3.16 Utilities and Service Systems

3.16.1 Introduction

This section discusses the Project setting in relation to utilities and service systems. It describes existing conditions, the current regulatory setting, and potential impacts from operation and construction of the Build Alternatives, including design options and MSF site options.

The utilities and service system study area encompasses the GSA and DSA. Information in this section is based on the Eastside Transit Corridor Phase 2 Utilities Service/Systems and Energy Conservation Impacts Report (Appendix F).

3.16.2 Regulatory Framework

3.16.2.1 Federal

3.16.2.1.1 Electricity

The Federal Power Act of 1935 gave the Federal Power Commission (succeeded by the Federal Energy Regulatory Commission in 1977) the power to regulate the sale and transport of electric power.

3.16.2.1.2 Solid Waste

The Resource Conservation and Recovery Act (RCRA) (42 United States Code Section 6901 et seq.) was enacted in 1976 to oversee proper management of solid and hazardous wastes, from their generation to ultimate disposal or destruction. Implementation of the RCRA has largely been delegated to federally approved state waste management programs and, under Subtitle D, further promulgated to local governments for management of planning, regulation, and implementation of nonhazardous solid waste disposal. The U.S. Environmental Protection Agency (USEPA) retains oversight of state actions. Where facilities are found to be inadequate, 40 CFR Section 256.42 requires that necessary facilities and practices be developed by the responsible state and local agencies or by the private sector. In California, that responsibility was created under the California Integrated Waste Management Act of 1989 and AB 939.

3.16.2.1.3 Telecommunications

The Communications Act of 1934 replaced the Federal Radio Commission with the Federal Communications Commission (FCC). It also transferred regulation of interstate telephone services from the Interstate Commerce Commission to the FCC. The FCC regulates interstate and international communications by radio, television, wire, satellite and cable in all 50 states, the District of Columbia and United States territories. An independent United States government agency overseen by Congress, the FCC is the United States' primary authority for communications law, regulation and technological innovation. The FCC's rules and regulations are in Title 47 of the CFR.

3.16.2.1.4 Water

The Clean Water Act (CWA) of 1977 establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters, by outlawing the discharge of any pollutant from a point source into navigable waters unless a permit is obtained. Under the CWA's National Pollutant Discharge Elimination System (NPDES) program, USEPA regulates discharges of pollutants from municipal and industrial wastewater treatment plants, sewer collection systems, and stormwater discharges from industrial facilities and municipalities. USEPA enforces requirements to ensure that industries pre-treat pollutants in their wastes in order to protect local sanitary sewers and wastewater treatment plants. NPDES permits establish limits and conditions for discharges from municipal wastewater treatment facilities to waters of the United States.

The Safe Drinking Water Act (SDWA) of 1996 is the principal federal law in the United States intended to ensure safe drinking water for the public. Pursuant to the act, the USEPA is required to set standards for drinking water quality and oversee all states, localities, and water suppliers that implement the standards.

3.16.2.2 State

3.16.2.2.1 Solid Waste

Under commercial recycling law (Chapter 476, Statutes of 2011), AB 341 directed California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and declared a state policy goal that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020 and annually thereafter.

The Integrated Waste Management Act (AB 939) passed in 1989 requires the implementation of solid waste management programs, including requiring each city or county to divert solid waste from landfill disposal through source reduction, recycling, and composting, and achieve a 50 percent diversion. The law also requires every county and city in the state to prepare a Source Reduction and Recycling Element (SRRE) which identifies programs that the county or city will implement to achieve the required solid waste disposal reduction goal and submit an annual report to CalRecycle to provide an update on progress in achieving this goal. AB 939 would apply to all businesses and public entities that generate four cubic yards or more of solid waste per week. AB 939 would also further apply to private waste haulers, construction contractors, recyclers that enter into a contract for a construction or demolition project. Therefore, they would be required to have a recycling program. The reuse and recycling of certain portions of construction and demolition debris would be essential to further the efforts to reduce solid waste and comply with AB 939 mandates.

Construction and Demolition Waste Materials Diversion Requirements (SB 1374) was signed into law in 2002 to assist jurisdictions with diverting construction and demolition waste material. The bill requires that jurisdictions provide a summary of progress made in diverting construction and debris waste in the annual AB 939 report to CalRecycle.

Organic Waste Reduction (SB 1383), signed into law in 2016, establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

The California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327) requires jurisdictions to mandate any "development project" for which an application for a building permit is submitted to provide an adequate storage area for collection and removal of recyclable materials. The areas to be utilized must be adequate in capacity, number, and distribution to serve the project.

3.16.2.2.2 Stormwater

The Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ, requires dischargers whose project disturbs one or more acres but are part of a larger common plan of development that in total disturbs one or more acres, to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity.

3.16.2.2.3 Wastewater

The state regulates wastewater discharges to surface waters through the NPDES program. The NPDES Permit Program controls water pollution by regulating point sources that discharge pollutants, including storm drain and sewer effluent, into waters of the United States. The NPDES Program is a Federal program which has been delegated to the State of California for implementation through the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs), which are collectively known as the Water Boards. The Project is located in the Los Angeles RWQCB region.

3.16.2.2.4 Water

Executive Order B-29-15, passed in 2014, mandates the SWRCB to impose restrictions to achieve a statewide 25 percent reduction in potable urban water usage through February 28, 2016. Water reductions are measured as compared with 2013 levels. Areas with high per capita water usage should achieve proportionally greater reductions than those areas with lower per capita water usage. The Executive Order additionally directs the California Department of Water Resources to work with local agencies to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes.

Metropolitan Water District Act of 1928

The Metropolitan Water District (MWD) of Southern California was established by the California Legislature in 1928 through the Metropolitan Water District Act. While the primary purpose of the act was to construct and operate the 242-mile Colorado River Aqueduct, the act also authorizes MWD to:

- Levy property taxes within its service area
- Establish water rates
- Impose charges for water standby and service availability
- Incur general obligation bonded indebtedness and issue revenue bonds, notes, and short-term revenue certificates
- Execute contracts
- Exercise the power of eminent domain for the purpose of acquiring property

California Water Code

When a city or county is the CEQA lead agency for a project meeting certain criteria, California Water Code Sections 10910 through 10915 require that the relevant water service provider determine whether the water demands of the proposed project were accounted for in the most recent urban water management plan (UWMP). If the project's water demand was not accounted for in the UWMP, the water service provider must prepare a Water Supply Assessment (WSA) demonstrating there are sufficient supplies to meet the anticipated needs of the project. If the provider determines that potable water supplies are, or will be, insufficient, the project applicant must submit plans for acquiring additional potable water supplies. With respect to this Project, the CEQA lead agency is Metro and not a county or city and, therefore, Water Code Sections 10190 through 10915 do not apply. Further, the Project does not meet the criteria identified for requiring preparation of a WSA.

California Water Code Section 10610-10656 require every urban water supplier that either provides over 3,000 acre-feet of water annually, or serves more than 3,000 urban connections, to submit an UWMP every five years to the California Department of Water Resources. UWMPs support long-term planning to ensure that adequate supplies are available to meeting existing and future water needs. The UWMPs assess water sources over a 20-year planning period, describe management measures and water shortage contingency plans, and report progress towards meeting a water demand reduction goals.

State Water Resources Control Board, Division of Drinking Water, Source Water Assessment Program

The 1996 SDWA Amendments require each state to develop and implement a Source Water Assessment Program. Section 11672.60 of the California Health and Safety Code requires the Department of Health Services (DHS), (the precursor to California Department of Public Health) to develop and implement a program to protect sources of drinking water, specifying that the program must include both a source water assessment program and a wellhead protection program. In response, DHS developed the Drinking Water Source Assessment and Protection (DWSAP) Program, which addresses both groundwater and surface water sources.

3.16.2.2.5 Other Utilities

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies. The CPUC is tasked with ensuring that consumers have safe, reliable utility service at reasonable rates, and protecting against fraud. Specifically related to utilities, the CPUC has authority over, and is responsible under numerous General Orders outlined in Appendix F.

California Code of Regulations

The California Code of Regulations includes authoritative sections regarding public utilities in Title 20 (Public Utilities and Energy), Division 1 (Public Utilities Commission). Additionally, the California Health and Safety Code and the California Water Code contain information regarding sanitary and water utilities. The Public Utilities Code, Division 1 (Regulation of Public Utilities) gives specific regulation on public utilities, including the CPUC.

California Government Code Section 4216

Section 4216 of the California Government Code (Protection of Underground Infrastructure) requires that an excavator must contact a regional notification center (e.g., Underground Service Alert) at least 2 days before excavation of any subsurface installations. An Underground Service Alert will notify the utilities that may have buried lines within 1,000 feet of the excavation. Representatives of the utilities are required to mark the specific locations of their facilities within the work area prior to the start of excavation. The construction contractor is required to probe and expose the underground facilities by hand prior to using power equipment.

California Plumbing Code

The California Plumbing Code is codified in Title 24, California Code of Regulations, Part 5. The Plumbing Code contains regulations including, but not limited to, plumbing materials, fixtures, water heaters, water supply and distribution, ventilation, and drainage. More specifically, Part 5, Chapter 4 contains provisions requiring the installation of low-flow fixtures and toilets (SB 407 [2009] Civil Code Sections 1101.1 et seq.).

3.16.2.3 Regional

3.16.2.3.1 Los Angeles County Metropolitan Transportation Authority

Metro's adopted policies related to utilities, water, and waste include the following:

- **Construction and Demolition Debris Recycling and Reuse Policy** (2007) – As required by this policy, Metro must give preference to recyclable and recycled products in the selection of construction materials to the maximum extent feasible during design and construction of Metro or Metro-funded capital projects.
- **Water Use and Conservation Policy** (2009) – It is the policy of Metro to conserve the use of potable water resources at its facilities in the most cost-effective and efficient manner. The use of water for construction, operations, and maintenance purposes must be consistent with local, state, or federal water conservation measures.

Applicable procedures relating to water use and conservation required by Metro include:

- **Procedure 2.1 – Using Potable Water for Pressure Washing Activities.** Metro shall prioritize facility locations that require regular pressure washing, apply conservation and efficiency measures and use water efficient equipment when conducting pressure washing activities, use water efficient equipment, and capture and dispose generated wastewater to an appropriate facility.
- **Procedure 2.2 – Using Potable Water for Construction.** Metro shall develop a plan for dust suppression purposes to comply with applicable environmental statutes, regulations, and guidelines and only use potable water as a dust suppression agent if no other alternative is feasible or cost-effective.

- **Procedure 2.3 – New Construction Planning, Design and Construction; Existing Buildings Operations.** Metro shall use water conservation and efficiency guidelines outlined in applicable Leadership in Energy and Environmental Design (LEED) reference books for all planning, procurement, design, construction, operation, and maintenance of Metro's linear and non-linear facilities. Metro shall prepare operation manuals to ensure that water efficiency and conservation technologies are adopted and maintained.

Moving Beyond Sustainability Strategic Plan

The *Moving Beyond Sustainability* (MBS) strategic plan, released in 2020, outlines a comprehensive sustainability strategy that incorporates aspects of water quality and conservation, as well as solid waste stream reductions. Targets listed in the plan include reducing potable water use, increasing runoff infiltration and stormwater capture capacity, reducing annual operational solid waste disposal, and diverting waste from landfills. Specific target metrics are discussed in Appendix F.

Sustainable Rail Plan

Metro's 2013 *Sustainable Rail Plan* has the objective of reducing energy consumption, as discussed further in **Section 3.16.2.3.1.** The plan examines strategies to reduce energy consumption from rail operations, which account for the majority of Metro's electricity use, and analyzes the costs and potential energy savings for many of these strategies.

Water Action Plan

Metro's 2010 *Water Action Plan* is intended to determine the potential for water conservation opportunities and cost-saving measures consistent with Metro's environmental policies and its future implementation of an Environmental Management System. This will inform other Metro projects as part of the overall sustainability program for water use to be strategically aligned with other resource elements (e.g., fuel use, GHG emissions, etc.).

3.16.2.3.2 Metropolitan Water District of Southern California

The MWD of Southern California provides water to 19 million Californians (MWD 2021a). MWD aims to ensure water reliability through climate change, droughts, earthquakes and other challenges. To do this, they emphasize the importance of planning and have developed several plans to ensure water reliability in the region, such as an Integrated Resource Plans (*IRP), UWMP,* the *Water Surplus and Drought Management Plan (WSDM),* and the *Long-Term Conservation Plan.* These plans are discussed in more detail in Appendix F.

3.16.2.3.3 Southern California Association of Governments

The 2008 Southern California Association of Governments (SCAG) *Regional Comprehensive Plan's* Water Chapter recommends the implementation of Constrained Policy WA-34, in which the state and regional agencies should design and operate regional transportation facilities so that stormwater runoff does not contaminate surrounding watershed ecosystems.

The Energy Chapter lists as a recommendation Constrained Policy EN-11, in which developers and local governments should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider for any project anticipated to require substantial utility

consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.

The Solid Waste Chapter identifies that construction and demolition debris account for 21.7 percent of the solid waste stream statewide. As such, Constrained Policy SW-14 recommends integrating green building measures into project design. These measures are discussed in more detail in Appendix F.

3.16.2.3.4 Los Angeles County

The Local Water Resources Section of the *Los Angeles County 2035 General Plan Conservation and Natural Resources Element* focuses primarily on ensuring adequate protection and management of local water resources. Multiple sections of the *Public Services and Facilities Element* relate to utilities and service systems. The Drinking Water Section identifies policies related to water resources, such as supporting water conservation measures. The Sanitary Sewers Section discusses policies related to improving aging and deficit wastewater systems, ensuring the proper design of sewage treatment and disposal facilities, and evaluating stormwater treatment methods. The Solid Waste Section outlines policies of reducing waste generation, enhancing diversion, and encouraging use of recyclable materials and renewable energy sources. Relevant policies are discussed in Appendix F.

The Los Angeles County Green Building Code, Title 31 has a stated purposed to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact, or positive environmental impact, and encouraging sustainable construction practices. Provisions include mandating: (1) at a minimum for energy efficiency, design and construction of new buildings must comply the provisions of the California Energy Code; (2) cool roof requirements for reduction of heat island effect; and (3) recycling and/or salvaging a minimum of 65 percent of non-hazardous construction and demolition debris.

3.16.2.4 Local

Los Angeles County and the cities within the Build Alternative DSAs have local regulations related to utilities and service systems. These regulations include the relevant general plan policies, ordinances, and municipal codes of the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. Generally, these policies and ordinances aim to conserve water and energy and maintain adequate wastewater systems. More information about these laws and policies is in Appendix F.

3.16.3 Methodology

The utilities analysis addresses construction and operational impacts of the Build Alternatives on the existing network of utilities and whether there would be any associated physical impacts that have not already been addressed as part of the Project. Utilities and service systems considered as part of the analysis included above and underground electrical lines; storm drains; gas lines; water supply lines; and the type, size, and location of the infrastructure potentially impacted by the Project.

The analysis of potential impacts to utilities and services systems evaluates the potential changes in demands on utilities that the Project would generate, then evaluates the potential consequences of the changes in demand based on existing facilities and whether facilities that would provide services to the Project would have sufficient resources and/or capacity to accommodate project-related increase in utility demand. The analysis considers increases in utility demand associated with the Build Alternatives and existing natural resources, existing utility capacity, and consistency with existing

regulations and plans for utilities. Impacts were determined based on the thresholds of significance for CEQA analysis described in **Section 3.16.4**.

3.16.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a Build Alternative would have a significant impact related to utilities and energy if it would:

Impact UTL-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Impact UTL-2: Not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

Impact UTL-3: Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Impact UTL-4: 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.

Impact UTL-5: Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

3.16.5 Existing Setting

3.16.5.1 Water Supply

Within Los Angeles County, water supply is comprised of a complex system made up of state agencies and local water districts operating aqueducts, reservoirs, and groundwater basins. Due to the County's dependence on imported water supply sources, such as the Colorado River and the Bay-Delta in Northern California, and its vulnerability to drought, the county is consistently working to develop a diverse range of water resources (Los Angeles County 2015). The MWD of Southern California is the principal water distributor of imported water in southern California, providing water to 26 public water agencies across southern California, including agencies located with the GSA (MWD 2021b). The Central Basin Municipal Water District is member agency that receives supplies from the MWD and subsequently supplies that water to local supply agencies in the DSA.

In addition to imported supplies from the MWD and the Central Basin Municipal Water District, local water supply sources include groundwater and surface water from mountain runoff and recycled water. Local water supplies in the DSA are provided by the California Water Service (Cal Water) East Los Angeles District, which serves the cities of Commerce, Montebello, and unincorporated East Los Angeles (Cal Water 2021); the South Montebello Irrigation District, which serves south Montebello (Los Angeles Water Hub 2017); the Pico Rivera Water Authority, which serves approximately three-quarters of the area within the city of Pico Rivera (City of Pico Rivera 2016); the Pico Water District, which serves approximately 26 percent of the city of Pico Rivera (Pico Water District 2021); the San Gabriel Valley Water Company, which serves portions of West Whittier-Los Nietos in unincorporated

Los Angeles and portions of Santa Fe Springs (San Gabriel Valley Water Company 2021); and Suburban Water Systems, which serves the city of Whittier (Suburban Water Systems 2021). The service areas of the regional and local water supply agencies are shown in **Figure 3.16.1**.

3.16.5.2 Sanitary Sewer

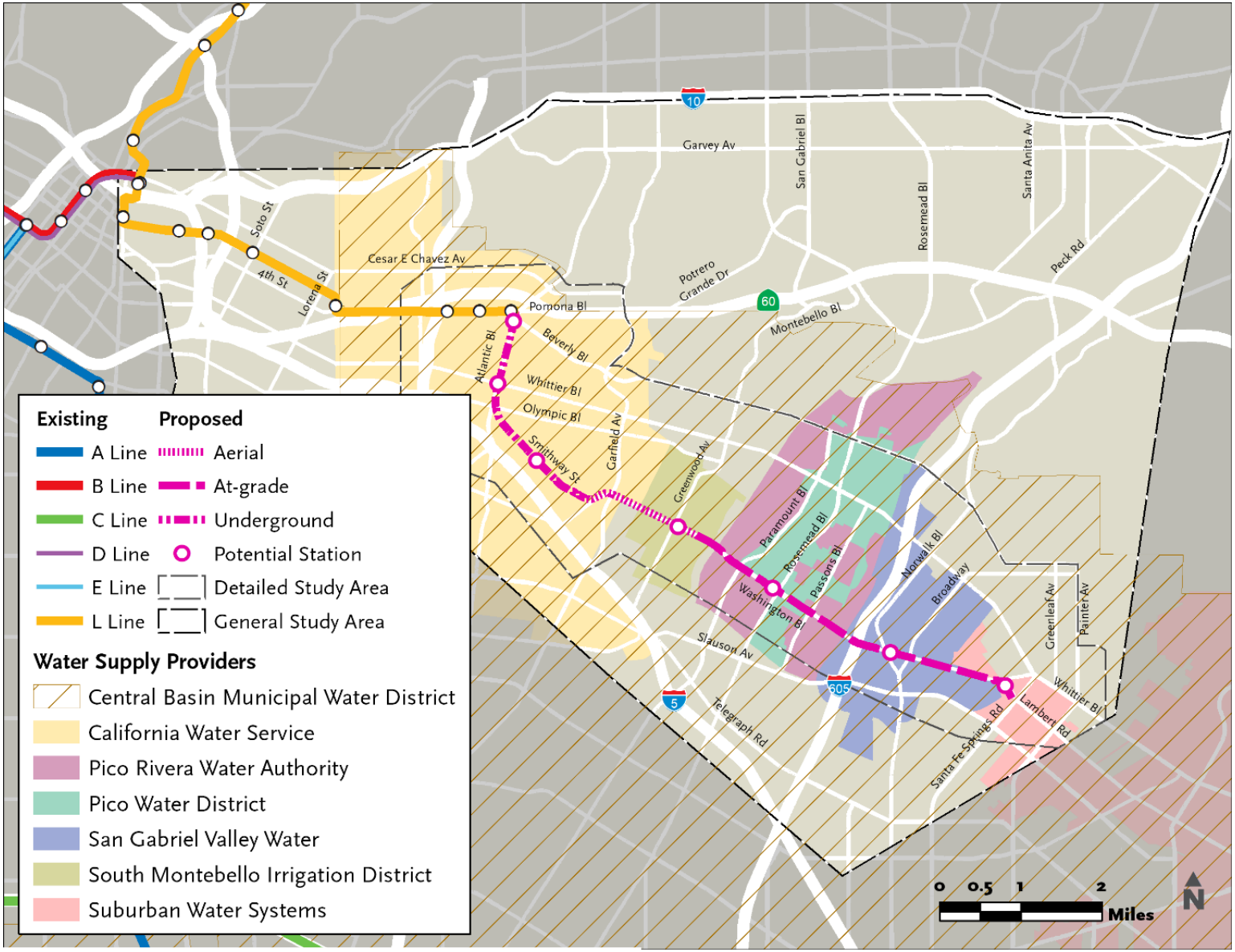
The Sanitation Districts of Los Angeles County (LACSD), which is comprised of 24 independent districts, provide wastewater treatment services to approximately 5.6 million residents in 78 cities and unincorporated areas in Los Angeles County. The DSA is served by District 2 and District 18, which are a part of the Joint Outfall System, a shared regional interconnected sewerage system shared by 17 of the LACSD districts.

LACSD operates ten water reclamation plants (WRPs) and one ocean discharge facility (Joint Water Pollution Control Plant). Additionally, within the Sanitation Districts' service area, there are approximately 9,500 miles of sewers that are owned and operated by the cities and county that are tributary to the Sanitation Districts' wastewater collection system. The Sanitation Districts own, operate, and maintain approximately 1,400 miles of sewers.

Local sewers within the DSA, except for Montebello and Whittier, are operated by the LACDPW Consolidated Sewer Maintenance District (CSMD). Most flows from these local sewers discharge into the County Sanitation Districts of Los Angeles County facilities for treatment and disposal. Local sewers within Montebello are owned and operated by Montebello Public Works. Local sewers within Whitter are owned and operated by the Whittier Public Works Department. Flows are carried out of the city to county facilities for treatment.

3.16.5.3 Storm Drains

Urban run-off in the DSA is diverted to the appropriate storm drains and into catch basins. The collected stormwater flows through a network of pipes and open channels and is then typically released directly into the Pacific Ocean. Los Angeles County Flood Control District stormwater infrastructure, including drains, channels, catch basins, and debris basins, is present throughout the DSA. Additionally, within city boundaries, local storm drain facilities are owned and operated by each city's public works departments.



Source: Los Angeles County Department of Public Works and University of California Los Angeles (UCLA), 2017.

Figure 3.16.1. Water Service Providers

3.16.5.4 Solid Waste

LACSD serves the solid waste management needs of a large portion of Los Angeles County, including the DSA, with several solid waste landfills, recycling centers, materials recovery/transfer facilities, anaerobic digestion facilities, composting/chipping and grinding facilities and waste to energy facilities. The County annually monitors landfill capacity and disposal rates to ensure that there is sufficient 15-year disposal capacity for the 88 cities within the county and unincorporated communities (LACDPW 2020). The County anticipates adequate solid waste disposal capacity to be available over the next 15-year planning period (2019 to 2034) with implementation of actions such as increasing waste and diversion efforts, encouraging development of alternative technologies, export of waste to out-of-facilities, and utilizing the Waste-by-Rail system to the Mesquite Regional Landfill in Imperial County (LACDPW 2020).

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste. **Table 3.16-1** lists the largest active and regulatory permitted solid waste facilities that are serving Los Angeles County with the permitted capacity and anticipated closure date.

Table 3.16-1. Solid Waste Disposal Landfills

Landfill Site Name	Location	Max. Permit Capacity	Remaining Capacity	Remaining Capacity Date	Closure Date
		Cubic Yards			
Antelope Valley Public	Palmdale	30,200,000	17,911,225	10/31/2017	4/1/2044
Azusa Land Reclamation Co.	Azusa	58,900,00	9,900,000	4/7/2011	4/1/2030
Chiquita Canyon Sanitary	Castaic	110,366,00	60,408,000	8/24/2018	1/1/2047
Clean Harbors Buttonwillow	Buttonwillow	13,250,000	NA	NA	1/1/2040
Lancaster Landfill and Recycling Center	Lancaster	27,700,000	14,514,648	8/25/2012	3/1/2044
Savage Canyon	Whittier	19,337,450	9,510,833	12/31/2011	12/31/2055
Sunshine Canyon	Sylmar	140,900,000	77,900,000	5/31/2018	10/31/2037

Source: CalRecycle 2021.

3.16.5.5 Telecommunications

Telecommunication services including phone, internet, and television cable are provided by private companies throughout the GSA. Cable service providers include Dish Network, DirectTV, and Spectrum. Phone service providers include AT&T, Charter Communications, and Verizon. Internet service providers include Spectrum, AT&T, and Frontier. Transmission of internet service is available through dial-up or various broadband technologies such as fiber-optic, cable, fixed wireless, or satellite. According to the CPUC's Interactive Broadband Mapper, the GSA is well serviced by a variety of internet service providers and internet transmission infrastructure and has extensive mobile phone coverage (CPUC 2021).

3.16.6 Impact Evaluation

3.16.6.1 Impact UTL-1: Relocation or Construction

Impact UTL-1: Would a Build Alternative require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

3.16.6.1.1 Alternative 1 Washington

Operational Impacts

Water Facilities

Water service providers in the DSA are identified in **Section 3.16.5.1** and shown in **Figure 3.16.1**. The proposed LRT guideway and stations under Alternative 1 would have a water demand for landscaping irrigation and to supply fire sprinkler systems when and if needed. It is anticipated that the Project elements would result in a slight increase in water use; however, the amount consumed would be significantly less than the projected future capacity and would not have any substantial effect on the water supply. Therefore, operation of Alternative 1 would not require the expansion of an existing facility or construction of a new facility and would result in a less than significant impact on water supply facilities.

Wastewater Treatment Facilities

The proposed LRT stations under Alternative 1 would not have public restrooms and, as a result, would not generate wastewater. Elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed treatment capacity. Therefore, operation of Alternative 1 would not require the expansion of an existing facility or construction of a new facility and would result in a less than significant impact on wastewater treatment facilities.

Stormwater Facilities

The Project is located in an urbanized area that is largely impervious and has existing storm drain infrastructure. The proposed LRT guideway and stations under Alternative 1 would result in a minimal increase in impervious surfaces, but not to an extent that would lead to increased runoff. The Project elements (e.g., station canopy) would include drainage facilities with adequate slopes to facilitate adequate drainage flow and help avoid localized ponding or flooding during storm events. Therefore, operation of Alternative 1 would not require the expansion of an existing facility or construction of a new facility and would result in a less than significant impact on stormwater drainage facilities.

Electric Power

The proposed LRT guideway and stations under Alternative 1 would consume electricity from traction power and lighting, respectively. The amount consumed would be less than the projected future capacity. For detailed information about energy use, refer to Section 3.5, Energy, and Appendix F. Therefore, operation of Alternative 1 would not require any notable expansion of an existing facility or construction of a new facility and would result in a less than significant impact on electric power facilities.

Natural Gas

The proposed LRT guideway and stations under Alternative 1 would not consume natural gas. Therefore, operation of Alternative 1 would not require the expansion of an existing facility or construction of a new facility and would result in no impact on natural gas facilities.

Telecommunication

Minor telecommunication connections for equipment like emergency phones may be installed at stations and in certain locations along the guideway. However, the proposed LRT guideway and stations under Alternative 1 would not include telecommunication features that would require expansion of existing telecommunications facilities that could result in an environmental impact. Therefore, operation of Alternative 1 would not require the expansion of an existing facility or construction of a new facility and would result in no impact on telecommunication facilities.

Design Options

Atlantic/Pomona Station Option

Operation of Alternative 1 with the Atlantic/Pomona Station Option would have the same effects on utilities service and systems as the base Alternative 1. Operation of Alternative 1 with the Atlantic/Pomona Station Option would not require the expansion of an existing water, wastewater treatment, stormwater, electrical power, or natural gas facility or construction of a new water, wastewater treatment, stormwater, electrical power, or natural gas facility and would result in a less than significant impact on water, stormwater and electrical power facilities and no impact on wastewater treatment, natural gas, and telecommunication facilities.

Montebello At-Grade Option

Operation of Alternative 1 with the Montebello At-Grade Option would have the same effects on utilities service and systems as the base Alternative 1. Operation of Alternative 1 with the Montebello At-Grade Option would not require the expansion of an existing water, wastewater treatment, stormwater, electrical power, or natural gas facility or construction of a new water, wastewater treatment, stormwater, electrical power, or natural gas facility and would result in less than significant impact on water, stormwater and electrical power facilities and no impact on wastewater treatment, natural gas, and telecommunication facilities.

Construction Impacts

Construction of Alternative 1 would require relocating, temporarily rerouting, protecting in place or otherwise avoiding some utility supply lines or other facilities. The construction impacts of utility work (e.g., temporary disruption of service) would be localized, occurring generally at or near street intersections and have been evaluated as part of the Project in context with other physical effects on the environment in this EIR. During the Final Design phase, the Project team would coordinate with utility companies to request information, identify conflict locations between construction activities and existing facilities, and determine if relocation would be required or if utility lines could be protected in-place. Most utilities traversing the alignment would be protected in place with sleeve casing or other methods consistent with the Metro Rail Design Criteria. Preliminary relocation concepts would be developed and presented to each utility owner with affected facilities.

Water Facilities

Alternative 1 is located in highly urbanized areas of Los Angeles County that are well served by existing potable water infrastructure, including existing supply mains, trunk lines and services lines. Construction of Alternative 1 would require minimal water, mostly for dust control, which would not necessitate the relocation or expansion of potable water infrastructure. Water usage during construction would be temporary and intermittent. Water appurtenances (e.g., fire hydrants and water meters) would be relocated and/or adjusted to accommodate project elements, such as the underground configuration and LRT stations. These facilities would be relocated in close proximity to existing facilities. Relocations would require minimal ground disturbance, which has been evaluated as part of the Project in context with other physical effects on the environment in this EIR. Construction of Alternative 1 would not require or result in any notable relocation or construction of new water facilities which could cause significant environmental effects beyond those already addressed as part of the Project. Therefore, construction of Alternative 1 would result in a less than significant impact on water supply facilities.

Wastewater Facilities

Alternative 1 is located in an urbanized area with existing sewer infrastructure. Alternative 1 would generate wastewater during construction through the use of temporary worker restrooms. This would occur intermittently and would not exceed sewer capacity. Alternative 1 would not generate notable wastewater or necessitate the relocation or expansion of wastewater facilities. Sewer service feeds that are connected to the utility mainline could be relocated if conflicting with Project elements, such as the underground guideway, station foundations, and other subsurface infrastructure related to the Project. The potential need for relocation has been evaluated as part of the Project in context with other physical effects on the environment in this EIR. Construction of Alternative 1 would not require or result in any notable relocation or construction of new or expanded wastewater facilities which could cause significant environmental effects beyond those already addressed as part of the Project. Therefore, construction of Alternative 1 would result in a less than significant impact on wastewater facilities.

Stormwater Facilities

Alternative 1 is located in a developed area with existing stormwater infrastructure that is largely covered with impervious surfaces such as asphalt, concrete, buildings, and other land uses which concentrate storm runoff. Alternative 1 would be constructed mostly along public right-of-way (ROW) with and/or adjacent to storm drains and others drainage features (e.g., curbs and gutters, catch basins, and pipes). Construction activities, such as earthwork, would include relocations and modifications to the existing storm drains and maintenance holes, which would temporarily be taken out of service while the modifications are completed. During construction, there would be more exposed earth and grading activity, resulting in a slight increase in pervious surfaces compared to existing conditions. Incorporation of construction best management practices (BMPs) (e.g., installation of temporary stormwater conveyance systems), however, would reduce runoff generated at the construction sites and maintain appropriate stormwater drainage patterns, which would serve to redirect stormwater flows around open construction areas, thus avoiding flooding during construction. Construction BMPs related to stormwater runoff are discussed in more detail in Section 3.9, Hydrology and Water Quality and the Eastside Transit Corridor Phase 2 Hydrology and Water Quality Impacts Report (Appendix J). Construction would not require or result in any notable relocation or construction of new or expanded stormwater facilities which could cause significant environmental effects beyond those already addressed as part of the Project. Therefore, construction of Alternative 1 would have a less than significant impact on stormwater drainage facilities.

Electric Power

Construction of Alternative 1 would consume electricity for construction trailers and electrically powered construction equipment (most construction equipment is not electrically powered). During construction, it is anticipated that minimal amounts of electrical power would be required. Electricity demand from construction would not require any notable relocation or construction of new or expanded power generation facilities which could result in significant environmental effects. Therefore, construction of Alternative 1 would have a less than significant impact on electric power facilities.

Natural Gas

Construction of Alternative 1 would consume minimal, if any, natural gas used for construction equipment. Natural gas consumption during construction would be temporary and intermittent. Construction activities would mostly take place within existing public ROW and no natural gas facilities have been identified in the construction zone that would require relocation. Construction of Alternative 1 would not require or result in any notable relocation or construction of new or expanded natural gas facilities which could cause significant environmental effects. Therefore, construction of Alternative 1 and would have a less than significant impact on natural gas facilities.

Telecommunication

Alternative 1 is located in highly urbanized areas of Los Angeles County that are well served by existing phone, cable television, and internet service. Construction of Alternative 1 may require the relocation of telecommunication facilities (e.g., cell towers and 5G-enabled small cell antennas) to accommodate Project elements, such as the LRT guideway and stations. If relocated, the telecommunication facilities would be relocated in close proximity to their previous location. Construction of Alternative 1 would not require or result in any notable expansion of possible relocated telecommunication facilities or

construction of new facilities that could cause significant environmental effects. Therefore, construction of Alternative 1 would have a less than significant impact on telecommunication facilities.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 1 with the Atlantic/Pomona Station Option would not require the expansion of an existing facility or construction of a new facility beyond those already addressed as part of the Project and would result in a less than significant impact on water, wastewater, stormwater, electricity, natural gas, and telecommunication facilities.

Montebello At-Grade Option

Construction of Alternative 1 with the Montebello At-Grade Option would not require the expansion of an existing facility or construction of a new facility beyond those already addressed as part of the Project and would result in a less than significant impact on water, wastewater, stormwater, electricity, natural gas, and telecommunication facilities.

3.16.6.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Water Facilities

The proposed LRT guideway and stations under the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a water demand for landscaping irrigation and to supply fire sprinkler systems when/if needed. It is anticipated that the Project elements would result in a slight increase in water use; however, the amount consumed would be significantly less than the projected future capacity and would not have any substantial effect on the water supply. Therefore, operation of the base Alternative 2 or Alternative 2 with Atlantic/Pomona Station Option would not require the expansion of an existing facility or construction of a new facility and would result in a less than significant impact on water supply facilities.

Wastewater Treatment Facilities

The proposed LRT stations under the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not have public restrooms and, as a result, would not generate wastewater. Elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed capacity. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would not require the expansion of an existing facility or construction of a new facility and would result in a less than significant impact on wastewater treatment facilities.

Stormwater Facilities

The Project is located in an urbanized area that is largely impervious and that has existing storm drain infrastructure. The proposed LRT guideway and stations under the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would result in a minimal increase in impervious surfaces, but not to an extent that would lead to increased runoff. The Project elements (e.g., station portal) would include drainage facilities with adequate slopes to facilitate adequate drainage flow and help avoid localized ponding or flooding during storm events. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would not require the expansion of an existing facility or construction of a new facility and would result in a less than significant impact on stormwater drainage facilities.

Electric Power

The proposed LRT guideway and stations under the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would consume electricity from traction power and lighting, respectively. The amount consumed would be significantly less than the projected future capacity. For more information about energy use, refer to Section 3.5, Energy, and Appendix F. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would not require any notable expansion of an existing facility or construction of a new facility and would result in a less than significant impact on electric power facilities.

Natural Gas

The proposed LRT guideway and stations under the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would not consume natural gas. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would not require the expansion of an existing facility or construction of a new facility and would result in no impact on natural gas facilities.

Telecommunication

Minor telecommunication connections for equipment like emergency phones may be installed at stations and in certain locations along the guideway. However, the proposed LRT guideway and stations under the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would not include telecommunication features that would require expansion of existing telecommunications facilities that could result in an environmental impact. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would not require the expansion of an existing facility or construction of a new facility and would result in no impact on telecommunication facilities.

Construction Impacts

Base Alternatives and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would require relocating, temporarily rerouting, or otherwise avoiding some utility supply lines or other facilities. The construction impacts of utility work (e.g., temporary disruption of service) would be localized, occurring generally at or near street intersections and have been evaluated as part of the Project in context with other physical effects on the environment in this EIR. During the Final Design phase, the Project team would coordinate with utility companies to request information, identify conflict locations between construction activities and existing facilities, and determine if relocation would be required or

if equipment could be protected in-place. Most utilities traversing the alignment would be protected in place with sleeve casing or other methods consistent with the Metro Rail Design Criteria. Preliminary relocation concepts would be developed and presented to each utility owner with affected facilities.

Water Facilities

The base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station are located in highly urbanized areas of Los Angeles County that are well served by existing potable water infrastructure, including existing supply mains, trunk lines and services lines provide service throughout the GSA. Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would require minimal water, mostly for dust control, which would not necessitate the relocation or expansion of potable water infrastructure. Water usage during construction would be temporary and intermittent. Water appurtenances (e.g., fire hydrants and water meters) would be relocated and/or adjusted to accommodate project elements, such as the underground configuration and LRT stations. These facilities would be relocated in close proximity to existing facilities. Relocations would require minimal ground disturbance, which has been evaluated as part of the Project in context with other physical effects on the environment in this EIR. Construction would not require or result in the relocation or construction of new water facilities which could cause significant environmental effects beyond those already addressed as part of the Project. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact on water supply facilities.

Wastewater Facilities

The base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station are located in an urbanized area with existing sewer infrastructure. Construction activities would generate wastewater through the use of temporary worker restrooms. This would occur intermittently and would not exceed sewer capacity. The base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not generate notable wastewater or necessitate the relocation or expansion of wastewater facilities. Sewer service feeds that are connected to the sewer mainline could be relocated if conflicting with Project elements, such as the underground guideway, station foundations, and other subsurface infrastructure related to the Project. The potential need for relocation has been evaluated as part of the Project in context with other physical effects on the environment in this EIR. Construction would not require or result in the relocation or construction of new or expanded wastewater facilities which could cause significant environmental effects beyond those already addressed as part of the Project. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would result in a less than significant impact on wastewater facilities.

Stormwater Facilities

The base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option are located in a developed area with existing stormwater infrastructure that is largely covered with impervious surfaces such as asphalt, concrete, buildings, and other land uses which concentrate storm runoff. The base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option would be constructed mostly along public ROW with and/or adjacent to storm drains and others drainage features (e.g., curbs and gutters, catch basins, and pipes). Construction activities, such as earthwork, would include relocations and modifications to the existing storm drains and maintenance holes, which would temporarily be taken out of service while the modifications are completed. These modifications would not include culvert widening or conversion of open channels to closed conduits. During the construction period, there would be more exposed earth and grading activity, resulting in a slight increase in pervious

surfaces compared to existing conditions. Incorporation of construction BMPs (e.g., installation of temporary stormwater conveyance systems), however, would reduce runoff generated at the construction sites and maintain appropriate stormwater drainage patterns, which would serve to redirect stormwater flows around open construction areas, thus avoiding flooding during construction. Construction BMPs related to stormwater runoff are discussed in more detail in Section 3.9, Hydrology and Water Quality, and Appendix J. Construction would not require or result in the relocation or construction of new or expanded stormwater facilities which could cause significant environmental effects beyond those already addressed as part of the Project. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would result in a less than significant impact on stormwater drainage facilities.

Electric Power

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would consume electricity for construction trailers and electrically powered construction equipment (most construction equipment is not electrically powered). During construction, it is anticipated that minimal amounts of electrical power would be required. Electricity demand from construction would not require any notable relocation or construction of new or expanded power generation facilities which could result in significant environmental effects. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would result in a less than significant impact on electric power facilities.

Natural Gas

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would consume minimal natural gas used for construction equipment. Natural gas consumption during construction would be temporary and intermittent. Construction activities would mostly take place within existing public ROW and no natural gas facilities have been identified in the construction zone that would require relocation. Construction would not require or result in any notable relocation or construction of new or expanded natural gas facilities which could cause significant environmental effects. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would have a less than significant impact on natural gas facilities.

Telecommunication

The base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station are located in highly urbanized areas of Los Angeles County that are well served by existing phone, cable television, and internet service. Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option may require the relocation of telecommunication facilities (e.g., cell towers and 5G-enabled small cell antennas) to accommodate Project elements, such as the LRT guideway and stations. If relocated, the telecommunication facilities would be relocated in close proximity to their previous location. Construction would not require or result in any notable expansion of possible relocated telecommunication facilities or construction of new facilities that could cause significant environmental effects. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station would have a less than significant impact on telecommunication facilities.

3.16.6.1.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternatives and Design Options

Water Facilities

The proposed LRT guideway and stations under the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a water demand for landscaping irrigation and to supply fire sprinkler systems when/if needed. It is anticipated that the Project elements would result in a slight increase in water use; however, the amount consumed would be significantly less than the projected future capacity and would not have any substantial effect on the water supply. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not require the expansion of an existing facility or construction of a new facility and would result in a less than significant impact on water supply facilities.

Wastewater Treatment Facilities

The proposed LRT stations under the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not have public restrooms and, as a result, would not generate wastewater. Elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed capacity. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not require the expansion of an existing facility or construction of a new facility and would result in a less than significant impact on wastewater treatment facilities.

Stormwater Facilities

The Project is located in an urbanized area that is largely impervious and that has existing storm drain infrastructure. The proposed LRT guideway and stations under the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a minimal increase in impervious surfaces, but not to an extent that would lead to increased runoff. The Project elements (e.g., station entrance canopy) would include drainage facilities with adequate slopes to facilitate adequate drainage flow and help avoid localized ponding or flooding during storm events. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not require the expansion of an existing facility or construction of a new facility and would result in a less than significant impact on stormwater drainage facilities.

Electric Power

The proposed LRT guideway and stations under the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would consume electricity from traction power and lighting, respectively. The amount consumed would be significantly less than the projected future capacity. For detailed information about energy use, refer to Section 3.5, Energy,

and Appendix F. Therefore, the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not require any notable expansion of an existing facility or construction of a new facility and would result in a less than significant impact on electric power facilities during operation.

Natural Gas

The proposed LRT guideway and stations would not consume natural gas. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not require the expansion of an existing facility or construction of a new facility and would result in no impact on natural gas facilities.

Telecommunication

Minor telecommunication connections for equipment like emergency phones may be installed at stations and in certain locations along the guideway. However, the proposed LRT guideway and stations under the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not include telecommunication features that would require expansion of existing telecommunications facilities that could result in an environmental impact. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not require the expansion of an existing facility or construction of a new facility and would result in no impact on telecommunication facilities.

Construction Impacts

Base Alternative and Design Options

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would require relocating, temporarily rerouting, or otherwise avoiding some utility supply lines or other facilities. The construction impacts of utility work (e.g., temporary disruption of service) would be localized, occurring generally at or near street intersections and have been evaluated as part of the Project in context with other physical effects on the environment in this EIR. During the Final Design phase, the Project team would coordinate with utility companies to request information, identify conflict locations between construction activities and existing facilities, and determine if relocation would be required or if the equipment could be protected in-place. Most utilities traversing the alignment would be protected in place with sleeve casing or other methods consistent with the Metro Rail Design Criteria. Preliminary relocation concepts would be developed and presented to each utility owner with affected facilities.

Water Facilities

The base Alternative 3 and Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option are located in highly urbanized areas of Los Angeles County that are well served by existing potable water infrastructure, including existing supply mains, trunk lines and services lines. Construction would require minimal water, mostly for dust control, which would not necessitate the relocation or expansion of potable water infrastructure. Water usage during construction would be temporary and intermittent. Water appurtenances (e.g., fire hydrants and water meters) would be relocated and/or adjusted to accommodate project elements, such as the underground configuration and LRT stations. These facilities would be relocated in close proximity to existing facilities. Relocations would require minimal ground disturbance, which has been evaluated as

part of the Project in context with other physical effects on the environment in this EIR. Construction would not require or result in the relocation or construction of new water facilities which could cause significant environmental effects beyond those already addressed as part of the Project. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a less than significant impact on water supply facilities.

Wastewater Facilities

The base Alternative 3 and Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option are located in an urbanized area where existing sewer lines provide service throughout the GSA. Construction activities would generate wastewater through the use of temporary worker restrooms. This would occur intermittently and would not exceed sewer capacity. Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not generate significant wastewater or necessitate the relocation or expansion of wastewater facilities. Sewer service feeds that are connected to the sewer mainline could be relocated if conflicting with Project elements, such as the underground guideway, station foundations, and other subsurface infrastructure related to the Project. Construction would not require or result in the relocation or construction of new or expanded wastewater facilities which could cause significant environmental effects. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a less than significant impact on wastewater facilities.

Stormwater Facilities

The base Alternative 3 and Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option are located in a developed area with existing stormwater infrastructure that is largely covered with impervious surfaces such as asphalt, concrete, buildings, and other land uses which concentrate storm runoff. The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would be constructed mostly along public ROW with and/or adjacent to storm drains and others drainage features (e.g., curbs and gutters, catch basins, and pipes). Construction activities, such as earthwork, would include relocations and modifications to the existing storm drains and maintenance holes, which would temporarily be taken out of service while the modifications are completed. These modifications would not include culvert widening or conversion of open channels to closed conduits. During the construction period, there would be more exposed earth and grading activity, resulting in a slight increase in pervious surfaces compared to existing conditions. Incorporation of construction BMPs (e.g., installation of temporary stormwater conveyance systems), however, would reduce runoff generated at the construction sites and maintain appropriate stormwater drainage patterns, which would serve to redirect stormwater flows around open construction areas, thus avoiding flooding during construction. Construction BMPs related to stormwater runoff are discussed in more detail in Section 3.9, Hydrology and Water Quality, and Appendix J. Construction would not require or result in the relocation or construction of new or expanded stormwater facilities which could cause significant environmental effects beyond those already addressed as part of the Project. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a less than significant impact on stormwater drainage facilities.

Electric Power

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would consume electricity for construction trailers and small electrically powered construction equipment (most construction equipment is not electrically powered). During construction, it is anticipated that minimal amounts of electrical power would be required. Electricity demand from construction would not require any notable relocation or construction of new or expanded power generation facilities which could result in significant environmental effects. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a less than significant impact on electric power facilities.

Natural Gas

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would consume minimal natural gas used for construction equipment. Natural gas consumption during construction would be temporary and intermittent. Construction activities would mostly take place within existing public ROW and no natural gas facilities have been identified in the construction zone that would require relocation. Construction would not require or result in any notable relocation or construction of new or expanded natural gas facilities which could cause significant environmental effects. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact on natural gas facilities.

Telecommunication

The base Alternative 3 and Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option are located in highly urbanized areas of Los Angeles County that are well served by existing phone, cable television, and internet service. Construction may require the relocation of telecommunication facilities (e.g., cell towers and 5G-enabled small cell antennas) to accommodate Project elements, such as the LRT guideway and stations. If relocated, the telecommunication facilities would be relocated in close proximity to their previous location. Construction would not require or result in any notable expansion of possible relocated telecommunication facilities or construction of new facilities that could cause significant environmental effects. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact on telecommunication facilities.

3.16.6.1.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Water Facilities

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would consume water for landscaping irrigation, vehicle washing, and typical employee breakroom/kitchen uses. It is anticipated that the Project elements would result in a slight increase in water use; however, the amount consumed would be significantly less than the projected

future capacity and would not have any substantial effect on the water supply. Therefore, operation of an MSF site option would not require any notable expansion of an existing facility or construction of a new facility and would result in a less than significant impact on water supply facilities.

Wastewater Treatment Facilities

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would include employee restrooms and, as a result, would generate wastewater. However, it is anticipated that the generation of wastewater would be minimal and significantly less than the projected future capacity. Therefore, operation of an MSF site option would not require any notable expansion of an existing facility or construction of a new facility and would result in a less than significant impact on wastewater treatment facilities.

Stormwater Facilities

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would result in a minimal increase in impervious surfaces, but not to an extent that would lead to increased runoff. Project elements (e.g., office and storage facilities) would include drainage facilities with slopes to facilitate adequate drainage flow and help avoid localized ponding or flooding during storm events. Therefore, operation of an MSF site option would not require any notable expansion of an existing facility or construction of a new facility and would result in a less than significant impact on stormwater drainage facilities.

Electric Power

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would consume electricity from traction power, lighting, and powering of maintenance equipment. The amount consumed would be significantly less than the projected future capacity. For detailed information about energy use, refer to Section 3.5, Energy, and Appendix F. Therefore, operation of an MSF site option would not require any notable expansion of an existing facility or construction of a new facility and would result in a less than significant impact on electric power facilities. Further, opportunities for solar PV arrays on roof and parking lot surfaces would be available. This would potentially offset some electric power demand.

Natural Gas

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option could consume natural gas for routine maintenance activities and heating, if the required equipment is fueled by natural gas instead of electricity. The amount consumed would be significantly less than the projected future capacity. Therefore, operation of an MSF site option would not require any notable expansion of an existing facility or construction of a new facility and would result in no impact on natural gas facilities.

Telecommunication

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would include telecommunications infrastructure (e.g., server rooms, network equipment, cabling systems, intercom systems, phones). However, operation of an MSF site option would not require any notable expansion of an existing facility or construction of a new facility (e.g.,

cell towers and 5G-enabled small cell antennas) and would result in a less than significant impact on telecommunication facilities.

Construction Impacts

MSF Site Options and Design Option

Construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would require new utility connections (e.g., water, sewer, electrical service, cable conduit, telephone) to existing area utility service. For water facilities, construction would include the relocation and installation of new domestic water and fire water pipelines. Minimal water would be required during construction, mostly for dust control. For wastewater facilities, new sewer lines would also connect to the existing municipal sewer system. Construction activities would not generate any wastewater requiring new or expanded wastewater treatment. For stormwater facilities, new stormwater piping and drains would be constructed. Construction would not create or contribute runoff water that would exceed the capacity of the stormwater drainage system. Construction activities would maintain the existing drainage patterns. Construction activities would consume electricity for construction trailers and electrically powered construction equipment (most construction equipment is not electrically powered). During construction, it is anticipated that minimal amounts of electrical power would be required. Construction would consume minimal, if any, natural gas used for construction equipment. Natural gas consumption during construction would be temporary and intermittent. Construction would also include the relocation and installation of electric lines and gas pipelines to accommodate the site layout. Installation and relocation of utilities to accommodate and serve the MSF site options have been evaluated as part of the Project in context with other physical effects on the environment in this EIR.

Therefore, construction of an MSF site option would not require or result in any notable relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities beyond those already addressed as part of the Project. Construction of the MSF site options would result in a less than significant impact on these facilities.

3.16.6.2 Impact UTL-2: Water Supplies

Impact UTL -2: Would a Build Alternative have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

3.16.6.2.1 Alternative 1 Washington

Operational Impacts

Operation of Alternative 1 would result in a minimal increase in municipal water use. Operational activities or features that would require long-term, permanent sources of water use may include, but would not be limited to fire water systems and landscape irrigation. This water demand would be a slight increase and would not affect water supplies. Further, any water use would be in compliance with Metro's Water Use and Conservation Policy, which specifies that water efficiency and conservation methods would be adopted and maintained. Operation of Alternative 1 would not significantly deplete municipal water supplies during normal, dry, or multiple dry years. Therefore, operation of Alternative 1 would have a less than significant impact on water supplies.

Design Options

Atlantic/Pomona Station Option

Under Alternative 1 with the Atlantic/Pomona Station Option, operational activities or features that would require long-term, permanent sources of municipal water use may include, but would not be limited to fire water systems and landscape irrigation. This water demand would be a slight increase and would not affect water supplies. Additionally, any water use would comply with Metro's Water Use and Conservation Policy. Operational activities would not significantly deplete municipal water supplies during normal, dry, or multiple dry years. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact on water supplies.

Montebello At-Grade Option

Under Alternative 1 with the Montebello At-Grade Option, operational activities or features that would require long-term, permanent sources of municipal water use may include, but would not be limited to fire water systems and landscape irrigation. This water demand would be a slight increase and would not affect water supplies. Additionally, any water use would comply with Metro's Water Use and Conservation Policy. Operational activities would not significantly deplete municipal water supplies during normal, dry, or multiple dry years. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact on water supplies.

Construction Impacts

Under Alternative 1, construction activities would not result in the use of notable amounts of municipal water resources. Water would be used for dust suppression of exposed soils during excavation and grading. Water used for dust control would likely be provided by water trucks that are filled off-site and typically use recycled water. The water use during construction would be temporary and intermittent. The amount of water used would vary depending on the amount of exposed soil requiring dust suppression and the weather conditions when soil is exposed (e.g., increased frequency of wetting exposed soils would be required during hot and dry conditions as opposed to a lower frequency during cool and moist conditions). Therefore, the amount of water used during construction would be highly variable; however, overall short-term use would require minimal water supplies when compared to regional water use associated with land use developments. Further, any water use would be in compliance with Metro's Water Use and Conservation Policy, which limits use of potable water during construction when feasible. Construction-related water use would not necessitate new water deliveries to the region. Construction activities would not significantly deplete water supplies during normal, dry, or multiple dry years. Therefore, construction of Alternative 1 would have a less than significant impact on water supplies.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 1 with the Atlantic/Pomona Station Option would not result in the use of notable amounts of municipal water resources. A short-term use of minimal water supplies would be required during construction activities (e.g., for dust control), which would not necessitate new water deliveries to the region. Construction activities would not significantly deplete water supplies during

normal, dry, or multiple dry years. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact on water supplies.

Montebello At-Grade Option

Construction of Alternative 1 with the Montebello At-Grade Option would not result in the use of notable amounts of municipal water resources. A short-term use of minimal water supplies would be required during construction activities (e.g., for dust control), which would not necessitate new water deliveries to the region. Construction activities would not significantly deplete water supplies during normal, dry, or multiple dry years. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact on water supplies.

3.16.6.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in a minimal increase in municipal water use. Operational activities or features that would require long-term, permanent sources of water use may include, but would not be limited to fire water systems and landscape irrigation. This water demand would be a slight increase and would not affect water supplies. Further, any water use would comply with Metro's Water Use and Conservation Policy, which specifies that water efficiency and conservation methods would be adopted and maintained. Operational activities would not significantly deplete municipal water supplies during normal, dry, or multiple dry years. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact on water supplies.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not result in the use of notable amounts of municipal water resources. Water would be used for dust suppression of exposed soils during excavation and grading. Water used for dust control would likely be provided by water trucks that are filled off-site and typically use recycled water. The water use during construction would be temporary and intermittent. The amount of water used would vary depending on the amount of exposed soil requiring dust suppression and the weather conditions when soil is exposed (e.g., increased frequency of wetting exposed soils would be required during hot and dry conditions as opposed to a lower frequency during cool and moist conditions). Therefore, the amount of water used during construction would be highly variable; however, overall short-term use would require minimal water supplies when compared to regional water use associated with land use developments. Further, any water use would comply with Metro's Water Use and Conservation Policy, which limits use of potable water during construction when feasible. Construction-related water use would not necessitate new water deliveries to the region. Construction activities would not significantly deplete water supplies during normal, dry, or multiple dry years. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact on water supplies.

3.16.6.2.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a minimal increase in municipal water use. Operational activities or features that would require long-term, permanent sources of water use may include, but would not be limited to fire water systems and landscape irrigation. This water demand would be a slight increase and would not affect water supplies. Further, any water use would comply with Metro's Water Use and Conservation Policy, which specifies that water efficiency and conservation methods would be adopted and maintained. Operational activities would not significantly deplete municipal water supplies during normal, dry, or multiple dry years. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact on water supplies.

Construction Impacts

Base Alternative and Design Options

Under the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option, construction activities would not result in the use of significant amounts of municipal water resources. Water would be used for dust suppression of exposed soils during excavation and grading. Water used for dust control would likely be provided by water trucks that are filled off-site and typically use recycled water. The water use during construction would be temporary and intermittent. The amount of water used would vary depending on the amount of exposed soil requiring dust suppression and the weather conditions when soil is exposed (e.g., increased frequency of wetting exposed soils would be required during hot and dry conditions as opposed to a lower frequency during cool and moist conditions). Therefore, the amount of water used during construction would be highly variable; however, overall short-term use would require minimal water supplies when compared to regional water use associated with land use developments. Further, any water use would comply with Metro's Water Use and Conservation Policy, which limits use of potable water during construction when feasible. Construction-related water use would not necessitate new water deliveries to the region. Construction activities would not significantly deplete water supplies during normal, dry, or multiple dry years. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact on water supplies.

3.16.6.2.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would result in a minor increase in municipal water use. Operational activities or features that would require long-term, permanent sources of water use may include, but would not be

limited to fire water systems, employee breakroom and restrooms, and vehicle washing and rinsing. The associated buildings would, at a minimum, fully comply with current state and city codes, including the California Plumbing Code and the California Green Building Code, which mandate installation of water conserving plumbing fixtures and fittings (e.g., water efficient toilets). Additionally, any water use would be in compliance with Metro's Water Use and Conservation Policy, which specifies that water efficiency and conservation methods would be adopted and maintained including for pressure washing activities. Operation of an MSF site option would not significantly deplete municipal water supplies during normal, dry, or multiple dry years and would therefore have less than significant impacts on water supplies.

Construction Impacts

MSF Site Options and Design Option

Construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would not result in the use of significant amounts of municipal water resources. During the construction phase, water would be used for dust suppression of exposed soils during excavation and grading, which would not necessitate new water deliveries to the region. Water used for dust suppression would likely be provided by water trucks that are filled off-site and typically use recycled water. The water use during construction would be temporary and intermittent. The amount of water used would vary depending on the amount of exposed soil requiring dust suppression and the weather conditions when soil is exposed (e.g., increased frequency of wetting exposed soils would be required during hot and dry conditions as opposed to a lower frequency during cool and moist conditions). Temporary construction activities associated with the MSF site options would not significantly deplete water supplies during normal, dry, or multiple dry years. Therefore, construction of an MSF site option would have less than significant impacts on water supplies.

3.16.6.3 Impact UTL-3: Wastewater

Impact UTL-3: Would a Build Alternative 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?

3.16.6.3.1 Alternative 1 Washington

Operational Impacts

Operation of Alternative 1 would not include a new source of wastewater and would not directly generate population growth that would require wastewater services. Restrooms would not be provided at LRT stations. Elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed capacity. Therefore, operation of Alternative 1 would result in a less than significant impact on wastewater capacity.

Design Options

Atlantic/Pomona Station Option

Operation of Alternative 1 with the Atlantic/Pomona Station Option would not include a new source of wastewater. As with the base Alternative 1, elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed capacity. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact on wastewater capacity.

Montebello At-Grade Option

Operation of Alternative 1 with the Montebello At-Grade Option would not include a new source of wastewater. As with the base Alternative 1, elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed capacity. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact on wastewater capacity.

Construction Impacts

Construction of Alternative 1 would generate wastewater through the use of temporary worker restrooms. Wastewater generation would be negligible in relation to the size and capacity of the wastewater treatment system and would not overburden the system. Therefore, construction of Alternative 1 would result in a less than significant impact on wastewater capacity.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 1 with the Atlantic/Pomona Station Option would have the same effects on wastewater generation as the base Alternative 1. Construction of Alternative 1 with the Atlantic/Pomona Station Option would generate wastewater through the use of temporary worker restrooms. Wastewater generation would be negligible in relation to the size and capacity of the wastewater treatment system and would not overburden the system. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact on wastewater capacity.

Montebello At-Grade Option

Construction of Alternative 1 with the Montebello At-Grade Option would have the same effects on wastewater generation as the base Alternative 1. Construction of Alternative 1 with the Montebello At-Grade Option would generate wastewater through the use of temporary worker restrooms. Wastewater generation would be negligible in relation to the size and capacity of the wastewater treatment system

and would not overburden the system. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact on wastewater capacity.

3.16.6.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not include a new source of wastewater and would not directly generate population growth that would require wastewater services. Restrooms would not be provided at LRT stations. Elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed capacity. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact on wastewater capacity.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would generate wastewater during construction through the use of temporary worker restrooms. This would occur intermittently and would not exceed sewer capacity. Wastewater generation would be negligible in relation to the size and capacity of the wastewater treatment system and would not overburden the system. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact on wastewater capacity.

3.16.6.3.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not include a new source of wastewater and would not directly generate population growth that would require wastewater services. Restrooms would not be provided at LRT stations. Elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed capacity. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a less than significant impact on wastewater capacity.

Construction Impacts

Base Alternative and Design Options

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would generate wastewater through the use of temporary worker restrooms. Wastewater generation would be negligible in relation to the size and capacity of the wastewater treatment system and would not overburden the system. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a less than significant impact on wastewater capacity.

3.16.6.3.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would result in an increase in potable water use and additional wastewater-generating facilities (e.g., sinks, toilets, vehicle washing). The quantity of wastewater generated by the MSF site options is anticipated to increase slightly or to be similar as currently generated by the existing industrial land uses. The MSF site options would include new efficient plumbing that would comply with water conservation requirements, such as CALGreen and the California Plumbing Code, which mandate installation of water conserving plumbing fixtures and fittings (e.g., low-flow water fixtures and high-efficiency toilets and urinals. This would reduce the amount of wastewater entering the sewer system. In addition, the MSF site options would be required to conform to all applicable wastewater standards set forth by the Los Angeles Regional Water Quality Control Board and would not result in the construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, operation of an MSF site option would result in a less than significant impact on wastewater capacity.

Construction Impacts

MSF Site Options and Design Option

Construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would generate wastewater through the use of temporary worker restrooms. Wastewater generation would be negligible in relation to the size and capacity of the wastewater treatment system and would not overburden the system. Therefore, construction of an MSF site option would result in a less than significant impact on wastewater capacity.

3.16.6.4 Impact UTL-4: Solid Waste

Impact UTL -4: Would a Build Alternative 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?

3.16.6.4.1 Alternative 1 Washington

Operational Impacts

Operation of Alternative 1 would not include a direct source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins and recycle bins. The disposal of solid waste collected at each station would have no notable potential to affect landfill capacity or impair attainment of solid waste reduction goals. Operation of Alternative 1 would not result in a net increase in project-related solid waste generation in excess of state or local standards outlined in **Section 3.16.2.2** and **Section 3.16.2.3** respectively, or in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, operation of Alternative 1 would result in a less than significant impact related to solid waste generation.

Design Options

Atlantic/Pomona Station Option

Operation of Alternative 1 with the Atlantic/Pomona Station Option have the same effects on solid waste generation as the base Alternative 1 and would not include a direct source of solid waste. Indirect solid waste generated by transit users would be collected in waste and recycle bins and would have no notable potential to affect landfill capacity or impair attainment of solid waste reduction goals. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact related to solid waste generation.

Montebello At-Grade Option

Operation of Alternative 1 with the Montebello At-Grade Option have the same effects on solid waste generation as the base Alternative 1 and would not include a direct source of solid waste. Indirect solid waste generated by transit users would be collected in waste and recycle bins and would have no notable potential to affect landfill capacity or impair attainment of solid waste reduction goals. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact related to solid waste generation.

Construction Impacts

The construction of Alternative 1 would involve the generation and removal of solid waste to accommodate the various demolition and construction activities. At the proposed LRT station areas, generated waste may include bulky, heavy materials such as concrete, wood, metals, glass, and building components. For construction of underground and surface elements, the removal of debris (e.g., soil, asphalt, concrete) is anticipated. This would result in an incremental and temporary increase in solid waste disposal at landfills and other waste disposal facilities. While it is anticipated that some excavated soil would be reused on-site, the remaining materials would be hauled off-site for disposal at any of the area landfills that accept and/or recycle construction/demolition materials.

As discussed in Section 3.8, Hazards and Hazardous Materials and the Eastside Transit Corridor Phase 2 Hazards and Hazardous Materials Impacts Report (Appendix I), the existing buildings to be demolished, to accommodate the construction of the LRT station areas, may contain asbestos and lead-based paint. The Department of Toxic Substances Control require the abatement of asbestos-containing materials and removal or stabilization of lead-based paint prior to demolition.

Contaminated soils and hazardous building materials would be disposed of at a local landfill, such as Azusa Land Reclamation, Antelope Valley Public, Clean Harbors Buttonwillow, or Lancaster landfills, which are authorized to accept certain types of contaminated soils (e.g., petroleum hydrocarbon-impacted soils with hydrocarbon concentrations below specified limits) and asbestos-containing debris. These materials and wastes would be handled, transported, and disposed of in accordance with applicable laws and regulations by a certified hazardous materials handler.

There would be adequate capacity available in Los Angeles County to handle anticipated solid waste generation during the construction period and, thus, temporary solid waste generation associated with construction of Alternative 1 would not create a need for additional solid waste disposal facilities. In addition, the construction contractor would comply with AB 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste from landfills to recycling facilities; therefore, the construction of Alternative 1 would not conflict with policies and objectives to reduce the amount of solid waste disposed in landfills.

Construction of Alternative 1 would not generate solid waste in excess of state or local standards outlined in **Section 3.16.2.2** and **Section 3.16.2.3**, respectively, or in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Furthermore, construction would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, construction of Alternative 1 would have a less than significant impact related to solid waste generation.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 1 with the Atlantic/Pomona Station Option would have the same effects on solid waste generation as the base Alternative 1. Construction of Alternative 1 with the Atlantic/ Pomona Station Option would involve the generation and removal of solid waste to accommodate the various demolition and construction activities. There would be adequate capacity available in Los Angeles County to handle anticipated solid waste generation during the construction period and, thus, temporary solid waste generation associated with construction activities would not create a need for additional solid waste disposal facilities. Hazardous materials would be handled, transported, and disposed of in accordance with applicable laws and regulations by a certified hazardous materials handler. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact related to solid waste generation.

Montebello At-Grade Option

Construction of Alternative 1 with the Montebello At-Grade Option would involve the generation and removal of solid waste. There would be adequate capacity available in Los Angeles County to handle anticipated solid waste generation during the construction period and, thus, temporary solid waste generation associated with construction activities would not create a need for additional solid waste disposal facilities. Hazardous materials would be handled, transported, and disposed of in accordance with applicable laws and regulations by a certified hazardous materials handler. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact related to solid waste generation.

3.16.6.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not include a direct source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins and recycle bins. The disposal of solid waste from each station would have no notable potential to affect landfill capacity or impair attainment of solid waste reduction goals. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact related to solid waste generation.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would involve the generation and removal of solid waste, such as wood, concrete, soil, and asphalt, to accommodate the various demolition and construction activities. This would result in an incremental and temporary increase in solid waste disposal at landfills and other waste disposal facilities. While it is anticipated that some excavated soil would be reused on-site, the remaining materials would be hauled off-site for disposal at any of the area landfills that accept and/or recycle construction/demolition materials.

As discussed in Section 3.8, Hazards and Hazardous Materials, and Appendix I, the existing buildings to be demolished may contain asbestos and lead-based paint. The Department of Toxic Substances Control requires the abatement of asbestos-containing materials and removal or stabilization of lead-based paint prior to demolition. Contaminated soils and hazardous building materials would be disposed of at a local landfill that is authorized to accept certain types of contaminated soils and asbestos-containing debris. These materials and wastes would be handled, transported, and disposed of in accordance with applicable laws and regulations by a certified hazardous materials handler.

There would be adequate capacity available in Los Angeles County to handle anticipated solid waste generation during the construction period and, thus, temporary solid waste generation associated with construction activities would not create a need for additional solid waste disposal facilities. In addition, the construction contractor would comply with AB 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste from landfills to recycling facilities; therefore, construction would not conflict with policies and objectives to reduce the amount of solid waste disposed in landfills.

Construction would not generate solid waste in excess of state or local standards outlined in **Section 3.16.2.2** and **Section 3.16.2.3**, respectively, or in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Furthermore, construction would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact related to solid waste generation.

3.16.6.4.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not include a direct source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins and recycle bins. The disposal of solid waste from each station would have no notable potential to affect landfill capacity or impair attainment of solid waste reduction goals. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a less than significant impact related to solid waste generation.

Construction Impacts

Base Alternative and Design Options

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would involve the generation and removal of solid waste, such as wood, concrete, soil, and asphalt, to accommodate the various demolition and construction activities. This would result in an incremental and temporary increase in solid waste disposal at landfills and other waste disposal facilities. While it is anticipated that some excavated soil would be reused on-site, the remaining materials would be hauled off-site for disposal at any of the area landfills that accept and/or recycle construction/demolition materials.

As discussed in Section 3.8, Hazards and Hazardous Materials, and Appendix I, the existing buildings to be demolished may contain asbestos and lead-based paint. The Department of Toxic Substances Control require the abatement of asbestos-containing materials and removal or stabilization of lead-based paint prior to demolition. Contaminated soils and hazardous building materials would be disposed of at a local landfill that is authorized to accept certain types of contaminated soils and asbestos-containing debris. These materials and wastes would be handled, transported, and disposed of in accordance with applicable laws and regulations by a certified hazardous materials handler.

There would be adequate capacity available in Los Angeles County to handle anticipated solid waste generation during the construction period and, thus, temporary solid waste generation associated with construction of Alternative 3 would not create a need for additional solid waste disposal facilities. In addition, the construction contractor would comply with AB 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste from landfills to recycling facilities; therefore, construction would not conflict with policies and objectives to reduce the amount of solid waste disposed in landfills.

Construction would not generate solid waste in excess of state or local standards outlined in **Section 3.16.2.2** and **Section 3.16.2.3**, respectively, or in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Furthermore, construction would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact related to solid waste generation.

3.16.6.4.4 Maintenance and Storage Facilities

Operational Impacts

MSF Options and Design Option

Operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would generate a range of recyclable and non-recyclable solid waste. As shown in **Table 3.16-1** the active and permitted solid waste disposal facilities serving Los Angeles County have sufficient daily and annual capacity to accommodate the solid waste generation associated with operation of the MSF site options. Therefore, operation of an MSF site option would not create a need for additional solid waste disposal facilities and would have a less than significant impact related to solid waste generation.

Construction Impacts

MSF Options and Design Option

The construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would involve the generation and removal of solid waste, such as wood, concrete, soil, and asphalt, to accommodate the various demolition and construction activities. This would result in an incremental and temporary increase in solid waste disposal at landfills and other waste disposal facilities. While it is anticipated that some excavated soil would be reused on-site, the remaining materials would be hauled off-site for disposal at any of the area landfills that accept and/or recycle construction/demolition materials.

As discussed in Section 3.8, Hazards and Hazardous Materials, and Appendix I, the existing buildings to be acquired and demolished may contain asbestos and lead-based paint. The Department of Toxic Substances Control requires the abatement of asbestos-containing materials and removal or stabilization of lead-based paint prior to demolition. Contaminated soils and hazardous building materials would be disposed of at a local landfill that is authorized to accept certain types of contaminated soils and asbestos-containing debris. These materials and wastes would be handled, transported, and disposed of in accordance with applicable laws and regulations by a certified hazardous materials handler.

There would be adequate capacity available in Los Angeles County to handle anticipated solid waste generation during the construction period and, thus, temporary solid waste generation associated with construction of the Commerce MSF site option would not create a need for additional solid waste disposal facilities. In addition, the construction contractor would comply with AB 939, which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste from landfills to recycling facilities; therefore, the construction of the MSF site options would not conflict with policies and objectives to reduce the amount of solid waste disposed in landfills.

Construction of the MSF site options would not generate solid waste in excess of state or local standards outlined in **Section 3.16.2.2** and **Section 3.16.2.3**, respectively, or in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Furthermore, construction would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, construction of an MSF site option would have a less than significant impact related to solid waste.

3.16.6.5 Impact UTL-5: Regulations

Impact UTL-5: Would a Build Alternative comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

3.16.6.5.1 Alternative 1 Washington

Operational and Construction Impacts

Operation and construction of Alternative 1 would be required to comply with all applicable federal, state, and local statutes and regulations, outlined in **Section 3.16.2**, pertaining to solid waste disposal. As discussed under Impact UTL-4, small amounts of solid waste would be generated during operation and construction of Alternative 1; however, there is no element of operational or construction activities that would be outside of compliance. Therefore, operation and construction of Alternative 1 would result in a less than significant impact as it would comply with solid waste regulations.

Design Options

Atlantic/Pomona Station Option

Operation and construction of Alternative 1 with the Atlantic/Pomona Station Option would be required to comply with all applicable federal, state, and local statutes and regulations, outlined in **Section 3.16.2**, pertaining to solid waste disposal. As discussed under Impact UTL-4, small amounts of solid waste would be generated during operation and construction of Alternative 1 with the Atlantic/Pomona Station Option; however, there is no element of operational or construction activities that would be outside of compliance. Therefore, operation and construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact as it would comply with solid waste regulations.

Montebello At-Grade Option

Operation and construction of Alternative 1 with the Montebello At-Grade Option would be required to comply with all applicable federal, state, and local statutes and regulations, outlined in **Section 3.16.2**, pertaining to solid waste disposal. As discussed under Impact UTL-4, small amounts of solid waste would be generated during operation and construction of Alternative 1 with the Montebello At-Grade Option; however, there is no element of operational or construction activities that would be outside of compliance. Therefore, operation and construction of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact as it would comply with solid waste regulations.

3.16.6.5.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would be required to comply with all applicable federal, state, and local statutes and regulations, outlined in **Section 3.16.2**, pertaining to solid waste disposal. As discussed under Impact UTL-4, small amounts of solid waste would be generated during operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option; however, there is no element of operational or construction activities that would be outside of compliance. Therefore, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact as it would comply with solid waste regulations.

3.16.6.5.3 Alternative 3 Atlantic to Greenwood IOS

Operational and Construction Impacts

Base Alternative and Design Options

Operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would be required to comply with all applicable federal, state, and local statutes and regulations, outlined in **Section 3.16.2**, pertaining to solid waste disposal. As discussed under Impact UTL-4, small amounts of solid waste would be generated during operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option; however, there is no element of operational or construction activities that would be outside of compliance. Therefore, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a less than significant impact as it would comply with solid waste regulations.

3.16.6.5.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Operation and construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would be required to comply with all applicable federal, state, and local statutes and regulations, outlined in **Section 3.16.2**, pertaining to solid waste disposal. As discussed under Impact UTL-4, solid waste would be generated during operation and construction of the MSF site option; however, There is no element of operation or construction activities that would be outside of compliance. Therefore, operation and construction of the MSF site option would result in a less than significant impact as it would comply with solid waste regulations.

3.16.7 Project Measures and Mitigation Measures

As identified in **Section 3.16.6**, the Build Alternatives and Build Alternatives with the design option(s) would have less than significant impacts on utilities and service systems under Impact UTL-1 (Relocation or Construction), UTL-2 (Water Supplies), UTL-3 (Wastewater), UTL-4 (Solid Waste), and UTL-5 (Regulations). No project measures or mitigation measures would be required for operation or construction. **Table 3.16-2** identifies the combined impact of the base alternatives with the associated MSF site option(s), and the alternatives with one or both design options (as applicable) with the associated MSF site option(s). All impacts would be less than significant for all alternatives and design options under Impact UTL-1, Impact UTL-2, Impact UTL-3, and Impact UTL-4. All Alternatives and design options would have no impact under UTL-5.

3.16.8 Significance After Mitigation

As identified in **Table 3.16-2**, **no mitigation is required** for the Build Alternatives and Build Alternatives with the design option(s). Less than significant impacts would occur under Impact UTL-1, Impact UTL-2, Impact UTL-3, Impact UTL-4 and Impact UTL-5.

Table 3.16-2. Summary of Impact Determinations for Build Alternatives and MSF Options

CEQA Impact Topic		Alternative 1: Washington Boulevard								Alternative 2: Commerce/Citadel IOS		Alternative 3: Washington/Greenwood IOS							
		Base Alternative 1[1]		Alternative 1 + Atlantic/Pomona Station Option		Alternative 1 + Montebello At-Grade Option		Alternative 1 + Atlantic/Pomona Station Option + Montebello At-Grade Option		Base Alternative 2[2]	Alternative 2 + Atlantic/ Pomona Station Option	Base Alternative 3[3]		Alternative 3 + Atlantic/Pomona Station Option		Alternative 3 + Montebello At-Grade Option		Alternative 3 + Atlantic/Pomona Station Option + Montebello At-Grade Option	
		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option
UTL-1 Relocation or Construction	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
UTL-2 Water Supplies	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
UTL-3 Wastewater	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
UTL-4 Solid Waste	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
UTL-5 Regulations	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS

Source: CDM Smith/AECOM JV, 2022.
Notes:
The Base Alternatives are shaded in light yellow. Design options are not shaded.
1 The Base Alternative 1 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.
2 The Base Alternative 2 includes the Atlantic station (reconfigured/relocated).
3 The Base Alternative 3 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.
Key:
NI = No Impact LTS = Less Than Significant SU = Significant and Unavoidable

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