effects would occur or contribute to the cumulative scenario, and no new mitigation measures are necessary.

Conclusion

LESS THAN SIGNIFICANT IMPACT

(Less than the certified 2005 Final EIR for the Original Project.)

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4 Other CEQA Required Discussions

The Modified Project would not substantially change the discussion and findings presented for the Original Project in Section 5, *CEQA Considerations*, of the certified 2005 Final EIR. These other required discussions include the following: significant and unavoidable impacts, growth inducing effects, and irreversible environmental effects, each of which is addressed below.

4.1 Growth Inducing Impacts

An EIR must discuss the ways in which a proposed project could foster economic or population growth or the construction of additional housing in the vicinity of the project and how that growth would in turn, affect the surrounding environment (*CEQA Guidelines* Section 15126 [g]). Growth can be induced through the elimination of obstacles to growth, including the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval. The certified 2005 Final EIR for the Original Project determined that the Original Project would eliminate an obstacle to growth by providing improved water conveyance infrastructure to the area, and the Original Project would thereby result in growth-inducing impacts. The certified 2005 Final EIR further found that growth-inducing impacts of the Original Project would be significant because they could cause an increase in traffic that is substantial in relation to the existing load and capacity of the street system and could cause an exceedance of an established level of service standard.

As assessed in Section 3, above, the Modified Project would result in comparable impacts to the Original Project and would have slightly less intensive impacts due to constructing 500 feet less of new pipeline for Phase 2. The Modified Project would not result in new or more substantial impacts than the Original Project, including as related to growth inducing impacts.

4.2 Significant and Unavoidable Impacts

According to *CEQA Guidelines* [Sections 15126(b) and 21000(b)], a Draft EIR must include a description of project impacts identified as significant and unavoidable. The certified 2005 Final EIR for the Original Project determined that the Original Project would result in significant unavoidable impacts related to growth inducement from the removal of an obstacle to growth, in the form of providing improved water conveyance infrastructure. As discussed above, the Modified Project would not result in new or more substantial impacts than the Original Project, including as related to significant and unavoidable impacts.

4.3 Significant Irreversible Environmental Effects

Under CEQA, an EIR must analyze the extent to which a project's primary and secondary effects would commit resources to uses that future generations will probably be unable to reverse [*CEQA Guidelines* Section 15126.2(c); 15127]. As described above in Sections 3.1 through 3.21, the Modified Project would result in no new or more severe direct, indirect, or cumulative impacts beyond those identified in the previously certified 2005 Final EIR for the Original Project. Therefore, the Modified Project would also result in no new or more severe significant and unavoidable

impacts, growth inducing effects, or irreversible environmental effects beyond those previously discussed in the certified Final EIR.

5 Comparison of Alternatives

The Modified Project would not significantly change the alternatives analysis and comparison of alternatives in the certified Final EIR. As described in Section 3, *Impact Analysis*, of this Addendum, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project. Therefore, the potential impacts of the Modified Project are within the scope of the impact comparison among the alternatives already considered in the certified Final EIR. These alternatives include: No Project Alternative; Alternative Pipeline Alignment 1; and Alternative Pipeline Alignment 3. As no new or more severe impacts have been identified as a result of the Modified Project, the Modified Project would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the certified Final EIR. Therefore, no additional alternatives or further comparison of alternatives is required.

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6 Conclusion

As established in the discussions above regarding the potential effects of the Modified Project, substantial changes are not proposed to the Original Project nor have substantial changes occurred that would require major revisions to the certified Final EIR prepared for the Original Project. Impacts beyond those identified and analyzed in the certified Final EIR would not be expected to occur as a result of the Modified Project. Overall, the proposed modifications to the Original Project that constitute the Modified Project would not result in new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified for the Original Project in the certified Final EIR. Therefore, SCV Water concludes that the analyses conducted and the conclusions reached in the 2005 Final EIR remain valid. As such, the Modified Project would not result in conditions identified in *CEQA Guidelines* Section 15162, and supplemental environmental review or a Subsequent EIR is not required for the proposed modifications to the Project. Again, it should be noted that the Modified Project would be subject to all previously required mitigation measures from the certified Final EIR for the Original Project. The MMRP adopted for the Original Project would be applicable to the Modified Project. Based on the above analysis, this Addendum to the previously certified EIR for the project has been prepared in accordance with Section 15164 of the *CEQA Guidelines*.

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May 6, 2021

Honby Pipeline Project Addendum to EIR

Engineering and Operations Committee Meeting

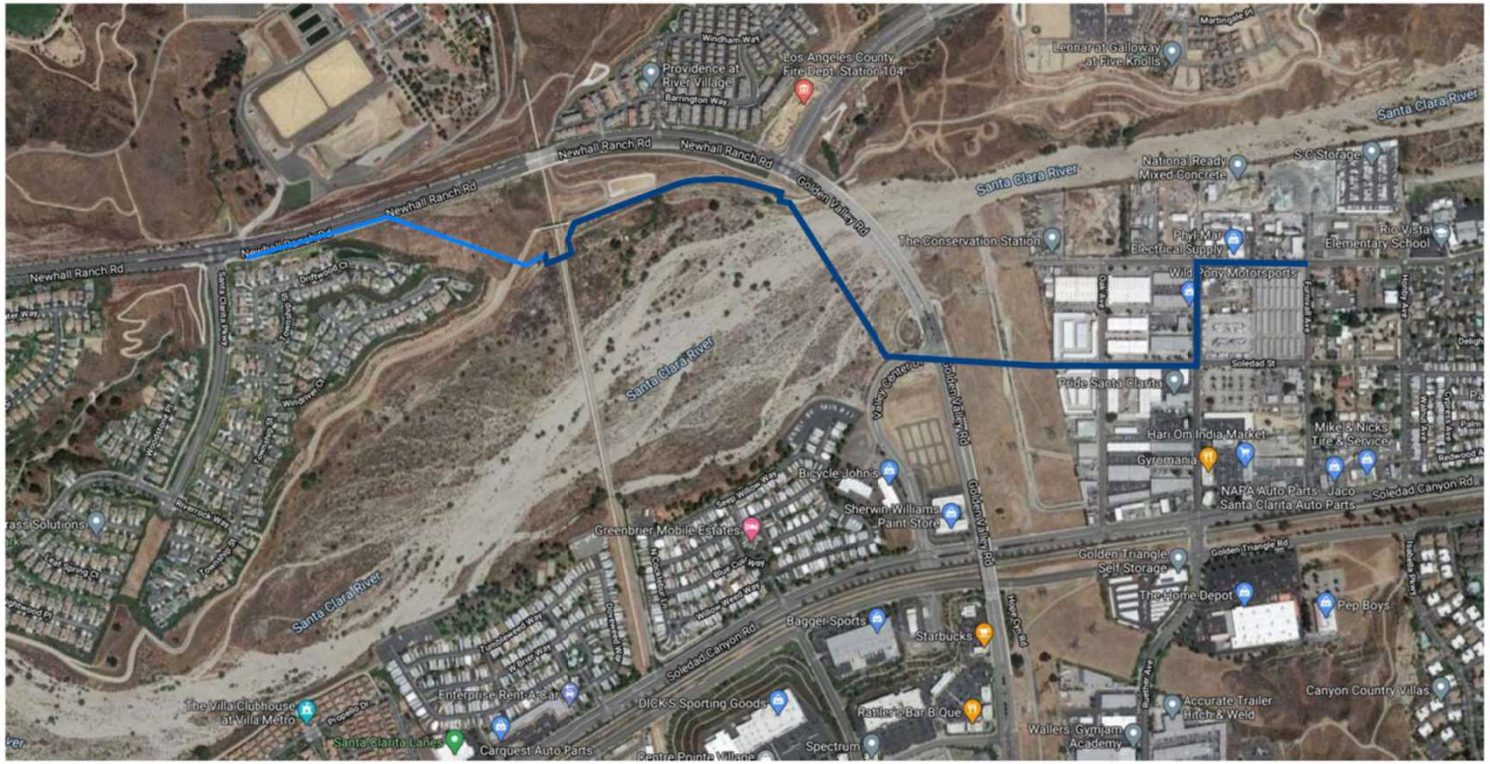
Honby Pipeline Project Timeline

- CEQA – IS/MND:
  - CLWA Board of Directors (Lead Agency) – July 13, 2005
- Phase 1 (2,500 L.F. of 60” WSP):
  - Final Design - Jul 2005 to November 2005
  - Construction – November 2005 – May 2006
- Phase 2 (7,000 L.F. of 60” WSP):
  - Final Design 90% - Jul 2005 to 2009
  - Final Design 90% Revised - 2009 to Present
  - Secure CDFW LSAA and renew 401, 404 permits - 2018 to Present

Approved Honby Pipeline Project

Honby Pipeline Phase 1
Honby Pipeline Phase 2 (Approved)

Modified Honby Pipeline Project



Honby Pipeline Phase 1
Honby Pipeline Phase 2 (Modified)

Comparison of Original and Modified Alignments

Comparison of Original and Modified Alignments

Project Component	Original Project	Modified Project
Honby Pipeline Phase 1	Same as defined in the 2005 Final EIR (CLWA 2005), already constructed and currently operational.	Same as defined in the 2005 Final EIR (CLWA 2005), already constructed and currently operational.
Honby Pipeline Phase 2 Length (Feet)	7,000	6,500
Honby Pipeline Phase 2 Alignment	Phase 2 begins at the north bank of the Santa Clara River and crosses the river parallel to and on the western side of the First Los Angeles Aqueduct. On the south bank of the Santa Clara River, pipeline crosses through East Greenbrier Mobile Home Park, the Golden Valley Road flyover, and LADWP property.	Phase 2 stays on the north bank of the Santa Clara River for 1,500 feet longer than the Original Project, within an existing bicycle path. Phase 2 then crosses the river at a narrower point than the Original Project, then joins the Original Project alignment. The Modified Project avoids the East Greenbriar Mobile Home Park.
Construction Method(s)	Open-cut trenching	Open-cut trenching and microtunneling to reduce ground disturbance
Ancillary Features	AVARs1; blow-off and pump-out facilities; flexible couplings; cathodic test stations; manway vaults; butterfly valves.	AVARs1; blow-off and pump-out facilities; flexible couplings; cathodic test stations; manway vaults; butterfly valves.
Total Excavation	Not Specified	Approximately 16,850 cubic yards (3,900 cubic yards of which are for the Santa Clara River crossing).
Pipeline Rate of Construction	Not Specified	40 feet/day
Number of Construction Crew	One (1) open-cut crew.	One (1) microtunneling (trenchless) crew + 1 open-cut crew.

CEQA Determination

The Modified Project would not result in new or more severe direct or indirect impacts beyond those identified in the previously certified 2005 Final EIR for the Original Project.

In addition, potential impacts of the Modified Project would be less than anticipated for the Original Project under several issue areas, due to:

- The construction of 500 feet less of Phase 2 pipeline.
- The realignment to cross under the Santa Clara River at a narrower point than proposed for the Original Project.
- The potential use of microtunneling in combination with open-cut trenching to reduce construction disturbance.

Therefore, the cumulative contribution of the Modified Project impacts would be the same as, or less than, analyzed in the certified 2005 Final EIR for the Original Project alternative.

Honby Pipeline Project Recommendation

That the Engineering and Operations Committee recommends that the Board of Directors approve:

Approve a resolution adopting an Addendum to Final Environmental Impact Report under the California Environmental Quality Act for the Honby Pipeline Project.

Questions?

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ITEM NO. 4

COMMITTEE MEMORANDUM

DATE: April 27, 2021

TO: Engineering and Operations Committee

FROM: Courtney Mael, P.E. CM
Chief Engineer

SUBJECT: Recommend Approval of a Resolution Adopting the Addendum to the Final Supplemental Initial Study-Mitigated Negative Declaration Under the California Environmental Quality Act for the South End Recycled Water Main Extension (Phase 2C) Project

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SUMMARY

Staff is recommending approval of a resolution adopting an addendum to the Final Supplemental Initial Study-Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program Under the California Environmental Quality Act for the South End Recycled Water Main Extension (Phase 2C) Project (Modified Project).

DISCUSSION

On August 10, 2017, Newhall County Water District's Board of Directors adopted the Mitigated Negative Declaration (MND) and the Mitigation Monitoring and Reporting Program (MMRP) as the Lead Agency for the South End Recycled Water Main Extension (Phase 2C) Project. And on August 23, 2017, the Castaic Lake Water Agency's Board of Directors adopted the Mitigated Negative Declaration (MND) and the Mitigation Monitoring and Reporting Program (MMRP) as the Responsible Agency for the South End Recycled Water Main Extension (Phase 2C) Project by Resolution 3186.

The project will provide recycled water to the south side of SCV Water's service area by using recycled water produced at the Valencia Water Reclamation Plant. The South End (Phase 2C) Project, as defined in the adopted CEQA IS/MND (Original Project), would bring recycled water for irrigation purposes to customers in our southern service areas, including College of the Canyons, California Institute of the Arts, Placerita Middle School, Hart High School, Newhall Elementary School, and Newhall Park.

The Original 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 Street and Walnut Street. 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. The recycled water pipeline in the Original 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.

The original public review period for the IS/MND was from June 8, 2017 to July 7, 2017. 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. Comments were received from three responders during the second public review period and the three comment letters that were received on the Recirculated Draft IS/MND are from the following agencies and organizations:

- State of California, Office of Planning and Research, State Clearinghouse and Planning Unit
- State of California, Native American Heritage Commission (NAHC)
- Fernandeño Tataviam, Band of Mission Indians

During final design, modifications to the original pipeline alignment, primarily to avoid complications of construction along the Pico Canyon Wash flood control channel and to serve additional SCV Water customers, were identified. 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 Original Project), with pipelines ranging in size from 8 to 24 inches in diameter. As with the Original 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. Many sections of the Modified Project pipeline alignment correspond to portions of the two optional alignments evaluated in the Recirculated MND. Pipeline sections of the Modified Project that were not a part of the Original 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.

SCV Water has advertised this addendum on its website for public review from March 23, 2021 to April 23, 2021. Here is a link to the addendum on the SCV Water's website:

https://yourscvwater.com/wp-content/uploads/2021/03/Addendum-Phase-2C-Recycled-Water-Main-Extension_March-2021.pdf

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) CONSIDERATIONS

With the assistance of Woodard & Curran, an Addendum to the Phase 2C South End Recycled Water Main Extension Recirculated Mitigated Negative Declaration was prepared to analyze the potential environmental impacts associated with project modifications to the Original Project.

In accordance with Section 15164(a) of the State CEQA Guidelines, an Addendum to an MND can be prepared by the Lead Agency that prepared the original MND, or by a responsible agency if some changes or additions are necessary. Furthermore, the conditions that require preparation of a Subsequent MND, as described in Section 15162(a) of the CEQA Guidelines are not met, therefore an Addendum to the Recirculated MND is the appropriate level of CEQA documentation for the Modified Project.

The environmental evaluation in the 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 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.

FINAL CEQA DOCUMENTS FOR BOARD APPROVAL

The State CEQA guidelines Section 15164(d) require the decision-making body to consider the Addendum with the MND prior to making a decision on the project. Adoption of the Addendum to the MND is dependent on the finding by the Board of Directors that, based on the whole record before it, there is no substantial evidence that the proposed project will have a significant impact on the environment, and that the Addendum to the MND reflects the lead Agency's independent judgment and analysis. The Addendum to the MND is attached to the resolution as Exhibit A.

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.

All of the above documentation, including other materials that constitute the record of proceedings upon which the lead Agency decision is based, is on file at Santa Clarita Valley Water Agency, 26521 Summit Circle, Santa Clarita, CA 91350.

FINANCIAL CONSIDERATIONS

None.

RECOMMENDATION

That the Engineering & Operations Committee recommends that the Board of Directors approve a resolution adopting the Addendum to South End Recycled Water Main Extension (Phase 2C) Project Recirculated Mitigated Negative Declaration (State Clearinghouse [SCH] No. 2017061015).

Attachments

M65

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RESOLUTION NO. SCV_____

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CLARITA VALLEY WATER AGENCY ADOPTING AN ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE SOUTH END RECYCLED WATER MAIN EXTENSION (PHASE 2C) PROJECT (SCH NO. SCH# 2017061015)

WHEREAS, the Agency determined that recycled water is an important component of future water supplies; and

WHEREAS, the proposed South End Recycled Water Main Extension (Phase 2C) Project (Project) is a component of the Recycled Water Master Plan; and

WHEREAS, the Agency prepared and the Castaic Lake Water Agency (CLWA) Board of Directors certified a Program Environmental Impact Report and adopted a Statement of Overriding Considerations for the Recycled Water Master Plan on March 28, 2007; and

WHEREAS, on August 10, 2017, NCWD have adopted the Mitigated Negative Declaration (MND) and the Mitigation Monitoring and Reporting Program (MMRP) as the Lead Agency; and

WHEREAS, on August 23, 2017, CLWA have adopted the Mitigated Negative Declaration (MND) and the Mitigation Monitoring and Reporting Program (MMRP) as the Responsible Agency by Resolution 3186 since CLWA will take the lead on applying for construction grants and aids; and

WHEREAS, in March 2021, an Addendum to the MND was prepared to analyze changes to potential environmental impacts due to pipeline alignment modifications of the proposed South End Recycled Water Main Extension (Phase 2C) Project; and

WHEREAS, the Agency's Board of Directors needs to review the Addendum to the Recirculated Mitigated Negative Declaration attached as Exhibit A; and

WHEREAS, this Board will need to adopt the Addendum to the Recirculated MND as the lead agency; and

WHEREAS, the Agency's Board of Directors has determined that the proposed Project can be approved because there is no substantial evidence in light of the whole record that the Project may have a significant effect on the environment; and

WHEREAS, the Agency and its Board of Directors have considered all of the information presented to it as set forth above and this Resolution and action taken hereby is a result of the Board's independent judgment and analysis.

NOW, THEREFORE, BE IT RESOLVED that the SCV Water Board does hereby find and determine as follows:

SECTION 1. RECITALS. SCV Water finds that the foregoing recitals are true and correct and are incorporated herein as substantive findings of this Resolution.

SECTION 2. COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. As a decision-making body for the Project, SCV Water has reviewed and considered the information contained in the addendum to the Recirculated MND, comments received, and other documents contained in the administrative record for the Project. Based on SCV Water's independent review and analysis, SCV Water finds that the Addendum to the Recirculated MND and administrative record contain a complete and accurate reporting of the environmental impacts associated with the Project, and that the Addendum to the Recirculated MND has been completed in compliance with CEQA and the State CEQA Guidelines.

SECTION 3. FINDINGS ON ENVIRONMENTAL IMPACTS. Based on the whole record before it, including the Addendum to the Recirculated MND, the administrative record, and all other written and oral evidence presented to SCV Water, SCV Water finds that all environmental impacts of the Project are either less than significant or can be mitigated to a level of less than significant under the mitigation measures outlined in the original Recirculated MND and the MMRP. SCV Water finds that substantial evidence fully supports the conclusion that no significant and unavoidable impacts will occur and that, alternatively, there is no substantial evidence in the administrative record supporting a fair argument that the Project may result in any significant environmental impacts. SCV Water finds that the Addendum to the Recirculated MND contains a complete, objective, and accurate reporting of the environmental impacts associated with the Modified Project and reflects the independent judgment and analysis of SCV Water.

SECTION 4. ADOPTION OF THE ADDENDUM TO THE RECIRCULATED MITIGATED NEGATIVE DECLARATION. SCV Water hereby approves and adopts the Addendum to the Recirculated MND as the lead agency.

SECTION 5. LOCATION AND CUSTODIAN OF RECORDS. The documents and materials associated with the Project and the Addendum to the Recirculated MND that constitute the record of proceedings on which these findings are based are located at the offices of the Santa Clarita Valley Water Agency, 27234 Bouquet Canyon Rd, Santa Clarita, CA 91350. The Custodian of Record is April Jacobs.

SECTION 6. NOTICE OF DETERMINATION. The SCV Water hereby directs staff to prepare, execute, and file a Notice of Determination with the Los Angeles County Clerk's office and the Office of Planning and Research within five (5) working days of adoption of this Resolution.

EXHIBIT "A"
ATTACHED
ADDENDUM TO THE FINAL MITIGATED NEGATIVE DECLARATION/ENVIRONMENTAL ASSESSMENT
FOR THE SOUTH END RECYCLED WATER MAIN EXTENSION (PHASE 2C)

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

SCH# 2017061015

Prepared for:

Santa Clarita Valley Water Agency
26521 Summit Circle
Santa Clarita, CA 91350

Prepared by:

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COMMITMENT & INTEGRITY DRIVE RESULTS

0011709

Santa Clarita Valley Water Agency

March 2021

TABLE OF CONTENTS

Table on Contents

LIST OF TABLES

LIST OF FIGURES

APPENDICES

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 Report* (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

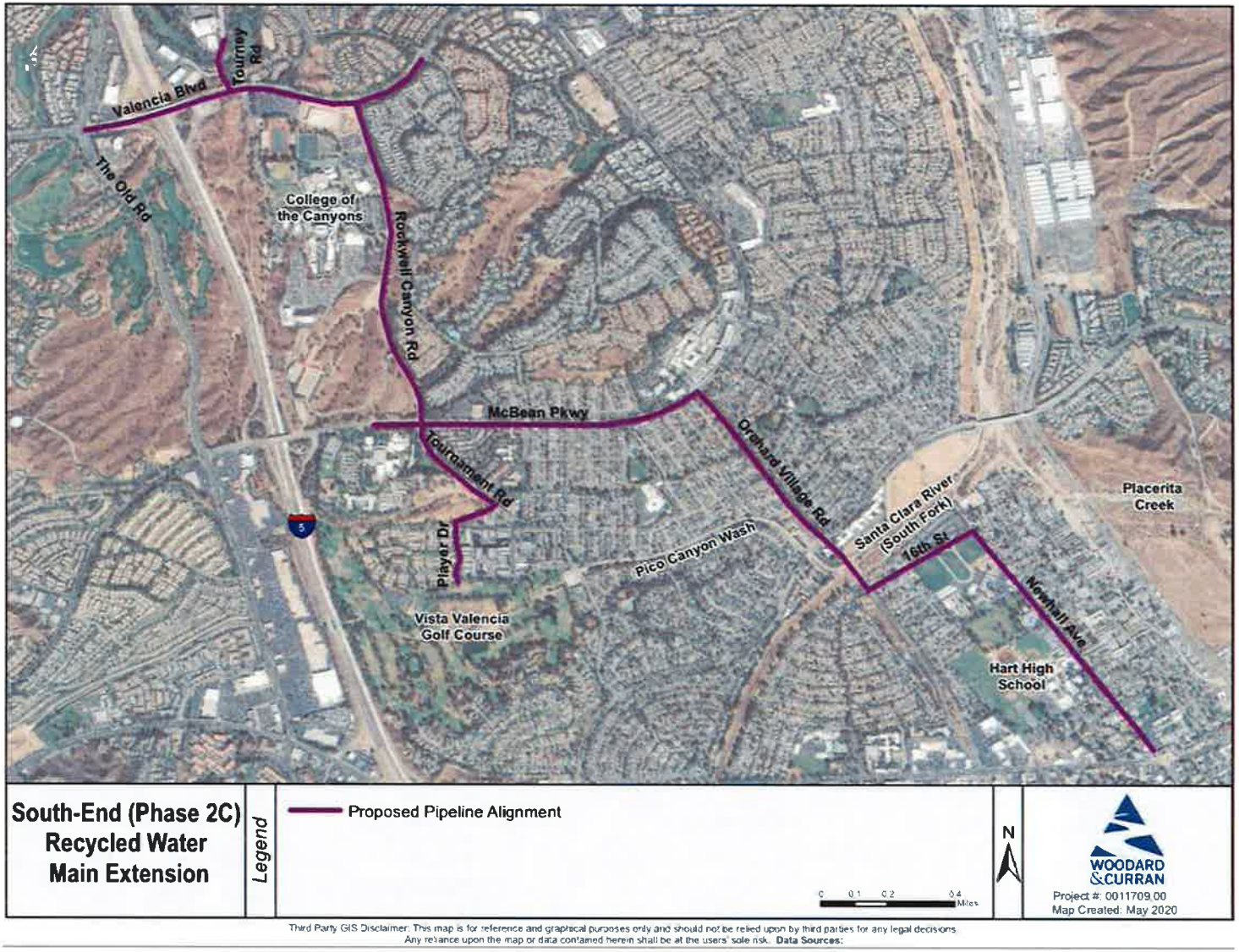
This Addendum to the Recirculated MND addresses potential environmental effects of the construction and operation of the Modified Project as shown in **Figure 1-2** (and discussed in greater detail in Section 2). The Recirculated MND and this Addendum, together with the other documents incorporated by 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

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

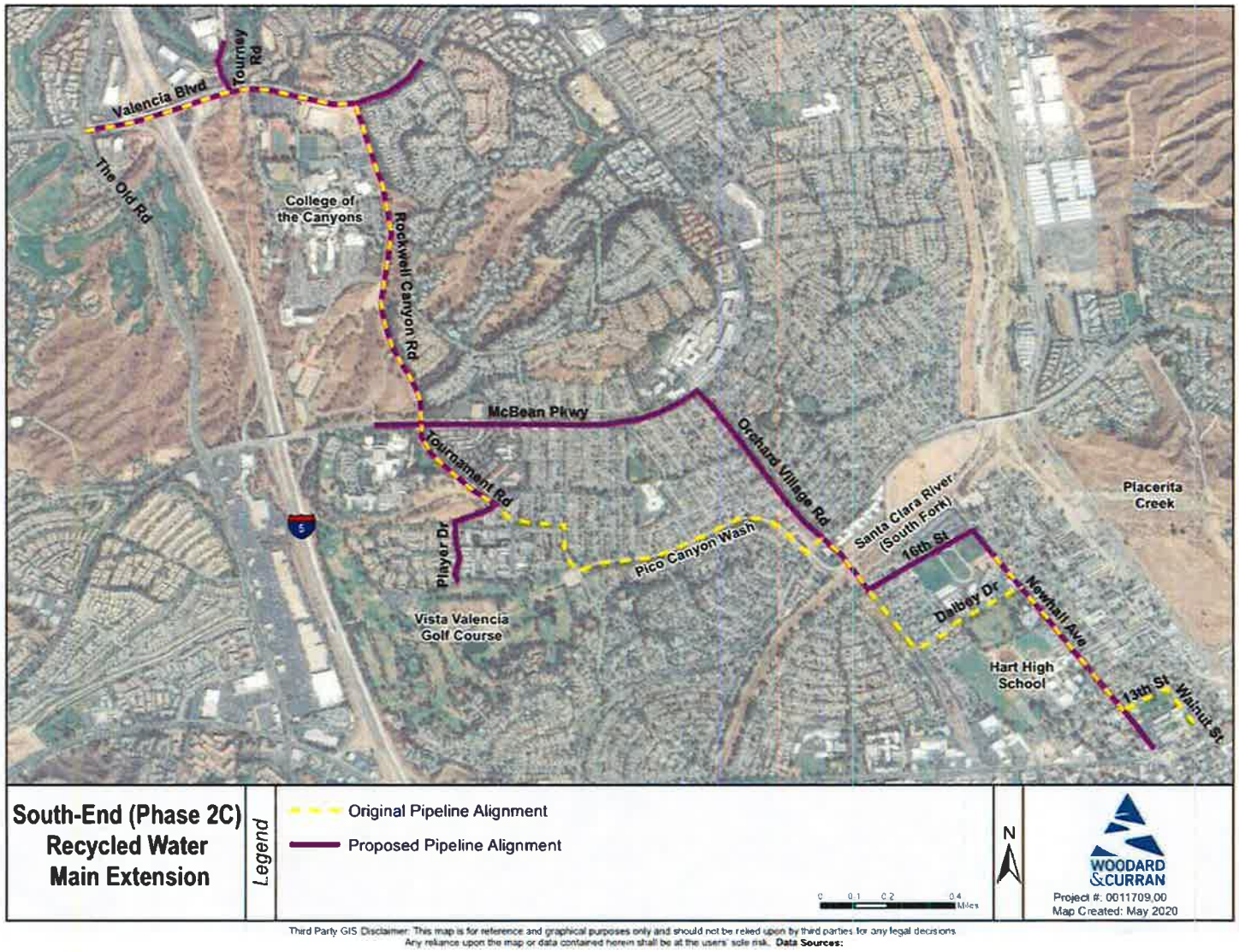
158

Figure 1-2: Modified Project



159

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.

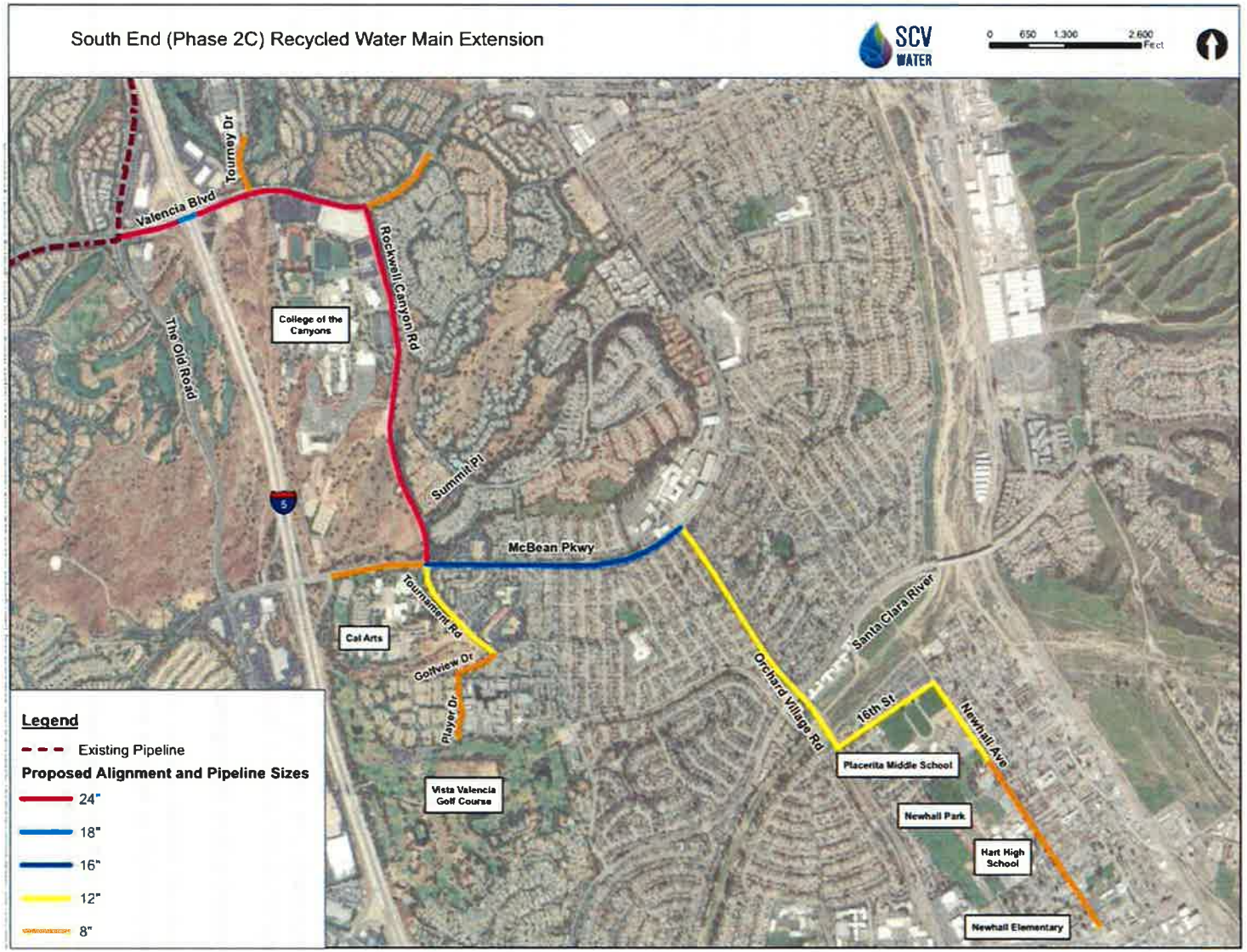
The pipeline would be installed in existing paved roadways in the public right-of-way of Valencia Boulevard, Tourney Road, Rockwell Canyon Road, McBean Parkway, Tournament Road, Golfview Drive, Player Drive, Orchard Village Road, 16th Street, and Newhall Avenue. No booster station would be constructed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

For Santa Clarita Valley Water Agency

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

Would the Modified Project:	*New Potentially Significant Impact*	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 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

Would the Modified Project:	*New Potentially Significant Impact*	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
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

Would the Modified Project:	*New Potentially Significant Impact*	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, 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

Would the Modified Project:	*New Potentially Significant Impact*	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
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

Would the Modified Project:	*New Potentially Significant Impact*	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
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

Would the Modified Project:	*New Potentially Significant Impact*	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
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

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

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

Would the Project result in:	*New Potentially Significant Impact*	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
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

Would the Modified Project:	*New Potentially Significant Impact*	*New Mitigation Required*	*No Impact/ No New Impact*	*Reduced Impact*
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

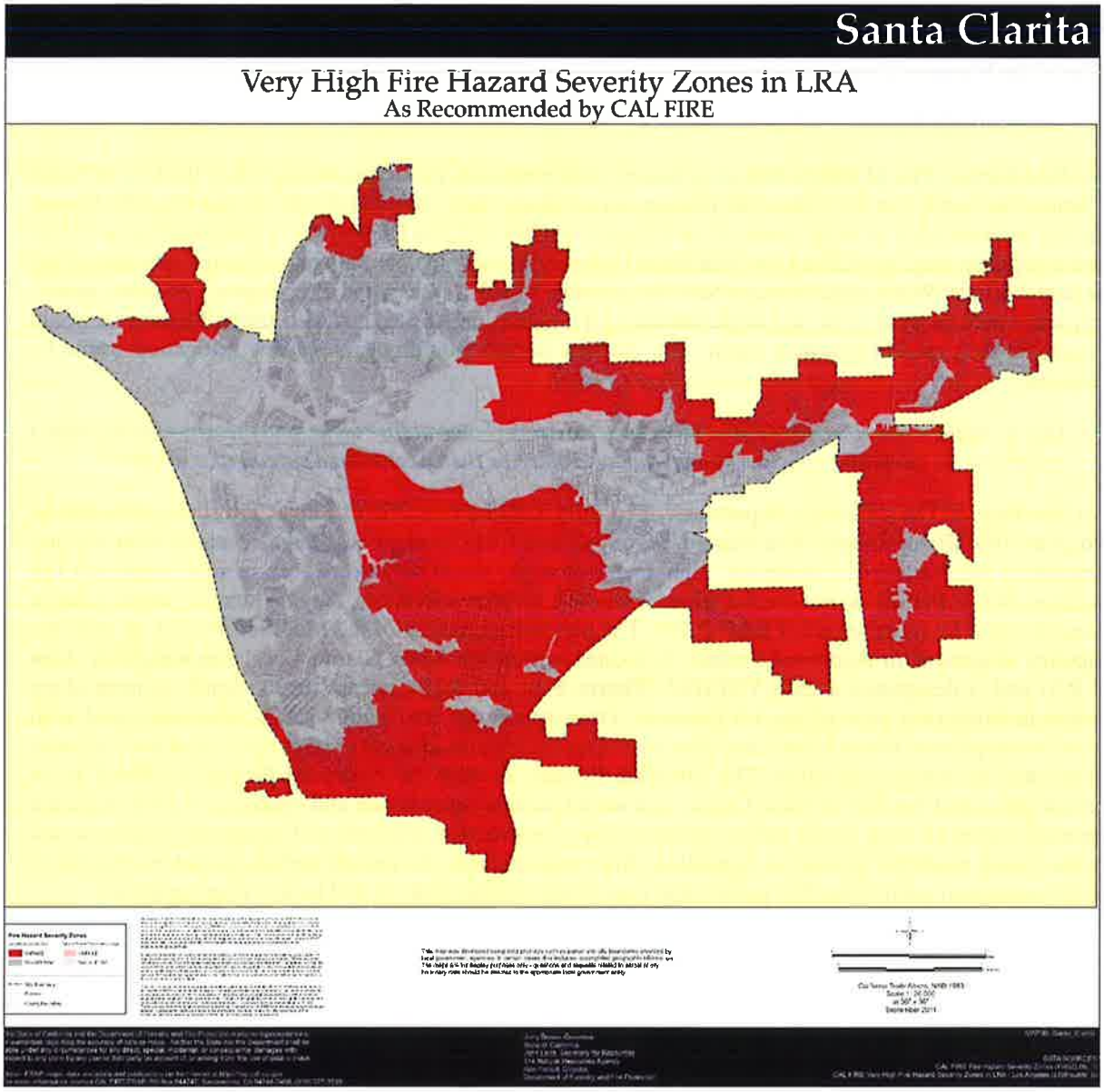
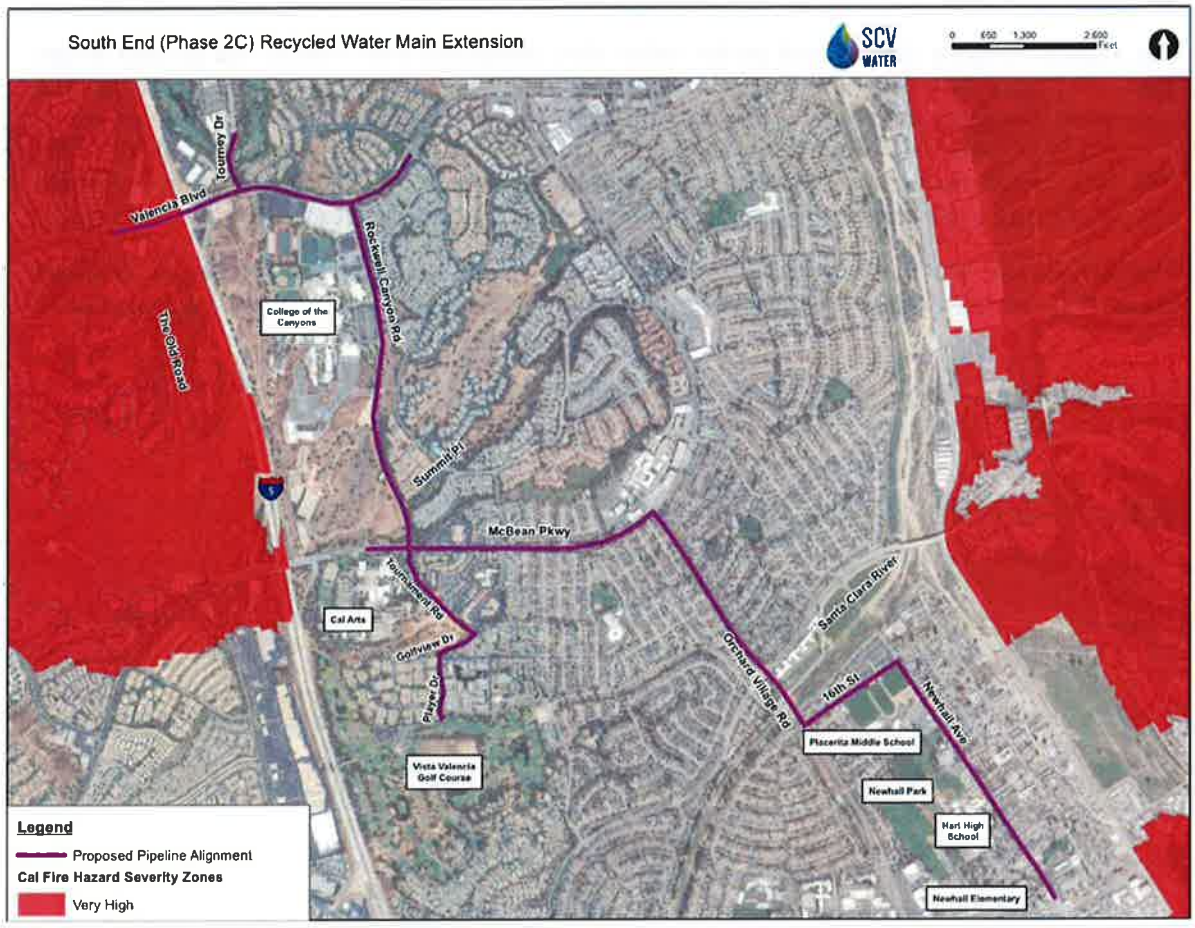


Figure 5-1b: Santa Clarita LRA VHFHSZ with Modified Project



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.

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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

226

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**

229

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	

231

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**

234

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**

235

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**

237

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**

239

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**

240

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

241

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**

243

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

244

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.

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**

250

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

253

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**

256

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**

258

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**

259

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**

260

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**

261

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**

262

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

263

	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**

265

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

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May 6, 2021

South End Recycled Water Main Extension (Phase 2C) Project Addendum to MND

Engineering and Operations Committee Meeting

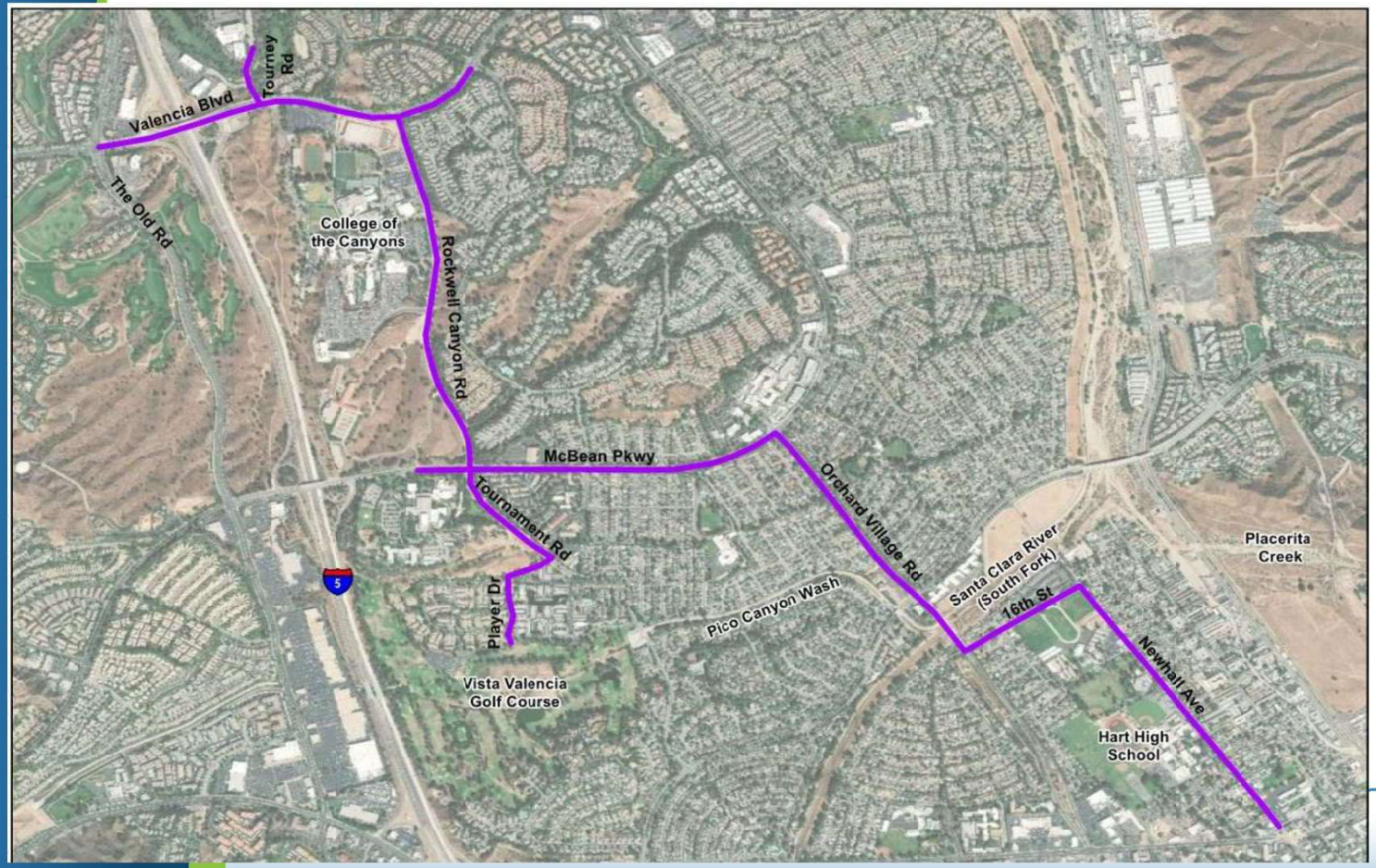
South End Recycled Water Main Extension (Phase 2C) Project Timeline

- CEQA – IS/MND:
  - NCWD Board of Directors (Lead Agency) - August 10, 2017
  - CLWA Board of Directors (Responsible Agency) – August 23, 2017
- Design:
  - Final Design 90% - December 2017 to September 2019
- IRWM Grant:
  - Application to DWR – July 2016 to July 2019
  - DWR award letter - May 2021

Original South End Recycled Water Main Extension (Phase 2C) Project

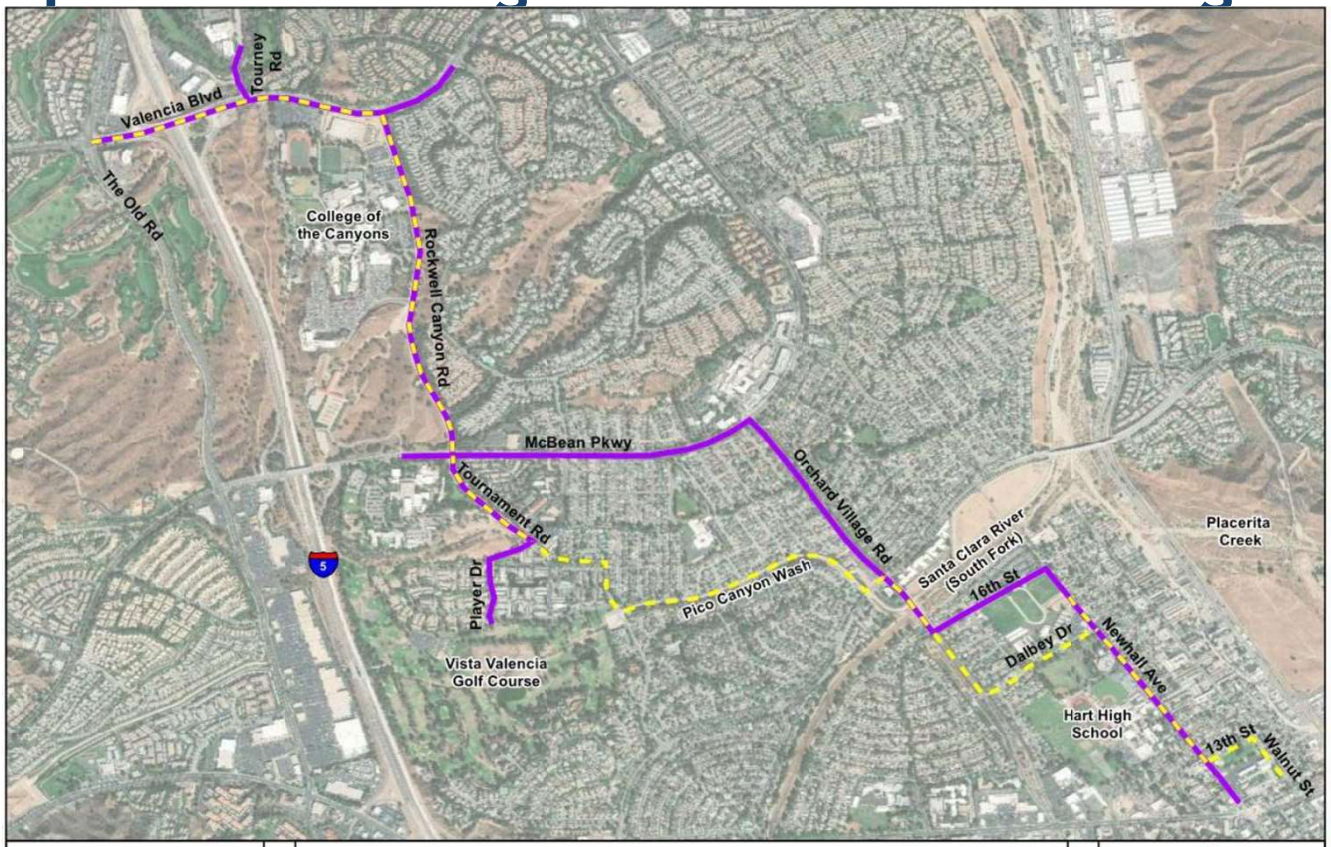
- Connects to Phase 1 Pipe at the Old Road and Valencia Blvd.
- Option 1 (preferred) having a total length of 23,560 linear feet, and Option 2 having total length of 22,990 linear feet
- Pipelines ranging in size from 8 to 24 inches in diameter.
- Serves COC, Cal Arts, Valencia County Club, Vista Valencia GC, Placerita JHS, Hart HS, Newhall Park

Modified South End Recycled Water Main Extension (Phase 2C) Project



- Connects to Phase 1 Pipe at the Old Road and Valencia Blvd.
- Construction of approximately 28,400 linear feet of new recycled water pipeline (5,410 feet longer than the pipeline alignment of the Original Project).
- Pipelines ranging in size from 8 to 24 inches in diameter.

Comparison of Original and Modified Alignments



CEQA Determination

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:
    1. The project would have one or more significant effects not discussed in the Recirculated MND;
    2. Significant effects previously examined would be substantially more severe than shown in the Recirculated MND;
    3. 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
    4. 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.

South End Recycled Water Main Extension (Phase 2C) Project Recommendation

That the Engineering and Operations Committee recommends that the Board of Directors approve:

Approve a resolution adopting an addendum to the Mitigated Negative Declaration under the California Environmental Quality Act for the South End Recycled Water Main Extension (Phase 2C) Project.

CM3

Questions?