



South Coast Water District

Initial Study and Environmental Checklist for JRWSS Crown Valley Parkway Water Pipeline Relocation Laguna Niguel, California

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TABLE OF CONTENTS

1. INTRODUCTION	1
2. PROJECT DESCRIPTION.....	2
2.1. PROJECT LOCATION AND SETTING.....	2
2.2. DESIGN FEATURES.....	2
2.3. DESCRIPTION OF PROJECT CONSTRUCTION.....	2
2.4. PROJECT SCHEDULE.....	4
2.5. PERMITS AND APPROVALS NEEDED.....	4
3. DETERMINATION.....	5
4. CEQA CHECKLIST AND EVALUATION OF POTENTIAL ENVIRONMENTAL IMPACTS	6
4.1. INITIAL STUDY CHECKLIST	7
4.2. DISCUSSION OF ENVIRONMENTAL IMPACTS.....	13
4.2.1. AESTHETICS	13
4.2.2. AGRICULTURAL & FORESTRY RESOURCES.....	14
4.2.3. AIR QUALITY	15
4.2.4. BIOLOGICAL RESOURCES	18
4.2.5. CULTURAL RESOURCES	20
4.2.6. ENERGY	20
4.2.7. GEOLOGY AND SOILS	22
4.2.8. GREENHOUSE GAS EMISSIONS.....	23
4.2.9. HAZARDS AND HAZARDOUS MATERIALS	24
4.2.10. HYDROLOGY AND WATER QUALITY	25
4.2.11. LAND USE AND PLANNING.....	27
4.2.12. MINERAL RESOURCES	27
4.2.13. NOISE.....	28
4.2.12. POPULATION AND HOUSING.....	29
4.2.13. PUBLIC SERVICES	29
4.2.14. RECREATION	30
4.2.15. TRANSPORTATION.....	30
4.2.16. TRIBAL CULTURAL RESOURCES.....	32
4.2.17. UTILITIES AND SERVICE SYSTEMS	32
4.2.18. WILDFIRE	33
4.2.19. MANDATORY FINDINGS OF SIGNIFICANCE.....	34
5. REFERENCES CITED AND SUPPORTING INFORMATION SOURCES	35
6. LIST OF PREPARERS.....	36

List of Figures

Figure 1-1. Location of existing and proposed relocated pipeline on Crown Valley Parkway.

Figure 2-1. Typical view of Crown Valley Parkway.

List of Tables

Table 2-1 Typical Construction Equipment

Table 4-1 SCAQMD Air Emissions Thresholds

Table 4-2 Daily Construction Emissions (lbs/day), JRWSS Replacement Pipeline

1. INTRODUCTION

The Joint Regional Water Supply System (JRWSS) transmission main is a water pipeline that was constructed in 1961 to convey potable water from a Metropolitan Water District connection in Irvine, California to Bradt Reservoir and Schlegel Reservoir in San Clemente, California. Collectively, these facilities comprise the JRWSS and are contract operated by South Coast Water District (“District”). JRWSS pipeline failures have recently occurred at several locations due to the pipeline age and expected life of the materials used in its construction. The District has identified several sections that require replacement because of their age and location within residential areas.

Approximately 2,000 linear feet of the JRWSS in the City of Laguna Niguel (“City”) is within a 25-foot easement in a residential area (**Figure 1-1**). The section of the JRWSS 36-inch diameter concrete cylinder pipe (CCP) being abandoned needs upgrading and is difficult to access for maintenance or repair. The intent of this project is to construct a replacement segment in Crown Valley Parkway and safely abandon the existing pipeline segment in place. The relocated section of pipe will be approximately 2,350 linear feet in length.

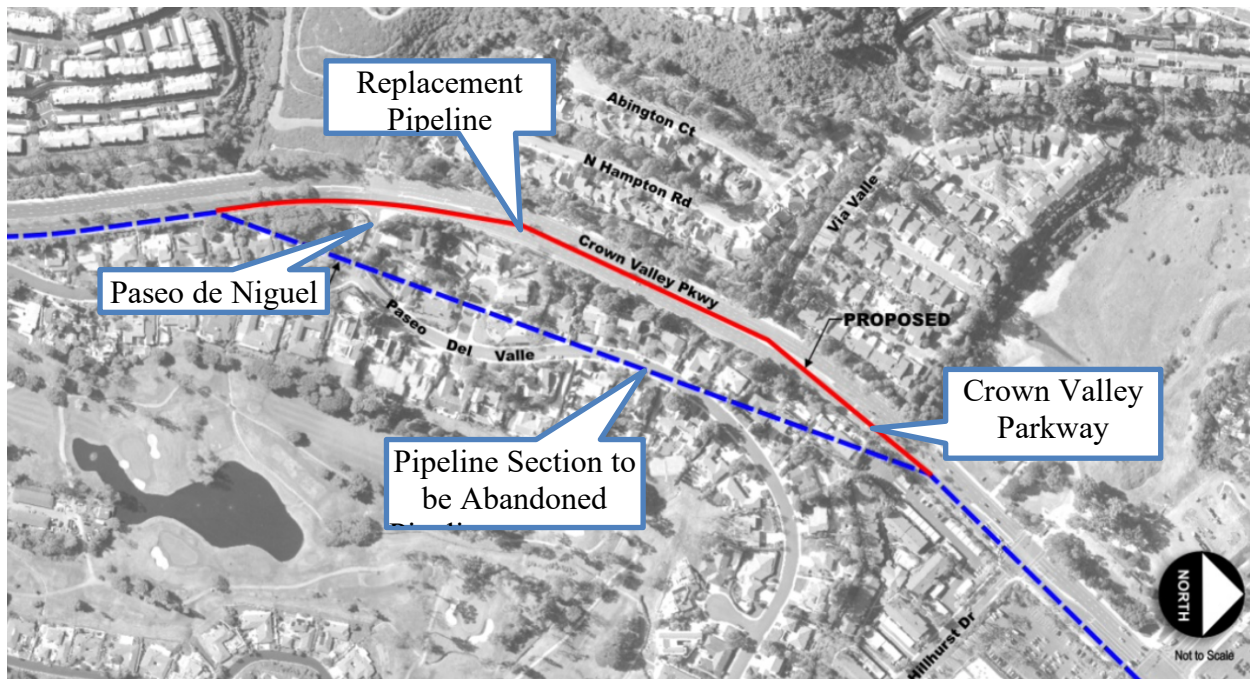


Figure 1-1. Location of existing and proposed realignment water pipeline on Crown Valley Parkway, City of Laguna Niguel.

Construction of the proposed project, including the abandonment of the existing pipe, has the potential for environmental impacts and this action would constitute a project under California Environmental Quality Act (CEQA) requiring environmental review by the District. In accordance with CEQA (Public Resources Code Sections 21 00021 177) and pursuant to Section 15063 of the California Code of Regulations (CCR), the District, acting in the capacity of Lead Agency, has undertaken the preparation of this Initial Study to determine if the proposed project would have a significant environmental impact.

2. PROJECT DESCRIPTION

2.1. PROJECT LOCATION AND SETTING

The relocated water main would be constructed within the right-of-way of Crown Valley Parkway (Figure 2-1). The new pipeline alignment would begin at a point where the existing JRWSS heads easterly, away from its parallel alignment with Crown Valley Parkway. From this connection point, the new alignment would continue north for approximately 2,350 feet in Crown Valley Parkway where it would rejoin the existing pipeline (Figure 1-1). Figure 2-1 provides a view of Crown Valley Parkway just north of the intersection with Paseo de Niguel. The proposed location of the replacement water pipeline is located in the north-bound right lane to avoid other water, sewer, and utilities located within the right-of-way.



Figure 2-1. Typical view of Crown Valley Parkway; view north near the intersection with Paseo de Niguel.

2.2. DESIGN FEATURES

The relocated 36-inch water main would be constructed of cement mortar lined and coated steel pipe. Cement mortar lined and coated steel pipe is the most durable and economical pipe material at this diameter. In addition, this material is consistent with replacements in other reaches of the JRWSS and allows for continuity in the existing cathodic protection system.

2.3. DESCRIPTION OF PROJECT CONSTRUCTION

The 36-inch replacement pipeline would be constructed within Crown Valley Parkway and buried with a minimum cover of 48-inches (Figure 2-1). The trench width for a 36-inch pipeline would be approximately 5.5-feet. Existing utilities present in the road right-of-way include potable water, recycled water, sewer, electrical and storm drain lines. Criteria for alignment selection would include minimum separation from existing utilities, traffic control impacts, impacts to residential access at Paseo de Niguel and Via Valle, minimizing limits of pavement replacement, and City encroachment permit requirements. Crown Valley Parkway has three driving lanes and a bike lane on each side of a central landscaped median, providing adequate area for construction of a 36-inch water main, while maintaining at least one northbound lane

available for traffic while under construction. Construction of the replacement pipeline within Crown Valley Parkway provides ready access to all facilities for maintenance.

The proposed project would include abandonment of the existing 36-inch JRWSS between the two points discussed above, a total length of approximately 2,200 feet (Figure 1-1). The abandoned section of the pipeline is within a 25-wide easement, with a central segment (approximately 350 feet) within Paseo del Valle, a residential street. The existing 36-inch pipe would be abandoned in place and filled with concrete slurry, sand, or cellular concrete. Injection of fill material would be completed from an existing outlet valve structure in Paseo Del Valle and from either end of the pipe in Crown Valley Parkway. Work areas of approximately 15x25 feet will be required at each fill material injection site where a total of approximately 670 cubic yards of fill material will be required for abandonment.

Initial work would include surveys and location of all water, sewer, electrical, gas service, and other utilities along the Project alignment. Following the installation of traffic controls, the new pipeline alignment would be excavated, and the pipe would be installed in a sequence to be determined by the construction contractor. The typical pipeline construction sequence is as follows:

1. Construction staking and survey
2. Asphalt cutting (where required)
3. Trench excavation
4. Trench bedding installation and preparation
5. Pipe installation
6. Joint welding (if required)
7. Initial backfill (imported material)
8. Final backfill (with native backfill material)
9. Surface restoration (pavement replacement where required)
10. Testing, and start-up
11. Abandonment of the pipeline section in the residential area.

Based on the District's recent experience with similar projects, it is anticipated that the construction crew would consist of approximately eight persons using the construction equipment listed in **Table 2-1**.

Table 2-1 Typical Construction Equipment

Equipment Type	Quantity
Front Loader	1
Pickup Trucks	2
Dump Trucks	1
Roller	1
Water Truck	1
Backhoe/Excavators	2
Concrete Mixer	1
Concrete Saw	1
Crane	1
Generators	2
Air Compressors	2
Paving Equipment	1
Sweeper	1
Signal Boards	2

2.4. PROJECT SCHEDULE

Construction of the replacement pipeline and abandonment of the existing pipeline is expected to be completed in approximately 6-8 weeks with anticipated start of construction in the second quarter of 2022. Construction would be generally scheduled between 7 a.m. and 6 p.m., Monday through Friday.

2.5. PERMITS AND APPROVALS NEEDED

An Encroachment Permit from the City of Laguna Niguel will be required for the project. Pursuant to Government Code Section 53091, subdivisions (d) and (e), the District is not required to comply with local city building or zoning ordinances, including requirements for building permits and/or inspections, relative to its location or construction of facilities for the production, generation, storage, treatment, or transmission of water. In this case, the purpose of the Project is to relocate a water transmission pipeline and such facilities are exempt from compliance.

3. DETERMINATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below ("X") have been determined to be potentially affected by this Project. Impacts that are "Potentially Significant Impact" or "Less than Significant Impact with Mitigation Incorporated," were identified, as detailed in the CEQA checklist portion of this document (Section 4.0).

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

DETERMINATION

On the basis of this Initial Study evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.



Signature

Marc Serna, Chief Engineer
South Coast Water District

3/15/21

Date

4. CEQA CHECKLIST AND EVALUATION OF POTENTIAL ENVIRONMENTAL IMPACTS

This section provides a discussion of potential environmental impacts associated with approval of the project. CEQA provides the following guidance for evaluation of impacts:¹

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analysis may be used where, pursuant to the tiered, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d).
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

¹ Association of Environmental Professionals. 2021. California Environmental Quality Act Statute & Guidelines.

4.1. INITIAL STUDY CHECKLIST

Item/Description	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Aesthetics				
a) Would the project have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Agricultural & Forestry Resources				
a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality				
a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Would the project expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cultural Resources				
a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy				
a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Geology and Soils				
a) Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Would the project result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions				
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hazards and Hazardous Materials				
a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hydrology and Water Quality				
a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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, 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 that would result in flooding on- or off-site? iii) create or contribute runoff water that 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Land Use and Planning				
a) Would the project physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mineral Resources				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise				
a) Would the project result in generation of 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Population and Housing				
a) Would the project 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Public Services				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation				
a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tribal and Cultural Resources				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Utilities and Service Systems				
a) Would the project require or result in the relocation or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wildfire				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:				
a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mandatory Findings of Significance				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2. DISCUSSION OF ENVIRONMENTAL IMPACTS

Each of the items presented in the table within Section 4.1 are discussed in further detail in the following sections.

4.2.1. AESTHETICS

Setting

The replacement water pipeline would be constructed within the paved right-of-way of Crown Valley Parkway (Figure 2-1). The buried pipeline would not cause a change in the views from any viewpoint. Depending on construction methods, some landscape vegetation may need to be removed. Any vegetation removed as part of this Project will be replaced in kind. There will be no permanent impacts to aesthetics or visual resources.

Impacts

- a) Would the project have a substantial adverse effect on a scenic vista?

No impact. A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The City of Laguna Niguel General Plan identifies citywide scenic routes that are consistent with the County of Orange Master Plan of Scenic Highways. There are no designated viewscape corridors in Laguna Niguel. Crown Valley Parkway (west of I-5) is identified as a landscape corridor in the Laguna Niguel General Plan Open Space Element.²

All pipeline construction activity will be limited to road right-of-way and would be temporary. All components of the Project would be underground, and the Project would have no impact on scenic views or vistas.

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

No impact. According to the California Department of Transportation (Caltrans) *California Scenic Highway Mapping System*, there are no officially designated state scenic highways in the immediate vicinity of the proposed project (Caltrans 2020).

All components of the Project would be underground. There are no scenic resources, trees, rock outcroppings, or historic buildings nearby that would be affected by Project construction or operation. Implementation of the proposed project would have no impact on scenic resources or a State scenic highway.

- c) In non-urbanized areas, would the project 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 impact. All components of the Project would be underground. The finish grade of new manholes would be level with the existing street. The Project would not substantially

² City of Laguna Niguel 1992. General Plan – Chapter 3. Open Space/Parks/Conservation
https://www.cityoflagunaniguel.org/DocumentCenter/View/1882/LNGP_Chapter-3-Open-Space---Parks---Conservation?bidId= Accessed September 2020.

degrade the existing visual character or quality of the site and its surrounding. The Project would not conflict with applicable zoning and other regulations governing scenic quality.

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

No impact. All components of the Project would be underground. No new sources of light or glare would result from the Project that would adversely affect day or nighttime views in the area.

4.2.2. AGRICULTURAL & FORESTRY RESOURCES

Setting

The general character of land use within the City of Laguna Niguel is primarily residential; however, schools, parks, and commercial developments such as restaurants, golf courses, and various businesses, are also located within one to two miles of the Project site. According to the California Department of Conservation's California Farmland Mapping and Monitoring Program, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are located within or near the Project area (California Department of Conservation 2020).

Impacts

No agricultural resources are located within or nearby the Project area. As a result, the Project would have no impact on agricultural resources.

- a) Would the project 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 proposed pipeline alignment in the right-of-way of Crown Valley Parkway is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2020). Therefore, the proposed Project would not convert such farmland to non-agricultural use.

- b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project area is zoned for residential use (City of Laguna Niguel 2012) and is not zoned for agricultural use and is not under a Williamson Act contract. Therefore, the Project would not result in a conflict with either an agricultural or Williamson Act contract zoning obligation.

- 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))?

No Impact. The Project area is zoned for residential use (City of Laguna Niguel 2012) and is not zoned for forest land or timberland production.

- d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The proposed pipeline alignment is in the paved right-of-way of Crown Valley Parkway and would not 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?

No Impact. There would be no changes to the existing environment that would result in the conversion of farmland to non-agricultural use.

4.2.3. AIR QUALITY

Setting

The Project is located in the South Coast Air Basin (Basin), a 6,600 square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert areas of Los Angeles, Riverside, and San Bernardino Counties. The Basin's terrain and geographical location - a coastal plain with connecting broad valleys and low hills determine its distinctive climate.

Air quality within the area is dependent on the regional wind directions, regional air quality, and local pollutant emission sources. Regional air quality is determined largely by the quantity of released pollutants discharged throughout the local air basin, which are mainly the result of mobile pollutant emissions. The proposed Project would generate short-term emissions from a small number of vehicles and equipment required during the construction process; however, the Project does not have an operational component and would not generate emissions following construction.

Regulatory oversight for air quality in the Basin rests with the South Coast Air Quality Management District (SCAQMD). The basis for project air-quality review in California is evaluating consistency with the SCAQMD Air Quality Management Plan (AQMP) through the land-use and growth assumptions used to forecast projected air pollution emissions in the Basin. The AQMP is based on the designated land-use and allowed density for a project site as described in the various approved General Plans throughout the Basin. To the extent that a proposed Project is consistent with the growth assumptions in the General Plan for its jurisdiction, it would be consistent with the SCAQMD AQMP.

Impacts

Two types of air quality impacts could result from the proposed Project: (1) short-term impacts caused during the construction phase and (2) impacts from operations over the life of the Project. Construction activities can generate dust and combustion exhaust emissions that would be emitted into the atmosphere from construction equipment. Air pollutants would also be emitted from construction worker vehicles while commuting to the Project site. Due to the relatively short construction period and few vehicles needed for construction, the proposed Project is not likely to result in construction-related emissions that would exceed impact significance thresholds for regionally significant pollutants. The operation of the water pipeline would require infrequent inspections and would not result in significant impacts to air quality.

The proposed Project would not adversely affect the AQMP. As stated previously, the AQMP is designed to accommodate new development and growth based on SCAG Growth Forecasts.

Because the Project would not directly generate new population or growth, issues of the AQMP are not applicable to the Project. Therefore, construction related air impacts would be less than significant given the short duration of construction in conjunction with measures to mitigate temporary impacts.

Although air quality impacts are likely to be less than significant, feasible mitigation measures are proposed to reduce the potential for fugitive dust and other air quality impacts during Project construction:

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

No Impact. According to the SCAQMD's Air Quality Handbook, only significant projects or those requiring a General Plan Amendment, or a Specific Plan would require review for AQMP consistency. The proposed Project would not require a General Plan Amendment or a Specific Plan or be considered a "significant project." The proposed Project would include temporary construction activities during pipeline installation. The proposed Project does not have an operational component that would produce emissions that are substantially different than current conditions.

- 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact with Mitigation Incorporated. There will be no emissions associated with operation of the Project when construction is completed. During construction, emissions from the Project will be limited to the vehicles and equipment shown in Table 2-1 that are typically used by the District or its contractors during construction of water pipelines. The potential to exceed air-quality standards is very low given the limited number of vehicles and other equipment required for construction. The *SCAQMD CEQA Handbook* provides significance thresholds for criteria pollutants for both construction and operation of projects within its jurisdictional boundaries. Exceedance of the SCAQMD thresholds could result in a potentially significant impact. If the Project proposes development in excess of the established thresholds, as illustrated in **Table 4-1** (SCAQMD Air Emission Thresholds), a significant air quality impact may occur, and additional analysis would be warranted to fully assess the significance of impacts.

Table 4-1 SCAQMD Air Emissions Thresholds

Phase	Reactive Organic Gases (ROG)	Pollutant (lbs/day)		Particulate Matter <10 microns) (PM ₁₀)
		Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	
Construction	75	100	550	150
Operation	55	55	550	150

Source: SCAQMD CEQA Handbook, Page 6-1, April 1993.

Estimates of daily construction emissions were calculated using the Roadway Construction Emissions Model (Version 5.1) developed by the Sacramento Metropolitan AQMD³ and

³ South Coast AQMD Air Quality Modeling <http://www.aqmd.gov/home/regulations/ceqa/air-quality-modeling> (accessed July 2020)

compared to SCAQMD thresholds as shown in Table 4-1. Based on the construction tasks, equipment used, and workforce outlined in Section 2.0 (Table 2-1), daily construction emissions are estimated as shown in **Table 4-2**, below. The emission of criteria pollutants during construction will not exceed the SCAQMD thresholds for Project construction for any of the criteria pollutants and are therefore considered to have a less than significant impact to air quality.

Table 4-2 Daily Construction Emissions (lbs/day), JRWSS Replacement Pipeline

Construction Activity	NO _x	CO	ROG	SO _x	PM ₁₀	PM _{2.5}
Construction & installation of relocated water pipeline	5.6	29.8	1.3	0.5	0.3	0.2
SCAQMD Thresholds	100	550	75	—	150	—

Although emissions of criteria pollutants are not expected to exceed the SCAQMD thresholds, Mitigation Measure AQ-1, below, is proposed to further reduce exhaust emissions from construction equipment. Construction activities will result in particulate (fugitive dust) emissions and emissions from the exhaust of construction equipment, motor vehicles of the construction crew, and delivery vehicles. These emissions will be produced only during the construction phase. Implementation of Mitigation Measure AQ-2, below, to control fugitive dust emissions would reduce the impacts to air quality to a level that is less than significant.

Following construction, the Project would not generate air emissions. The Project would not violate air quality standards or contribute substantially to an existing or projected air quality violation.

Mitigation Measure: AQ-1. The District must include in the construction contract standard specifications requiring the General Contractor to limit vehicle idling as much as possible. On-road vehicles with a gross vehicular weight rating of 10,000 pounds or greater must not idle for longer than five minutes at any location as required by Section 2485 of Title 13, Division 3, Chapter 10, Article 1 of the California Code of Regulations. This restriction does not apply when vehicles remain motionless during traffic or when vehicles are queuing. Off-road equipment engines must not idle for longer than five minutes per Section 2449(d)(3) of Title 13, Division 3, Chapter 9, Article 4.8 of the California Code of Regulations. Exceptions to this rule include the following: idling when queuing; idling to verify that the vehicle is in safe operating condition; idling for testing, servicing, repairing or diagnostic purposes; idling necessary to accomplish work for which the vehicle was designed (such as operating a crane); idling required to bring the machine to operating temperature as specified by the manufacturer; and idling necessary to ensure safe operation of the vehicle.

Mitigation Measure: AQ-2. The District must include in the construction contract standard specifications that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions must be controlled by regular watering or other dust preventive measures, as specified in the South Coast Air Quality Management District's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures will reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active areas of the construction site must be watered to prevent excessive amounts of dust;
- On-site vehicles speed must be limited to 15 miles per hour (mph);
- All material excavated or graded must be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, must occur at least twice daily, preferably in the late morning and after work is done for the day;
- If dust is visibly generated that travels beyond the construction site boundaries, activities that are generating dust must cease until dust carrying winds have abated or construction methods have been changed to prevent dust traveling beyond the site boundary; and,
- All material transported off site must be either sufficiently watered or securely covered to prevent excessive amounts of dust.

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

Less than Significant Impact. There are no schools, medical facilities, daycares or similar facilities adjacent to the proposed water pipeline alignment. For pipeline construction, construction activities would normally be at one location only for a very short period, usually a few days, as construction progresses down the pipeline route.

Potential impacts to sensitive receptors are expected to be less than significant because there are no sensitive receptors nearby, few construction vehicles are required, and the construction vehicle emissions would be intermittent and short-term.

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

Less than Significant Impact. Minor odors from exposed soils could be expected during excavation and pipe installation but these would likely be transitory and distant from potential receptors and would not affect a substantial number of people. Impacts would be less than significant.

4.2.4. BIOLOGICAL RESOURCES

Setting

Biological resources include state- and federally-listed endangered or threatened species, species of special concern, wetlands, and other areas of critical biological concern. The California Department of Fish and Wildlife (CDFW), the US Fish and Wildlife Service (USFWS), the California Native Plant Society (CNPS) and the City of Laguna Niguel provide regulations and management guidelines for the preservation of native vegetation and communities. These regulations provide protection of rare and special-status plants and animals should any be encountered on a project.

The CDFW Natural Diversity Data Base (CNDDB 2020) was reviewed for occurrences of rare, threatened, or endangered species, within one mile of the Project site. The CNDDB review resulted in one animal species (coastal California gnatcatcher) that is federal or state-listed threatened or endangered. This species primarily occurs in coastal sage scrub habitat associated with undeveloped natural hillsides. The Project site consists of the paved surface of Crown Valley Parkway (see Figure 2-1) and is not within or near any suitable habitat for coastal California gnatcatcher.

Impacts

- 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?

No Impact. The replacement water pipeline would be constructed within the paved surface of Crown Valley Parkway (Figure 2-1). Depending on construction methods, some landscape vegetation in the road median may need to be temporarily removed. Any landscape vegetation removed as part of this Project will be replaced in kind. Construction or operation of the buried water pipeline would have no impact to biological habitat or biological resources.

- 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, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

No Impact. The location of the proposed water pipeline in Crown Valley Parkway does not include any riparian habitat or other sensitive natural community (Figure 2-1). Construction or operation of the water pipeline would not have any 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 US Fish and Wildlife Service.

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

No Impact. The replacement water pipeline would be constructed within the paved surface of Crown Valley Parkway (Figure 2-1). There are no federally protected wetlands nearby and construction or operation of the replacement pipeline would have no impact on federally protected wetlands.

- 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?

No Impact. The replacement water pipeline would be constructed within the paved surface of Crown Valley Parkway (Figure 2-1). Construction or operation of the buried pipeline would not substantially interfere 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. The proposed project would have no impact on the movement of any native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or use of native wildlife nursery sites.

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

No Impact. The replacement water pipeline would be constructed within the paved surface of Crown Valley Parkway (Figure 2-1). Depending on the method of construction, the proposed Project could include removal and replacement of landscape vegetation in the highway median. The Project would have no impact and would not conflict with any local policies or ordinances protecting biological resources.

- 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?

No Impact. The replacement water pipeline would be constructed within the paved surface of Crown Valley Parkway (Figure 2-1). Construction or operation of the buried water pipeline would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.2.5. CULTURAL RESOURCES

Setting

Cultural resources are sites, structures, landscapes, and objects of some importance to a culture or community for scientific, traditional, religious, or other reasons. The replacement water pipeline would be constructed within the paved surface of Crown Valley Parkway (Figure 2-1). When this road was constructed, it was excavated and re-compacted; therefore, no cultural resources would remain that could be disturbed during construction of the replacement water pipeline. Potential Project impacts to cultural resources are discussed further below.

Impacts

- a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. The replacement water pipeline would be constructed within the paved surface of Crown Valley Parkway (Figure 2-1) similar to other utilities. When this road was constructed it was excavated and re-compacted; therefore, no cultural resources would remain that could be disturbed during construction of the replacement water pipeline. Construction and operation of the Project would not cause an adverse change to any historical resource.

- b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact. The replacement water pipeline would be constructed within the paved surface of Crown Valley Parkway (Figure 2-1). When this road was constructed it was excavated and re-compacted; therefore, no archaeological resources would remain that could be disturbed during construction of the replacement water pipeline. The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.

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

No Impact. The replacement water pipeline is in soil that was previously excavated, graded, and compacted for construction of Crown Valley Parkway (Figure 2-1). The Project would not disturb human remains, including those interred outside of formal cemeteries.

4.2.6. ENERGY

Setting

The existing and replacement pipeline do not include pumps or other equipment that require the use of energy.

Impacts

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

Less-than-Significant Impact. Construction of the Project would result in energy consumption from the use of heavy-duty construction equipment, on-road trucks, and construction workers commuting to and from the Project site. Construction of the Project would utilize fuel-efficient equipment consistent with State and federal regulations, such as fuel efficiency regulations in accordance with the CARB Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in Title 13 of the California Code of Regulations, and fuel requirements in accordance with Section 93115 in Title 17 of the California Code of Regulations, and would comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines.

Operation of the relocated water pipeline is expected to result in a net decrease in the amount of energy consumption onsite compared to the existing pipeline because the new section of pipeline is constructed of materials that are more efficient than the existing pipeline. Additionally, as there are no new employees or no additional estimated maintenance trips, the operation of the proposed Project would use the same amount of gasoline as the existing facilities. Therefore, the operation of the proposed pipeline would not result in a net increase in energy, and no operational greenhouse gas emission impacts would occur.

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

Less-than-Significant Impact. Construction would utilize energy only for necessary on-site activities and to transport construction materials, excavated fill, and demolition debris to and from the Project site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption and thus reduce the Project's construction-related energy use. Additionally, operation of the proposed Project would result in the reduction in energy consumption through more energy efficient equipment and buildings.

The Project would not conflict with the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations, provide better "placemaking," provide more transportation choices, and reduce vehicular demand and associated emissions as the Project would not result in an increase in long-term vehicle trips.

As a result, the Project would support Statewide efforts to improve transportation energy efficiency and reduce wasteful or inefficient transportation energy consumption with respect to private automobiles. Overall the Project's features would support and promote the use of renewable energy and energy efficiency, therefore, the Project impacts would be less than significant.

4.2.7. GEOLOGY AND SOILS

Setting

As noted in Section 2.0, the replacement water pipeline is in an area that was previously excavated, graded, and compacted for construction of Crown Valley Parkway (Figure 2-1). Potential impacts to geology and soils are discussed below.

Impacts

- a) Would the project 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?

No Impact. Based upon review of the United States Geologic Survey (USGS) Alquist-Priolo Earthquake Fault Zoning mapping database, the project area is not located within an area identified to contain earthquake faults. The nearest faults to the project area include the Elsinore Fault to the east and the Newport-Inglewood Fault to the west. The project area is approximately 12 miles from the Elsinore Fault and three miles from the Newport-Inglewood Fault. While the project is not located directly along a fault line, the southern California region is seismically active as a whole with faults capable of producing seismic shaking at the proposed Project area. However, this does not pose any risk of loss, injury, or death, as the Project does not propose any structures for human occupancy.

The Project would not require grading or the construction of any dwellings, buildings, or similar structures. There are no identified fault lines or evidence of ground rupture within the Project area. The integrity of the water pipeline would be improved by the use of new materials and would be installed in accordance with seismic design provisions of the State of California and the building codes of the City of Laguna Niguel. The Project would not expose people or structures to potential substantial adverse effects from earthquake faults, seismic ground shaking, ground failure including liquefaction, or landslides.

- b) Would the project result in substantial soil erosion or the loss of topsoil?

No Impact. The Project would not require grading or extensive disturbance to soils. Soils excavated for the replacement water pipeline would be replaced and compacted prior to resurfacing. Excess soil would be removed and disposed at a landfill approved to receive clean soil. The Project would not cause substantial soil erosion or 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?

No Impact. The proposed location of the water pipeline is within the paved surface of Crown Valley Parkway that was previously excavated, graded, and compacted for construction of this roadway. The Project would not be located in unstable soils or geologic units. The Project would not 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 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. The proposed location of the replacement water pipeline is within paved surface of Crown Valley Parkway that was previously excavated, graded, and compacted for construction of this roadway. The Project would not be located on expansive soil, which could create substantial risks to life or property.

- 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?

No Impact. The Project would not require sewage treatment facilities including septic tanks, or any alternative wastewater treatment facility.

- f) Will the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The proposed location of the replacement water pipeline is within paved surface of Crown Valley Parkway that was previously excavated, graded, and compacted for construction of this roadway. The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.2.8. GREENHOUSE GAS EMISSIONS

Setting

Although no formal significance threshold for GHG emissions have been adopted by SCAQMD, SCAQMD has recommended 3,000 MTCO₂e per year as a screening level. Construction-related GHG emissions for the proposed Project were estimated using the same assumptions as the air quality analysis. Using the same methodology described above in Section 4.2.3, the total estimated construction related GHG emissions for the Project are estimated at approximately 89.2 MTCO₂e. The temporary construction activities associated with the Project will result in minor emissions of greenhouse gases. Once constructed, the Project will not generate greenhouse gas emissions.

Impact

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

Less Than Significant Impact. Once constructed, the Project will not generate greenhouse gas emissions. The temporary construction activities associated with the Project will result in minor emissions of greenhouse gases. The one-time construction activities would result in approximately 89.2 MTCO₂e which would not exceed the screening level of 1,800 MTCO₂e per year threshold recommended by SCAQMD. Therefore, the net increase in GHG emissions resulting from Project implementation is considered to be less than significant.

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

No Impact. The following plans, policies and regulations are applicable to the Project.

Consistency with AB 32

As discussed above, the proposed Project would not result in annual GHG emissions exceeding the SCAQMD's 3,000 MTCO₂e threshold which was designed to help the region attain the goals of AB 32. Therefore, the proposed Project would be consistent with the goals of AB 32 and would not impact attainment of the goals of AB 32.

Consistency with EO B-30-15

As discussed above, the proposed Project would not result in net annual GHG emissions exceeding 1,800 MTCO₂e. Therefore, the proposed Project would be consistent with the goals of EO-B-30-15 and would not impact attainment of the goals of EO B- 30-15.

Consistency with SB 375

The key goal of the Sustainable Communities Standard (SCS) is to achieve GHG emission reduction targets through integrated land use and transportation strategies. The focus of these reductions is on transportation and land use strategies that influence vehicle travel. The proposed Project would not increase vehicle traffic within the City or the region because the Project does not include an increase in employment opportunities and would not increase the number of maintenance trips for the relocated pipeline. Therefore, the proposed Project would not conflict with the implementation of SB 375 and would not impact attainment of the goals of SB 375.

4.2.9. HAZARDS AND HAZARDOUS MATERIALS**Setting**

The proposed location of the water pipeline is within the paved surface of Crown Valley Parkway that was previously excavated, graded, and compacted for construction of this roadway. There are no known hazards or hazardous materials along the proposed alignment for the replacement water pipeline. There will be no hazardous materials used during construction, however some materials that need special handling during equipment maintenance may include gasoline, diesel fuel, motor oil, hydraulic fluid, and any other materials associated with construction equipment. No hazardous materials would be used during Project operation.

There is only minimal potential for environmental impacts from hazardous material incidents during construction and operation of the Project. Small volumes of hazardous materials may be temporarily used onsite inside fuel and lubrication service trucks. Maintenance and service personnel would be trained in handling these materials and the most likely incidents involving these materials would be associated with minor spills or drips. Impacts from such incidents would be mitigated by thoroughly cleaning up minor spills as soon as they occur.

Impacts

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

No Impact. All construction vehicles would be fueled and serviced off-site. The Project would not involve 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?

No Impact. Operation of the buried water pipeline would not create a significant hazard to the public. Because the use of hazardous materials during construction would be limited to very small quantities, the Project has no potential to create a significant hazard to the public or the environment.

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

No Impact. There are no existing or proposed schools within one-quarter mile of the proposed Project. The Project would not emit hazardous emissions, nor would it require the

handling of hazardous or acutely hazardous materials within one quarter mile of an existing or proposed school.

- d) Would the project 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. A review of the California Department of Toxic Substances Control (DTSC) Envirostor Geotracker Database indicates there are no sites reported in the Project area that would create a significant hazard to the public or the environment. ⁴

- 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 Project is not located within an airport land use plan or within two miles of a public or private airport.

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

Less Than Significant Impact with Mitigation Incorporated. Project activity would not alter emergency response or emergency evacuation routes. The construction contractor would be required to maintain open lanes on Crown Valley Parkway, and to maintain local and emergency access at all times for all side streets affected by the Project (see Mitigation Measure in Section 4.2.15 Transportation).

4.2.10. HYDROLOGY AND WATER QUALITY

Setting

The replacement water pipeline is within the paved surface of Crown Valley Parkway (Figure 2-1). Surface drainage in the project area has been modified by roadway and residential construction. The section of Crown Valley Parkway where the Project is located drains north to the Sulphur Creek drainage, then west to the Aliso Creek drainage, finally discharging to the Pacific Ocean at Aliso beach in Laguna Beach.

Impacts

- a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant with Mitigation Incorporated. The Project does not propose waste discharges that require waste discharge permits, National Pollutant Discharge Elimination System (NPDES) permits, or water quality certification from the Regional Water Quality Board RWQCB. Assuming a trench width of approximately five feet, an NPDES permit is not required because total ground disturbance for installation of the proposed pipeline will be less than one acre. Additionally, the project would not violate any water quality standards or waste discharge requirements. No change in the amount of impervious surface would occur with installation of the proposed pipeline and the proposed finished grade will match existing conditions such that a change in surface water runoff would not occur.

⁴ DTSC) Envirostor Geotracker Database <https://dtsc.ca.gov/your-envirostor/> Accessed September 2020

Construction activities have the potential to affect the quality of surface runoff through the introduction of silt, oil, hydraulic fluid, and similar contaminants to the storm drain system during rain events. The following mitigation measure is proposed to reduce potential impacts to less than significant:

Mitigation Measure WATER-1. The construction contractor will be responsible for installation, inspection, continual maintenance, and removal of sedimentation control devices in accordance with temporary erosion and sedimentation control plan that will be prepared by the construction contractor. The plan will:

- Require placement of sediment control best management practices near the Project and at the nearest catch basin(s) during excavations and any other construction activity that may result in material of any kind being deposited in the public right-of-way;
- Require placement of plastic tarps or other containment under all stationary equipment to prevent oil, hydraulic fluid and other materials from getting on the street and into the storm drain system; and
- Restrict the placement of any stored materials, dirt, debris, or sand in the public right-of-way at any time.

- 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?

No Impact. The Project would not use groundwater and would not interfere with groundwater recharge. There would be no change in the amount of impervious surfaces. The Project would have no impact on groundwater supplies or groundwater recharge.

- 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, 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 that would result in flooding on- or off-site?
 - iii) create or contribute runoff water that 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 Impact. Construction activities would not require grading or change the topography of the site. The Project would not substantially alter the existing drainage pattern of the site or area or cause the alteration of the course of a stream or river. There would be no impact on the existing drainage pattern.

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

No Impact. The Project is not located near a coastline and is not in an area that is subject to flood hazard, tsunami, or seiche zones.

- e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan?

No Impact. The Project includes the relocation of an existing pipeline into the paved right-of-way of Crown Valley Parkway. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan.

4.2.11. LAND USE AND PLANNING

Setting

The City of Laguna Niguel zoning for the replacement water pipeline alignment is: “RM- Multi-Family District”; “RS-3 Single Family District 3”; and, “PI Public/Institutional District” (for the County Public Library). The zoning designations along the alignment of the replacement water pipeline allow for water pipelines and similar utilities as a designated land use.

The Project would not have any adverse impact on land use and planning. The Project is compatible with surrounding land uses and does not conflict with the City of Laguna Niguel General Plan or City Zoning.

Impacts

- a) Would the project physically divide an established community?

No Impact. The Project does not propose any uses that would divide an established community. The Project proposes the construction of a relocated pipeline within existing roadway right-of-way. The Project would not physically divide an established community or conflict with any land use plan or policy.

- 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?

No Impact. Typically, roadways are not assigned a land use designation. The proposed pipeline alignment is within a roadway where utilities are an allowable use. The Project would not conflict with any land use plan or policy or the regulation of any agency with jurisdiction over the Project.

4.2.12. MINERAL RESOURCES

Setting

The replacement water pipeline would be constructed within the paved surface of Crown Valley Parkway (Figure 2-1).

Impacts

- 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?

No Impact. According to USGS’ Mineral Resources Data System (USGS, 2020), the Project site is not identified as a known mineral resource area and does not have a history of mineral extraction uses. In addition, according to the State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, no oil wells exist on the Project site. Therefore, the proposed Project will not result in the loss of availability of a known mineral resource, and no impacts will occur.

- 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?

No Impact. No locally important mineral resources are identified in the Project area (USGS 2020). The proposed Project would not result in loss of availability of any locally important mineral resource recovery site.

4.2.13. NOISE

Setting

Ambient sources of environmental noise in the vicinity of the Project site are primarily from vehicular traffic on Crown Valley Parkway. The noise-sensitive land uses closest to the Project site are the residences on either side of Crown Valley Parkway, and the County Library near the northern end of the pipeline alignment (Figure 1-1). There are no other sensitive receptors such as schools along the alignment of the replacement water pipeline.

The City of Laguna Niguel Noise Ordinance requires that noise levels in the exterior areas of single-family residences not exceed 55 dB(A) and not exceed 45 dB(A) in the interior areas. Where the ambient noise level is higher than the measured noise condition, the ambient becomes the relevant standard.

Project construction would take approximately 6 to 8 weeks. Noise would be generated by excavation, and pipe installation. Estimates of noise levels generated by construction activities are based upon the type of equipment the number of each type of equipment, the time of day the equipment is used, and the percentage of the day each activity occurs.

Noise generated by construction equipment and construction activities can reach high levels ranging from 68 to 105 dBA depending on the type of equipment being used. At 50 feet from the noise source, grading activities commonly have average noise levels (e.g., Leq noise levels) of 85 dBA with noise level peaks as high as 95 dBA. No grading would be required for the proposed Project and general construction is considered to be quieter than grading operations. The same peak noise levels are often reached during general construction as during grading, but the average noise levels are approximately 5 to 10 dBA less.

The most effective method of controlling construction noise is through local control of construction hours. City of Laguna Niguel Noise Ordinance states that construction activities that generate noise are prohibited between the hours of 8 p.m. and 7 a.m.

Impacts

The proposed Project is anticipated to have a short-term noise impact during construction and no impact after construction.

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

Less Than Significant Impact. The City of Laguna Niguel Noise Ordinance provides noise standards for activities conducted on properties within the City. However, construction activities such as those proposed by the Project are exempt from the standards provided they occur only between the hours of 7:00 a.m. and 8:00 p.m., Monday through Saturday, and at no time on Sunday or federal holidays. Project activities would occur only during the permitted days and times. Therefore, while short-term construction activities may temporarily increase ambient noise levels, they would be in compliance with the applicable City noise standards and the impact would be less than significant. Once the construction is completed, there would be no noise associated with the Project.

- b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The proposed Project would use construction equipment similar to the equipment used to repair utilities in roadways throughout residential areas. Any noise or vibration produced by this equipment would be of short duration, intermittent, and have a less than significant impact.

- c) For a project 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 Project is not within two miles of a private airstrip or public airport.

4.2.12. POPULATION AND HOUSING

Setting

Active construction of the Project within the Crown Valley Road right-of-way is expected to take approximately 6 to 8 weeks and would employ an average of eight construction workers. A local construction company under contract with the District would provide construction personnel. Operation of the Project facilities would not require any additional workforce or housing.

Impacts

Construction of the proposed Project would require a small workforce of approximately eight construction workers and would not contribute to a significant increase in population in City of Laguna Niguel or surrounding communities. During operation the Project would not require any additional employees and is not expected to affect the population or housing in the area.

- a) Would the project 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 Project would not directly or indirectly induce substantial population growth in the Project area. The facilities would be unmanned; staff may visit the Project infrequently to perform routine maintenance. The Project would not induce new employment and no new housing or extension of major infrastructure would result.

- b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The replacement water pipeline would not displace any existing people or housing.

4.2.13. PUBLIC SERVICES

Setting

The Project consists of a relocation of an existing water pipeline to the right-of-way of Crown Valley Parkway. A number of other utilities such as existing potable water, sewer, recycled water, electrical, and storm drains are located within the road public right-of-way. Criteria for the specific location within the roadway would include minimum separation from existing utilities.

Impacts

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental

impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?

No Impact. The Project would not result in the need for new government facilities and would not physically alter government facilities or response times for fire or police protection. The Project would also not result in the need for new or physically altered government facilities for schools, parks, or any other public facilities.

4.2.14. RECREATION

Setting

The Project proposes no residential development and will not be located near any recreation area; therefore, the Project would not create or increase the need for park or recreational facilities.

Impacts

- 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?

No Impact. The Project would not require any additional employees and would not increase the use of existing neighborhood and regional parks or other recreational facilities.

- 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 Project does not include recreational facilities or require the construction or expansion of recreational facilities.

4.2.15. TRANSPORTATION

Setting

The replacement water pipeline would be constructed within the right-of-way of Crown Valley Parkway (Figure 2-1). Traffic on Crown Valley Parkway may be heavy during morning and afternoon periods. Temporary lane closures would be required during construction on Crown Valley Parkway, Paseo Del Niguel, and Paseo De Valle. Active construction of the Project within the Crown Valley Road right-of-way is expected to take approximately 6 to 8 weeks and onstruction would be generally scheduled between 7 a.m. and 6 p.m., Monday through Friday. All open excavations on public streets will be backfilled or steel plated for traffic during non-working hours. Traffic and roadways will be restored to normal conditions during nonworking hours and on weekends.

Project operation would not require any regular vehicle traffic. Periodic, usually annual, inspections and/or routine maintenance would be performed, but these activities would be infrequent and would have an insignificant impact to transportation and traffic.

Impacts

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

No Impact. The Project would not affect or conflict with adopted policies, plans, or programs supporting alternative transportation. Project construction would require the temporary closure of the bike lane on the northbound side of Crown Valley Parkway. The Project would have no impact on alternative transportation plans or programs.

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

No Impact. The Project is consistent with the CEQA Guidelines section 15064.3, subdivision (b) in that the Project is not a transportation or land use project. Following construction, the Project will not generate vehicular traffic

- c) Would the project 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 Project would not substantially increase hazards due to a design feature. The Project does not include any changes to road conditions.

- d) Would the project result in inadequate emergency access?

Less Than Significant Impact with Mitigation Incorporated. Paseo de Niguel provides one-way access from Crown Valley Parkway to residences on Paseo Del Niguel and Paseo De Valle. Project construction may require temporary closure of the access from Crown Valley Parkway during abandonment of the existing pipeline. Residents on Paseo del Niguel and Paseo de Valle also have access via Hillhurst Drive and Paseo del Campo that will remain available during construction of the Project. Mitigation Measure TRAFFIC-1 would be implemented by the construction contractor to mitigate potential impacts on traffic and emergency access.

Mitigation Measure TRAFFIC-1: The construction contractor will prepare a traffic plan and will be responsible for installation, inspection, and continual maintenance of traffic controls as follows:

- **Paseo del Niguel** – This residential road provides one-way access from Crown Valley parkway to residences on Paseo Del Niguel and Paseo de Valle. Project construction may require temporary closure of the access from Crown Valley Parkway during abandonment of the existing pipeline. Alternative access to Paseo del Niguel and Paseo de Valle via Hillhurst Drive and Paseo del Campo must remain open.
- **Paseo de Valle** – Construction activities may require a lane closure on this two-lane residential road. The traffic plan will maintain a minimum of one lane of traffic during working hours and require the presence of flag persons when only one lane is available for traffic.
- **Crown Valley Parkway-** This highway has three traffic lanes and a bike lane in each direction; only northbound traffic will be impacted by the Project. The traffic plan will maintain a minimum of one lane of northbound traffic during working hours.
- **All other Project side streets** - Maintain local and emergency access at all times. All private driveways and side streets must be kept open at all times except when construction takes place directly in front of the driveway or side street. All open excavations on public streets must be backfilled or steel plated for traffic during non-working hours. Traffic and roadways must be restored to normal conditions during nonworking hours and on weekends.

4.2.16. TRIBAL CULTURAL RESOURCES

Setting

The proposed replacement water pipeline is located within an existing paved road that has been previously excavated, graded and otherwise disturbed.

Impacts

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

- a,b) 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, 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 Impact. The proposed replacement water pipeline is located within an existing paved road that has been previously excavated, graded and otherwise disturbed. Based on this, the Project would not encounter, disturb, or cause a substantial adverse change to a tribal cultural resource, sacred place, objects of cultural value, or buried human remains.

4.2.17. UTILITIES AND SERVICE SYSTEMS

Setting

This Project does not require the use of utilities or services during construction or operation.

Impacts

- a) Would the project require or result in the relocation or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Less Than Significant Impact. Relocation of the water pipeline within the paved right-of-way of Crown Valley Parkway will require the identification and location of other utilities within the roadway. During construction of the relocated pipeline, the utilities will be avoided or have minor modifications to ensure proper distancing from the relocated water pipeline.

- 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?

No Impact. No new water supplies would need to be added or expanded to support this Project. The relocated water pipeline will have the same capacity as the existing pipeline and no additional or new water supplies are required.

- 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?

No Impact. The Project will not result in production of wastewater and will not require the services of a wastewater provider.

- 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?

Less Than Significant Impact. This Project would generate an insignificant amount of solid waste during construction and there is adequate collection and landfill capacity to accommodate the Project without adversely affecting their operations. Operation of Project facilities would not generate solid waste. The Project would comply with all regulations related to solid waste and the Project would have a less than significant impact on landfill capacity.

- e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Operation of Project facilities would not generate solid waste. The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.2.18. WILDFIRE

Setting

The proposed Project is the relocation of an existing pipeline in a residential area to a new pipeline alignment in the right-of-way of Crown Valley Parkway. The proposed Project is not within or near state responsibility areas or lands classified as very high fire hazard severity zones.

Impacts

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

- a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed Project is not within or near state responsibility areas or lands classified as very high fire hazard severity zones.

- b) 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?

No Impact. The proposed Project is not within or near state responsibility areas or lands classified as very high fire hazard severity zones.

- c) 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?

No Impact. The proposed Project is not within or near state responsibility areas or lands classified as very high fire hazard severity zones.

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

No Impact. The proposed Project is not within or near state responsibility areas or lands classified as very high fire hazard severity zones.

4.2.19. MANDATORY FINDINGS OF SIGNIFICANCE

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

No Impact. The replacement water pipeline would be constructed within the paved surface of Crown Valley Parkway (Figure 2-1). Depending on construction methods, some landscape vegetation in the road median may need to be temporarily removed. Any landscape vegetation removed as part of this Project will be replaced in kind. The proposed Project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal species 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)?

Less Than Significant Impact. The proposed Project has been found to have less than significant environmental effects. Moulton Niguel Water District (MNWD) has proposed two pipeline projects, part of which are within the same section of Crown Valley Parkway: Crown Valley Parkway Transmission Main Upper Reach and Lower Salida Lift Station Water Pipeline Replacement. The MNWD projects are in the preliminary development phase however initial planning indicates these projects could also be located within the northbound side of Crown Valley Parkway. If constructed at the same time, all three northbound lanes of Crown Valley Parkway would be closed to all traffic for several months. The District's Project for relocating the JRWSS is scheduled to be constructed first and completed in 6 to 8 weeks, thus allowing at least one northbound traffic lane to remain open throughout construction. Subsequent construction of the MNWD projects, if on the northbound side of Crown Valley Parkway, could also allow one lane of northbound traffic. Based on the expected construction schedules for these projects, the District's Project for relocating the JRWSS would have a less than significant impact.

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

No Impact. The proposed Project is the relocation of an existing pipeline in a residential area to a new pipeline alignment in the right-of-way of Crown Valley Parkway. The proposed Project does not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Please also refer to response to item b), above.

5. REFERENCES CITED AND SUPPORTING INFORMATION SOURCES

- California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. <https://maps.conservation.ca.gov/DLRP/CIFF/> (Accessed September 2020)
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- USGS, Mineral Resources Data System. 2020. Available at: <https://mrdata.usgs.gov/general/map-us.html> Accessed September 2020.

6. LIST OF PREPARERS

Environmental & GIS Services, LLC, prepared this Initial Study under contract to South Coast Water District, which is the Lead Agency responsible for overseeing and implementing the CEQA environmental review process for the proposed Project.

The following lists the specific persons directly involved in the preparation of this Initial Study:

Lead Agency:	South Coast Water District Roman Obzejta, Project Engineer
CEQA Consultant:	Environmental & GIS Services, LLC Dwight Mudry, PhD, Project Manager