

North Hollywood to Pasadena
Bus Rapid Transit (BRT) Corridor
Planning and Environmental Study

UTILITIES AND SERVICE SYSTEMS
TECHNICAL REPORT

Prepared For:



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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
BRT	Bus Rapid Transit
C&D	Construction and Demolition
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CPUC	California Public Utilities Commission
CWA	Clean Water Act
DHS	Department of Health Services
DWSAP	Drinking Water Source Assessment and Protection
EIR	Environmental Impact Report
EO	Executive Order
FCC	Federal Communications Commission
FERC	Federal Energy Regulatory Commission
LADWP	Los Angeles Department of Water and Power
LARWQCB	Los Angeles Regional Water Quality Control Board
LASAN	Los Angeles Sanitation
LID	Low Impact Development
Metro	Los Angeles County Metropolitan Transportation Authority
mgd	Million Gallons per Day
MW	Megawatt
MWD	Metropolitan Water District
MWh	Megawatt hours
NPDES	National Pollutant Discharge Elimination System
PRC	Public Resources Code
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SDWA	Safe Drinking Water Act
SOCALGAS	Southern California Gas Company

SSMP	Sewer System Management Plan
SUSMP	Standard Urban Stormwater Mitigation Plan
SWIRP	Solid Waste Integrated Resources Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
U.S. EPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
WMP	Waste Management Plan

1. Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Proposed Project or Project) which would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. Specifically, the Proposed Project would consist of a BRT service that runs from the North Hollywood Metro B/G Line (Red/Orange) station in the City of Los Angeles through the Cities of Burbank, Glendale, the community of Eagle Rock in the City of Los Angeles, and Pasadena, ending at Pasadena City College. The Proposed Project with route options would operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location. A Draft Environmental Impact Report (EIR) is being prepared for the following purposes:

- To satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code (PRC) Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.).
- To inform public agency decision-makers and the public of the significant environmental effects of the Proposed Project, as well as possible ways to minimize those significant effects, and reasonable alternatives to the Proposed Project that would avoid or minimize those significant effects.
- To enable Metro to consider environmental consequences when deciding whether to approve the Proposed Project.

This Utilities and Service Systems Technical Report is comprised of the following sections:

1. Introduction
2. Project Description
3. Regulatory Framework
4. Existing Setting
5. Significance Thresholds and Methodology
6. Impact Analysis
7. Cumulative Analysis
8. References
9. List of Preparers

2. Project Description

This section is an abbreviated version of the Project Description contained in the Draft EIR. This abbreviated version provides information pertinent to the Technical Reports. Please reference the Project Description chapter in the Draft EIR for additional details about the Proposed Project location and surrounding uses, project history, project components, and construction methods. The Draft EIR also includes a more comprehensive narrative description providing additional detail on the project routing, station locations, and proposed roadway configurations. Unless otherwise noted, the project description is valid for the Proposed Project and all route variations, treatments, and configurations.

2.1 PROJECT ROUTE DESCRIPTION

Metro is proposing the BRT service to connect several cities and communities between the San Fernando and San Gabriel Valleys. The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The BRT corridor generally parallels the Ventura Freeway (State Route 134) between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles as well as the Cities of Burbank, Glendale, and Pasadena. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena. The Study Area includes several dense residential areas as well as many cultural, entertainment, shopping and employment centers, including the North Hollywood Arts District, Burbank Media District, Downtown Burbank, Downtown Glendale, Eagle Rock, Old Pasadena and Pasadena City College (see **Figure 1**).

2.2 BRT ELEMENTS

BRT is intended to move large numbers of people quickly and efficiently to their destinations. BRT may be used to implement rapid transit service in heavily traveled corridors while also offering many of the same amenities as light rail but on rubber tires and at a lower cost. The Project would provide enhanced transit service and improve regional connectivity and mobility by implementing several key BRT elements. Primary components of the BRT are further addressed below and include:

- Dedicated bus lanes on city streets
- Transit signal priority (TSP)
- Enhanced stations with all-door boarding

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2.3 DEDICATED BUS LANES

The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width, while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways as shown below:

- **Center-Running Bus Lanes:** Typically includes two lanes (one for each direction of travel) located in the center of the roadway. Stations are usually provided on islands at intersections and are accessible from the crosswalk.
- **Median-Running Bus Lanes:** Typically includes two lanes (one for each direction of travel) located in the inside lane adjacent to a raised median in the center of the roadway. Stations are usually provided on islands at intersections and are accessible from the crosswalk.
- **Side-Running Bus Lanes:** Buses operate in the right-most travel lane separated from the curb by bicycle lanes, parking lanes, or both. Stations are typically provided along curb extensions where the sidewalk is widened to meet the bus lane. At intersections, right-turn bays may be provided to allow buses to operate without interference from turning vehicles and pedestrians.
- **Curb-Running Operations:** Buses operate in the right-most travel lane immediately adjacent to the curb. Stations are located along the sidewalk which may be widened to accommodate pedestrian movement along the block. Right-turning traffic merges with the bus lane approaching intersections and buses may be delayed due to interaction with right-turning vehicles and pedestrians.
- **Mixed-Flow Operations:** Where provision of dedicated bus lanes is impractical, the BRT service operates in lanes shared with other roadway vehicles, although potentially with transit signal priority. For example, where the service transitions from a center-running to side-running configuration, buses would operate in mixed-flow. Buses would also operate in mixed-flow along freeway facilities.

Table 1 provides the bus lane configurations for each route segment of the Proposed Project.

Table 1 – Route Segments

Key	Segment	From	To	Bus Lane Configuration
A1 (Proposed Project)	Lankershim Blvd.	N. Chandler Blvd.	Chandler Blvd.	Mixed-Flow
	Chandler Blvd.	Lankershim Blvd.	Vineland Ave.	Side-Running
	Vineland Ave.	Chandler Blvd.	Lankershim Blvd.	Center-Running
	Lankershim Blvd.	Vineland Ave.	SR-134 Interchange	Center-Running Mixed-Flow ¹
A2 (Route Option)	Lankershim Blvd.	N. Chandler Blvd.	SR-134 Interchange	Side-Running Curb-Running ²
B (Proposed Project)	SR-134 Freeway	Lankershim Blvd.	Pass Ave. (EB) Hollywood Wy. (WB)	Mixed-Flow
C (Proposed Project)	Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)			
	Olive Ave.	SR-134 Freeway	Olive Ave.	Mixed-Flow ³
		Hollywood Wy. (EB) Riverside Dr. (WB)		
D (Proposed Project)	Glenoaks Blvd.	Olive Ave.	Glenoaks Blvd.	Curb-Running
E1 (Proposed Project)	Central Ave.		Central Ave.	Curb-Running Median-Running ⁴
	Broadway	Glenoaks Blvd.	Broadway	Mixed Flow Side-Running ⁵
	Central Ave.	Central Ave.	Colorado Blvd.	Side-Running
	Central Ave.	Glenoaks Blvd.	Colorado St. Broadway	Side-Running
E2 (Route Option)	Colorado St. – Colorado Blvd.	Central Ave.	Goode Ave. (WB) Sanchez Dr. (EB)	Mixed-Flow
E3 (Route Option)	Central Ave.	Glenoaks Blvd.	Brand Blvd.	Mixed-Flow
	Goode Ave. (WB) Sanchez Dr. (EB)	Central Ave.	Harvey Dr.	Mixed-Flow
	SR-134 ⁶	Brand Blvd.		
	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running Center Running ⁷

Key	Segment	From	To	Bus Lane Configuration
F2 (Proposed Project)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running
F3 (Route Option)	SR-134	Harvey Dr.	Figueroa St.	Mixed-Flow
	Figueroa St.	SR-134	Colorado Blvd.	Mixed-Flow
	Colorado Blvd.	Figueroa St.	SR-134 via N. San Rafael Ave. Interchange	Mixed-Flow
G1 (Proposed Project)	SR-134	Colorado Blvd.	Fair Oaks Ave. Interchange	Mixed-Flow
	Fair Oaks Ave.	SR-134	Walnut St.	Mixed-Flow
	Walnut St.	Fair Oaks Ave.	Raymond Ave.	Mixed-Flow
	Raymond Ave.	Walnut St.	Colorado Blvd. or Union St./Green St.	Mixed-Flow
G2 (Route Option)	SR-134	Colorado Blvd.	Colorado Blvd. Interchange	Mixed-Flow
	Colorado Blvd. or Union St./Green St.	Colorado Blvd. Interchange	Raymond Ave.	Mixed-Flow
	Colorado Blvd.	Raymond Ave.	Hill Ave.	Mixed-Flow
H1 (Proposed Project)	Union St. (WB) Green St. (EB)	Raymond Ave.	Hill Ave.	Mixed-Flow

Notes:

- ¹South of Kling St.
- ²South of Huston St.
- ³Eastbound curb-running bus lane on Riverside Dr. east of Kenwood Ave.
- ⁴East of Providencia Ave.
- ⁵South of Sanchez Dr.
- ⁶Route continues via Broadway to Colorado/Broadway intersection (Proposed Project F2 or Route Option F1) or via SR-134 (Route Option F3)
- ⁷Transition between Ellenwood Dr. and El Rio Ave.

2.4 TRANSIT SIGNAL PRIORITY

TSP expedites buses through signalized intersections and improves transit travel times. Transit priority is available areawide within the City of Los Angeles and is expected to be available in all jurisdictions served by the time the Proposed Project is in service. Basic functions are described below:

- **Early Green:** When a bus is approaching a red signal, conflicting phases may be terminated early to obtain the green indication for the bus.
- **Extended Green:** When a bus is approaching the end of a green signal cycle, the green may be extended to allow bus passage before the green phase terminates.
- **Transit Phase:** A dedicated bus-only phase is activated before or after the green for parallel traffic to allow the bus to proceed through the intersection. For example, a queue jump may be implemented in which the bus departs from a dedicated bus lane or a station ahead of other traffic, so the bus can weave across lanes or make a turn.

2.5 ENHANCED STATIONS

It is anticipated that the stations servicing the Proposed Project may include the following elements:

- Canopy and wind screen
- Seating (benches)
- Illumination, security video and/or emergency call button
- Real-time bus arrival information
- Bike racks
- Monument sign and map displays

Metro is considering near-level boarding which may be achieved by a combination of a raised curb along the boarding zone and/or ramps to facilitate loading and unloading. It is anticipated that BRT buses would support all door boarding with on-board fare collection transponders in lieu of deployment of ticket vending machines at stations.

The Proposed Project includes 21 proposed stations and two “optional” stations, and additional optional stations have been identified along the Route Options, as indicated in **Table 2**. Of the 21 proposed stations, four would be in the center of the street or adjacent to the median, and the remaining 17 stations would be situated on curbs on the outside of the street.

Table 2 – Proposed/Optional Stations

Jurisdiction	Proposed Project	Route Option
North Hollywood (City of Los Angeles)	North Hollywood Transit Center (Metro B/G Lines (Red/Orange) Station)	
	Vineland Ave./Hesby St.	Lankershim Blvd./Hesby St.
City of Burbank	Olive Ave./Riverside Dr.	
	Olive Ave./Alameda Ave.	
	Olive Ave./Buena Vista St.	
	Olive Ave./Verdugo Ave. (optional station)	
	Olive Ave./Front St. (on bridge at Burbank-Downtown Metrolink Station)	
	Olive Ave./San Fernando Blvd.	
City of Glendale	Glenoaks Blvd./Alameda Ave.	
	Glenoaks Blvd./Western Ave.	
	Glenoaks Blvd./Grandview Ave. (optional station)	
	Central Ave./Lexington Dr.	Goode Ave. (WB) & Sanchez Dr. (EB) west of Brand Blvd.
		Central Ave./Americana Way
	Broadway/Brand Blvd.	Colorado St./Brand Blvd.
	Broadway/Glendale Ave.	Colorado St./Glendale Ave.
	Broadway/Verdugo Rd.	Colorado St./Verdugo Rd.
		SR 134 EB off-ramp/WB on-ramp west of Harvey Dr.
Eagle Rock (City of Los Angeles)	Colorado Blvd./Eagle Rock Plaza	
	Colorado Blvd./Eagle Rock Blvd.	
	Colorado Blvd./Townsend Ave.	Colorado Blvd./Figueroa St.
City of Pasadena	Raymond Ave./Holly St. ¹ (near Metro L Line (Gold) Station)	
	Colorado Blvd./Arroyo Pkwy. ²	Union St./Arroyo Pkwy. (WB) ² Green St./Arroyo Pkwy. (EB) ²
	Colorado Blvd./Los Robles Ave. ¹	Union St./Los Robles Ave. (WB) ¹ Green St./Los Robles Ave. (EB) ¹
	Colorado Blvd./Lake Ave.	Union St./Lake Ave. (WB) Green St./Lake Ave. (EB)
	Pasadena City College (Colorado Blvd./Hill Ave.)	Pasadena City College (Hill Ave./Colorado Blvd.)

¹With Fair Oaks Ave. interchange routing

²With Colorado Blvd. interchange routing

2.6 DESCRIPTION OF CONSTRUCTION

Construction of the Proposed Project would likely include a combination of the following elements dependent upon the chosen BRT configuration for the segment: restriping, curb-and-gutter/sidewalk reconstruction, right-of-way (ROW) clearing, pavement improvements, station/loading platform construction, landscaping, and lighting and traffic signal modifications. Generally, construction of dedicated bus lanes consists of pavement improvements including restriping, whereas ground-disturbing activities occur with station construction and other support structures. Existing utilities would be protected or relocated. Due to the shallow profile of construction, substantial utility conflicts are not anticipated, and relocation efforts should be brief. Construction equipment anticipated to be used for the Proposed Project consists of asphalt milling machines, asphalt paving machines, large and small excavators/backhoes, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. Additional smaller equipment may also be used such as walk-behind compactors, compact excavators and tractors, and small hydraulic equipment.

The construction of the Proposed Project is expected to last approximately 24 to 30 months. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Work Area Traffic Control Handbook. Typical roadway construction traffic control methods would be followed including the use of signage and barricades.

It is anticipated that publicly owned ROW or land in proximity to the Proposed Project's alignment would be available for staging areas. Because the Proposed Project is anticipated to be constructed in a linear segment-by-segment method, there would not be a need for large construction staging areas in proximity to the alignment.

2.7 DESCRIPTION OF OPERATIONS

The Proposed Project would provide BRT service from 4:00 a.m. to 1:00 a.m. or 21 hours per day Sunday through Thursday, and longer service hours (4:00 a.m. to 3:00 a.m.) would be provided on Fridays and Saturdays. The proposed service span is consistent with the Metro B Line (Red). The BRT would operate with 10-minute frequency throughout the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during the day on weekends tapering to 30 minutes in the evenings. The BRT service would be provided on 40-foot zero-emission electric buses with the capacity to serve up to 75 passengers, including 35-50 seated passengers and 30-40 standees, and a maximum of 16 buses are anticipated to be in service along the route during peak operations. The buses would be stored at an existing Metro facility.

3. Regulatory Framework

This section provides a listing of the regulatory framework in relation to utilities and service systems, including water supply, delivery, treatment facilities, drainage systems, wastewater collections, treatment, disposal facilities, solid waste disposal, electrical lines, and energy demand/conservation.

3.1 FEDERAL REGULATIONS

3.1.1 Water Services

Federal Power Act of 1935. This Act gave the Federal Power Commission the power to regulate the sale and transportation of electric power.

Federal Water Pollution Control Act of 1948; Clean Water Act (CWA) of 1977. The CWA 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, U.S. Environmental Protection Agency (U.S. EPA) regulates discharges of pollutants from municipal and industrial wastewater treatment plants, sewer collection systems, and stormwater discharges from industrial facilities and municipalities.

U.S. EPA enforces requirements to ensure that industries pre-treat pollutants in their wastes in order to protect local sanitary sewers and wastewater treatment plants. Industrial discharges of metals, oil and grease, and other pollutants can interfere with the operation of local sanitary sewers and wastewater treatment plants, leading to the discharge of untreated or inadequately treated pollutants into local waterways.

NPDES permits establish discharge limits and conditions for discharges from municipal wastewater treatment facilities to waters of the United States, including municipal processes used to treat domestic wastewater, and provide a framework for establishing water quality and technology-based NPDES permit limits, and minimum, technology-based standards for discharges from municipal wastewater treatment facilities (i.e., Secondary Treatment Standards, NPDES Permit Writers' Manual, 2010).

Water Quality Act of 1987. The Water Quality Act, enacted April 2, 1987, provided the most recent series of amendments to the Federal Water Pollution Control Act, also known as the CWA. Provisions included:

- Requirement that states develop strategies for toxics cleanup in waters where the application of Best Available Technology discharge standards is not sufficient to meet State water quality standards and support public health (33 United States Code [U.S.C.] 1314)
- Increase in the penalties for violations of Section 404 permits (33 U.S.C. 1344)
- Requirement that U.S. EPA study and monitor the water quality effects attributable to the impoundment of water by dams (33 U.S.C. 1375)
- Authority to continue the Chesapeake Bay Program and to establish a Chesapeake Bay Program Office (33 U.S.C. 1267)
- Establishment of a Great Lakes National Program Office within U.S. EPA and a Great Lakes Research Office within National Oceanic and Atmospheric Administration (33 U.S.C. 1268)

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

The SDWA requires the U.S. EPA to establish National Primary Drinking Water Regulations for contaminants that may cause adverse public health effects. The regulations include both mandatory requirements (Maximum Contaminant Levels and Treatment Techniques) and non-enforceable health goals (Maximum Contaminant Level Goals) for each included contaminant.

3.1.2 Energy

Department of Energy Organization Act of 1977 and Energy Policy Act of 2005. These Acts reorganized the Federal Power Commission and established the Federal Energy Regulatory Commission (FERC) which made it an independent agency to regulate the interstate transmission of electricity, natural gas, and oil. FERC also reviews proposals to build liquefied natural gas terminals and interstate natural gas pipelines as well as licensing hydropower projects.

3.1.3 Telecommunications

Communications Act of 1934. This Act 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 commission 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 Code of Federal Regulations (CFR), which are published and maintained by the Government Printing Office.

3.2 STATE REGULATIONS

California Public Utilities Commission (CPUC). The CPUC was founded by the California Constitution in 1911. The CPUC is also listed in the California Code of Regulations. The CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies, in addition to authorizing video franchises. There are five Governor-appointed Commissioners, as well as staff, who are dedicated to ensuring that consumers have safe, reliable utility service at reasonable rates, protecting against fraud, and promoting the health of California's economy. Specifically related to utilities, but not limited to, the CPUC has authority over, and is responsible under the following General Orders:

- General Order 28 (1912): Preservation of records of public utilities and common carriers
- General Order 52 (1918): Power and communication lines for the prevention or mitigation of inductive interference
- General Order 58-A (2016): Standards for gas service
- General Order 69-C (1985): Easements on property of public easements
- General Order 95 (2018): Overhead electric line construction
- General Order 103-A (2009): Water service including minimum standards for design and construction
- General Order 112-F (2016): Design, construction, testing, maintenance and operation of utility gas gathering, transmission and distribution piping systems
- General Order 131-D (1995): Planning and construction of facilities for the generation of electricity and certain electric transmission facilities
- General Order 133-D (2017): Rules Governing Telecommunications Services
- General Order 159-A (1996): Construction of cellular radiotelephone facilities in California
- General Order 166 (2017): Inspection cycles for electric distribution facilities
- General Order 174 (2012): Rules for Electric Utility Substations

California Code of Regulations. The code is maintained by the California Office of Administrative Law and 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.

3.2.1 Water Services

Metropolitan Water District Act of 1928. The Metropolitan Water District of Southern California was established by the California Legislature in 1928 through the Metropolitan Water District Act. The primary purpose of the Act was to construct and operate the 242-mile Colorado River Aqueduct. The Metropolitan Water District Act authorizes Metropolitan 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; and
- Exercise the power of eminent domain for the purpose of acquiring property.

Executive Order (EO) B-29-15. EO B-29-15 passed on January 17, 2014. It mandates the State Water Resources Control Board (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 EO 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.

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 to both legal mandates (Wellhead Protection Program 1986, Source Water Assessment Program 1996), DHS developed the Drinking Water Source Assessment and Protection (DWSAP) Program.

California's DWSAP Program addresses both groundwater and surface water sources. The groundwater portion of the DWSAP Program serves as the state's wellhead protection program. In developing the surface water components of the DWSAP Program, DHS integrated the existing requirements for watershed sanitary surveys.

Senate Bill (SB) 610. SB 610 requires a city or county that determines a project is subject to CEQA to identify any public water system that may supply water for the project and to request those public water systems to prepare a specified water source assessment, except as otherwise specified. "Project" means any of the following:

- A proposed residential development of more than 500 dwelling units

- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space
- A proposed hotel or motel, or both, having more than 500 rooms
- A proposed industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land or having more than 650,000 square feet of floor area
- A mixed-use project that includes one or more of the projects specified in this subdivision
- A project that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling unit project

3.2.2 Storm Drains and Wastewater

State Water Resources Control Board (SWRCB). 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.

Porter-Cologne Water Quality Control Act of 1969, Amended 2019. 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 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.

3.2.3 Energy

California Energy Commission. The California Energy Commission is responsible for forecasting future energy needs for the state, among other things. SB 1389 (Chapter 568, Statutes of 2002) requires the California Energy Commission to prepare a biennial Integrated Energy Policy Report assessing major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors. The report also provides policy recommendations to conserve resources, protect the environment, and ensure reliable, secure, and diverse energy supplies.

Assembly Bill (AB) 1007, Alternative Fuels Plan. AB 1007 (Pavley, Chapter 371, Statutes of 2005) requires the California Energy Commission to prepare an Alternative Fuels Plan to increase the use of alternative fuels in California. The Alternative Fuels Plan, approved by the California Energy Commission on November 2, 2007, aims to clean the state's air, diversify fuel sources, and protect the state from oil spikes that affect prices, the economy, and jobs. The Alternative Fuels Plan focuses on transportation fuels and alternative fuels but recognizes other

components of the transportation system, including advanced vehicle technology and efficiency improvements in conventional vehicles. Additionally, the plan indicates that significant efforts are needed to reduce vehicle miles travelled by all Californians through more effective land use and transportation planning and greater mass movement of people and goods.

3.2.4 Solid Waste

Integrated Waste Management Act (AB 939). The Integrated Waste Management Act, AB 939, was passed in 1989 because of the increase in waste stream and the decrease in landfill capacities in California. The California Integrated Waste Management Board was established and requires a disposal reporting system. AB 939 mandates a reduction of waste being disposed. The current statute requires jurisdictions to meet a diversion goal of 50 percent on and after January 1, 2004.

Solid Waste Reuse and Recycling Act of 1991. This act was enacted to assist local jurisdictions with accomplishing the goals of AB 939. In accordance with AB 2176, any development project that has submitted an application for a building permit must include adequate, accessible areas for the collection and loading of recyclable materials. In addition, the areas to be utilized must be adequate in capacity, number, and distribution to serve the project. Moreover, the collection areas are to be located as close to existing exterior refuse collection areas as possible.

Diversion Rule (AB 341). Under commercial recycling law (Chapter 476, Statutes of 2011), AB 341 directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The final regulation was approved by the Office of Administrative Law May 7, 2012. AB 341 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.

3.3 LOCAL REGULATIONS

Each of the local jurisdictions within the Project boundary provide public services and utilities to support the Project. Each City has a specific organizational department that provides water, sewer, storm drain, and waste collection services. In addition, private telecommunications and other dry utilities service the Project. Each local jurisdiction operates independently from one another based on their respective governance and authority as defined by the California Constitution as a Charter City.

3.3.1 City of Los Angeles

Los Angeles General Plan. The City of Los Angeles General Plan Conservation Element includes goals and policies for recycling and diversion of solid waste to ensure compliance with the California Integrated Waste Management Act (AB 939), the California Solid Waste Reuse and Recycling Act, and the Solid Waste Diversion Rule (AB 341). The City of Los Angeles General Plan Framework also broadly discusses the City's water supply, storage, and delivery infrastructure.

Los Angeles Construction and Demolition (C&D) Waste Recycling Ordinance. The Los Angeles City Council approved Council File 09-3029 on March 5, 2010, that pertains to a Citywide C&D Waste Recycling Ordinance. This ordinance requires all mixed C&D waste generated within City limits be taken to City-certified C&D waste processors. In addition, all haulers and contractors responsible for handling C&D waste must obtain a Private Waste Hauler Permit from LASAN prior to construction. C&D waste can only be taken to City-certified C&D processing facilities.

Urban Wastewater Management Plan (UWMP). The 2015 UWMP is the City's master plan for reliable water supply and resources management. The five-year plan outlines existing and planned sources of water, forecasts water demand, and identifies conservation efforts to reduce water demand. It also identifies activities to develop alternative sources of water, assesses the reliability and vulnerability of the water supply, and provides a water shortage contingency analysis.

Los Angeles Stormwater Low Impact Development (LID) Ordinance (Ordinance #181899) In November 2011, the City adopted the Stormwater LID Ordinance (Ordinance #181899) to amend and expand on the existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements by incorporating LID practices and principles and expanding the applicable development categories. The LID Ordinance requires stormwater mitigation for a larger number of development and redevelopment categories than was previously required under SUSMP. All development and redevelopment projects that create, add, or replace 500 square feet or more of impervious area need to comply with the LID Ordinance. If applicable to the LID Ordinance, project applicants would also be required to prepare a LID plan.

Assembly Bill 939 Compliance Fees, Ordinance No. 174706. On July 3, 2002, the Los Angeles City Council adopted an ordinance (No. 174706) requiring that all private waste haulers collecting solid waste within the City obtain a waste hauling permit, pay an AB 939 compliance fee of 10 percent of gross receipts, and submit an annual report (City of Los Angeles Bureau of Sanitation, July 14, 2009). The purpose of the fee is to establish recycling programs for multi-family residences, commercial businesses, and other private sector activities. Material that is source separated is not subject to the fee.

Los Angeles Municipal Code. Stormwater discharge is regulated under Chapter VI, Public Works and Property, Article 4.4 – Stormwater and Urban Runoff Pollution Control of the Los Angeles Municipal Code. Under Article 4.4, discharge of non-stormwater is permissible only when connection to the storm drain system is made in accordance with a valid city permit, approved construction plan, or a NPDES permit and/or Notice of Intent. In addition, projects within the City are required to comply with the requirements of the Construction General Permit and the Municipal NPDES Permit, which includes preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of construction and post-construction Best Management Practices.

Solid Waste Integrated Resources Plan (SWIRP). Adopted in April 2015, the City of Los Angeles, under the jurisdiction of SWIRP, addresses long-range management needs through 2030. The plan identified various policies, programs, and facilities that would be needed to reach the City's goal of 90 percent landfill diversion by 2025.

3.3.2 City of Burbank

Burbank General Plan. Adopted in 2013, the plan provides a vision for the future with a perspective for balanced development that includes land uses, circulation, public services, and sustainability.

Goal 9: Water Resources - Adequate sources of high-quality water provide for various uses within Burbank.

Policy 9.4: Pursue infrastructure improvements that would expand communitywide use of recycled water.

Policy 9.5: Require on-site drainage improvements using native vegetation to capture and clean stormwater runoff.

Burbank Sustainability Action Plan. In 2008, the city adopted the plan that includes 21 specific actions to address energy, waste reduction, urban design, urban nature, transportation, environmental health, and water. In addition, the City established the Sustainable Burbank Commission to advise and make recommendations to the City Council regarding sustainable efforts.

Burbank Sewer System Management Plan (SSMP). In compliance with SWRCP Order No. 2006-0003-DWQ, the City has adopted a SSMP that also includes a Sanitary Sewer Overflow Emergency Response Plan. The SSMP addresses the operation, maintenance, design and performance of the City's sewers and provides an overflow emergency response plan and a system evaluation and capacity assurance plan to reduce the frequency and volume of sanitary sewer overflows. Implementation of the SSMP, requires the City to (1) properly fund, manage, maintain, and operate its sanitary sewer systems to prevent sanitary sewer overflows; (2) construct and maintain the collection system using trained staff possessing adequate knowledge, skills, and abilities, as demonstrated.

Burbank Construction and Demolition Debris Diversion Ordinance. This Ordinance was designed to meet the goals of the California Waste Management Act of 1989, that requires all cities and counties in the State to reduce the amount of waste materials deposited in landfills by 65 percent. The ordinance requires new building projects meeting specified size requirements to divert and recycle at least 65 percent of their construction and demolition debris. To obtain a building permit from the City, project proponents for projects meeting specified size requirements are required to complete a Waste Management Plan (WMP) that outlines how much scrap and debris would be generated during construction, what proportion of this debris would be diverted and how, and the final destination for both the diverted and nondiverted components of the construction debris.

Burbank Municipal Code. Title 8, Chapter 1, Article 1, Sewers, of the Burbank Municipal Code establishes regulatory compliance for discharges to the publicly owned treatment works, sewer system and storm drain system for the City and ensures the City complies with all applicable State and Federal laws, including the Clean Water Act (33 U.S.C. 1251 et seq.) and the general pretreatment regulations (40 CFR Part 403). Per Burbank Municipal Code Section 8-1-301, to connect to the City's main sewer line, an excavation permit and a sewer connection permit must be obtained from the Burbank Public Works Department. For sewer construction entirely on private property, the owner must obtain a plumbing permit from the Building Department, and an excavation permit from the Burbank Public Works Department.

3.3.3 City of Glendale

Glendale General Plan. The City of Glendale's General Plan establishes the policies for use and protection of resources to meet community needs. Goals and policies related to utilities and services systems are described within the Community Facilities Element and include:

Goal: Enhance the current level and quality of community facilities and services and improve the accessibility to them.

Policy: Maintain the high standard of utility services.

Policy: Monitor future needs for the increase in utility services.

Policy: Utilize all relevant, technological advancements to provide for the improved quality and quantity of energy at the lowest possible cost within the constraints of environmental considerations.

Greener Glendale Plan. The plan has three primary components to address sustainability in the City. In 2010, a report was prepared to identify existing conservation programs. In 2011, the City adopted the Greener Glendale Plan for Municipal Operations to address internal government operations. In 2012, the City adopted the Greener Glendale Plan for Community Activities addressing livability and conservation which includes regulations on the reduction of construction waste.

Glendale Municipal Code. Title 13 Public Services provides governing guidance on Public Utilities. Some specific regulation includes but is not limited to: water (Chapters 13.12, 13.16, and 13.20), recycled water (Chapter 13.28), sewer (Chapters 13.34 and 13.40), stormwater (Chapters 13.42 and 13.43), and underground utilities (Chapter 13.52).

3.3.4 City of Pasadena

Pasadena General Plan. The General Plan includes land use and mobility elements as part of the update. The City of Pasadena General Plan also broadly discusses the City's water supply, storage, and delivery infrastructure.

Pasadena South Fair Oaks Specific Plan Amendment. The plan provides a vision and framework for the area. The plan addresses land uses and mobility that includes transit and technology-based improvements.

Pasadena Central District Specific Plan. The Central District Specific Plan is intended to provide for systematic implementation of the General Plan, as related to the properties located within the boundaries of the Central District Specific Plan area. The plan provides a framework specifically for the Central District for public services, land use and mobility.

4. Existing Setting

The study area for the CEQA resource is defined as the affected cities along the Project route as this region constitutes the service area for utility providers and other services which could be affected by the Project. There are 24 utility companies associated with the four cities in the corridor. These utilities include water, power, storm drain, sewer, telecommunications, oil, and gas.

4.1 WATER

The following discussions briefly provide information related to water supply and services. The Proposed Project is not a land use development project that would consume significant amounts of water and further details on water services is not necessary to assess the potential for impacts.

4.1.1 City of Los Angeles

The Los Angeles Department of Water and Power (LADWP) is responsible for providing water within the City of Los Angeles limits and ensuring that the water quality meets applicable California health standards for drinking water. Water is supplied to the City of Los Angeles from four primary sources: the Los Angeles Aqueduct, local groundwater, imports by the Metropolitan Water District (MWD), and recycled water.

In 1860, the City of Los Angeles' Water Company completed its first water system. In 1902, the City formally took ownership of the first Los Angeles municipal water works system and established the Water Department and the Board of Water Commissioners. Thirty-five years later and after several name and organizational changes, including the consolidation with the local power authority, the LADWP was established in 1937.

4.1.2 City of Burbank

The town of Burbank began offering farm lots, with the establishment of a water system in 1887. Burbank's first telephone exchange was established in 1900. In 1913, two years after the City was incorporated, the first power was distributed within city limits and the Public Service Department was established. Over the years, the City's source for water and power shifted through several suppliers, until late century when the City began producing its own power. In 2001, the Public Service Department changed its name to Burbank Water and Power.

4.1.3 City of Glendale

Glendale Water and Power is a municipal utility that serves the citizens and community of Glendale. Water is supplied to the City of Glendale from three primary sources: imports by the MWD, local groundwater extracted from the San Fernando and Verdugo Basins, and recycled water from Los Angeles-Glendale Water Reclamation Plant. The City of Glendale was

incorporated on February 16, 1906, and just three years later took ownership of electrical facilities and distribution. In 1914, the municipal water began operation. In 1942, the City opened its own steam-electric generating plant and became electrically independent.

4.1.4 City of Pasadena

Pasadena Water and Power is the municipal utility that serves the citizens and community of Pasadena. The water is imported by the MWD and consists of a blend of water from Northern California and the Colorado River. Groundwater comes from the Raymond Groundwater Basin and is pumped out of 10 deep wells located throughout the City of Pasadena. A modest amount of water is purchased from neighboring water agencies that combine surface water and groundwater. The Hahamongna Watershed Park is approximately 1,300 acres of open space extending up the Arroyo Seco Canyon from Devil's Gate Dam. There are four water wells within the Hahamongna Watershed Park basin owned by the City of Pasadena. The Devil's Gate Dam is used for flood protection and as a water reservoir to recharge the Raymond Basin Aquifer. The Devil's Gate Dam is owned by Los Angeles County Department of Public Works.

4.2 SEWER

The following discussions briefly provide information related to sewers. The Proposed Project is not a land use development project that would produce sewage waste and further details on sewage services is not necessary to assess the potential for impacts.

4.2.1 City of Los Angeles

Los Angeles Sanitation (LASAN) is responsible for operating and maintaining the wastewater collection and treatment systems. LASAN maintains over 6,117 miles of sewer lines and 49 pumping plants in addition to four water reclamation plants that treat 580 million gallons per day (mgd) of wastewater. The treated wastewater is generally discharged into a receiving water body, evaporated and/or percolated into the ground, or used for irrigation of farmland and landscaping.

LASAN's clean water program consists of the Hyperion Service Area and the Terminal Island Service Area (treating the Los Angeles Harbor Area). The Proposed Project is located within the Silver Lake/Central City North Basin of the Hyperion system, which includes two upstream water reclamation plants: Donald C. Tillman in the San Fernando Valley and the Los Angeles/Glendale Water Reclamation Plant. Both of these plants produce recycled water used for landscaping and industrial purposes, as well as supplement the Los Angeles River to support the local habitat and other beneficial uses. Sanitary sewer flows in the Project study area and within the City discharge to the Hyperion Treatment Plant, which is located at 12000 Vista del Mar in the community of Playa del Rey. The Hyperion Treatment Plant is designed to treat 450 mgd in dry months, peak wet weather flows of up to 800 mgd, and averages 275 mgd.

4.2.2 City of Burbank

The City of Burbank Public Works Department owns and operates the local sanitary sewer collection system and the Burbank Water Reclamation Plant located at 740 North Lake Street. The City of Burbank facilities include approximately 230 miles of sewer pipelines, the Beachwood Pump Station, the Mariposa Pump Station, and the Burbank Water Reclamation Plant.

4.2.3 City of Glendale

The City of Glendale Public Works Department provides sewer collection and treatment services in the City of Glendale. Sewage from the City of Glendale and other jurisdictions is treated by the City of Los Angeles Hyperion System, which includes the Los Angeles/Glendale Water Reclamation Plant, located outside the Glendale City limits in Los Angeles, and the Hyperion Treatment Plant, located in Playa del Rey. The City of Glendale and the City of Los Angeles jointly own and share operating capacity of the Los Angeles/Glendale Water Reclamation Plant. The City of Glendale entered into an amalgamated treatment and disposal agreement with the City of Los Angeles, which eliminates entitlements and reduces limitations on the amount of sewage discharged into the Hyperion System. Any City of Glendale sewage not treated at the Los Angeles/Glendale Water Reclamation Plant is treated at the Hyperion Treatment Plant.

Approximately 360 miles of underground sewer mains ranging in size from 8 inches to 36 inches in diameter are located throughout the City of Glendale. These sewer mains collect sewage and convey it to trunk lines and into regional interceptor sewers for conveyance to either the Los Angeles/Glendale Water Reclamation Plant or the Hyperion Treatment Plant for treatment. The sewer system uses the rolling topography in the City of Glendale to allow gravity to convey the majority of its sewage with minimum pumping costs. Sewage from connections located north of the Los Angeles/Glendale Water Reclamation Plant generally flows to this facility, and connections located south of the Los Angeles/Glendale Water Reclamation Plant flow to the Hyperion Treatment Plant. However, if the Los Angeles/Glendale Water Reclamation Plant is at capacity sewage generated in the northern portion of the City of Glendale would be pumped to the Hyperion Treatment Plant.

4.2.4 City of Pasadena

The City of Pasadena's Department of Public Works operates and maintains its own sanitary collection system. The City's sanitary collection system consists of approximately 328 miles of gravity pipelines, serving the majority of parcels within the City's 23.1 square mile limits, and conveys an annual average flow of approximately 14 mgd. The City's wastewater collection system conveys untreated wastewater to the Los Angeles County Sanitation District trunk sewer system via 92 separate connections. The system has three City-owned lift stations and seven privately owned lift stations.

4.3 STORM DRAIN

Urban run-off within the four local jurisdictions is diverted to the appropriate storm drain pipe and the nearest catch basin. The collected stormwater flows through a network of pipes and open channels and is then released directly into the Pacific Ocean. Stormwater discharges are regulated by the NPDES. Stormwater permits are issued by the governing agency under the Federal Water Pollution Control Act, commonly referred to as the CWA. NPDES permits are issued for non-point discharge sources that transmit stormwater into various storm drain infrastructure such as gutters, catch basins, and pipes. As part of the permitting process, NPDES also requires the preparation of a site-specific SWPPP prior to construction. The purpose of the SWPPP is to identify potential pollution sources and receptors associated with site development, and to prepare a plan to mitigate and control the pollutants during the pre-construction, construction, and postconstruction stages of development.

4.4 ELECTRICAL POWER

4.4.1 City of Los Angeles

The history and emergence of power and electricity in Los Angeles is closely tied to the emergence of water services. During the building of the aqueduct, Los Angeles's first power plant came online in 1905 to supply hydroelectric power for the aqueduct's construction. From that, electrical distribution began in 1916, and after many name and organizational changes, including the consolidation with the local water utility (described above), became LADWP in 1937.

In the City of Los Angeles, electrical power is supplied to the Project Area by LADWP, which supplies more than 22 million megawatt (MW) hours of electricity a year for the City's 1.4 million customers. Business and industry consume about 70 percent of the electricity in Los Angeles, but residences constitute the largest number of customers. In addition, the LADWP lights public streets and highways, powers the city's water system, and sells electricity to other utilities.

4.4.2 City of Burbank

Burbank Water and Power gets its electricity from a number of sources, using a wide variety of technologies and fuels, located in California, Arizona, Nevada, Washington, Wyoming, and Utah. The Magnolia Power Plant is the flagship of Burbank Water and Power's generation fleet. Magnolia Power Plant is a clean, efficient baseload power plant that operates between 160 and 242 MW but can reach 310 MW during periods of high demand.

4.4.3 City of Glendale

Glendale Water and Power is a municipal utility that serves over 33,744 water and 85,358 electric customers of Glendale, California. It is owned by the City of Glendale, administered by the Glendale Water and Power Commission, and governed by the Glendale City Council. Glendale Water and Power is a Reliable Public Power Provider. With over 31 square miles, the utility has 58 transmission miles and 14 substations. The system has a peak service of 344 MW. Power is

acquired from a variety of sources including hydropower, natural-gas-fired generators, renewable energy such as solar and wind power, and power purchased on the wholesale market.

The Glendale City Council adopted a resolution on Tuesday, February 25, 2020, to enter into a set of long-term Power Sales Agreements with the Southern California Public Power Authority to purchase geothermal energy. The projects, Whitegrass No.1 Geothermal and Star Peak Geothermal, under the management of Open Mountain Energy, LLC, located in Nevada, would commence in April 2020 and April 2021, respectively. The two projects combined would bring 15.5 MW of 100 percent renewable energy to City of Glendale customers, and would move the city significantly further towards meeting the State of California's mandates of SB 100 (2018).

4.4.2 City of Pasadena

Pasadena Water and Power serves a 23 square-mile area with 65,000 power accounts. Over one million MWh of energy is delivered annually using 1,658 linear miles of overhead and underground power lines, 11,163 power poles, and 11 substations. Power is provided from a variety of sources including hydropower, natural-gas-fired generators, renewable energy such as solar and wind power, and the wholesale market. Pasadena Water and Power strives for a balanced and sustainable mix of sources and is on track to have a 50 percent green portfolio by 2030.

4.5 NATURAL GAS

SoCalGas provides natural gas to the Cities of Los Angeles, Burbank, Glendale, and Pasadena. Natural gas services are provided to 21.8 million consumers in more than 500 communities. The service territory encompasses approximately 24,000 square miles in diverse terrain throughout Central and Southern California. The utility is regulated by the CPUC, FERC, California Environmental Protection Agency Air Resources Board, and other federal and state regulations. Gas pipelines may be located anywhere, including under streets and sidewalks and on private property. An interactive map is available from the utility that identifies SoCalGas owns or operates gas transmission and high-pressure distribution lines. The utility also maintains low pressure and other smaller distribution lines connected to gas meters at homes and businesses.

4.6 SOLID WASTE

4.6.1 City of Los Angeles

In the City of Los Angeles, solid waste, recycling, and green waste collection services for the Project Area are currently provided by the City of Los Angeles Bureau of Sanitation. The Bureau of Sanitation collects over one million tons of refuse annually from 750,000 customers including single and small multiple family residences. The Bureau of Sanitation also provides specialized services such as collection of white goods (e.g., refrigerators, stoves, washing machines, etc.), bulky items (e.g., furniture), seasonal bulky brush (e.g., Christmas trees), and other specialized collection services. Refuse collection for businesses and multi-family residences (over 4 units) is handled by private contractors.

4.6.2 City of Burbank

The Street and Solid Waste Division of the Burbank Public Works Department is responsible for the collection of solid waste, green waste, recyclables, and bulky items. Solid waste collection crews service all single-family residences, 50 percent of multi-family residences, and approximately 10 percent of the City's commercial/industrial refuse customers. The Division is also responsible for maintaining concrete and asphalt improvements within the City's street and alley right-of-ways, weed abatement, street sweeping, private property graffiti removal, flood control, and disaster preparedness related to street maintenance.

4.6.3 City of Glendale

In the City of Glendale, the Integrated Waste Management Division is responsible for the collection, transport, and disposal of solid waste in accordance with environmental regulations in a manner that protects public health. Integrated Waste Management provides:

- Commercial refuse collection to businesses and multi-family dwellings in a competitive market alongside permitted private haulers.
- Electronics and battery recycling.
- Exclusive service for single family homes.
- Recycling services and education.
- Sidewalk litter basket collection.
- Street sweeping.

4.6.4 City of Pasadena

In the City of Pasadena, the Department of Public Works is charged with solid waste collection and disposal. There are five refuse services areas within the City. The Operations Section is responsible for solid waste collection and disposal from all residential properties within the City and competes with private haulers for commercial collection services. The duties within this section also include the following activities:

- Collection and disposal of refuse from municipal offices, libraries, parks and various business districts.
- Collection of recyclable material from municipal offices.
- Collection of commercial refuse and recyclables.
- Collection of bulky items for those households with residential refuse service provided by the City of Pasadena.

As explained in Chapter 8.61 of the Pasadena Municipal Code, the City allows permitted franchises to collect solid waste. These non-exclusive solid waste collection haulers and composting haulers are required to be approved by the Street and Maintenance and Integrated Waste Management Division. Furthermore, approval of franchise applications and renewals are subject to detailed reviews of past performance.

5. Significance Thresholds & Methodology

5.1 SIGNIFICANCE THRESHOLDS

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to utilities and service systems if it would:

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; and/or
- e) Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.2 METHODOLOGY

Utility companies with infrastructure located within or adjacent to the Project Area were identified for potential impacts. 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 Proposed Project. To date, initial as-builts were gathered from County and City of Los Angeles storm drain and sewer maps. A Dig Alert database search was conducted to confirm the owners of the existing utility facilities. The search was conducted based on the major street segments that follow the corridor. From the utility research, each company and agency were identified in a contact matrix. The Utility Contact List and Tracker in Appendix A shows a summary of the preliminary Dig Alert findings.

As part of the preliminary engineering phase, the following work would need to be done for the Project.

- Reconfirmation of the Dig Alert findings
- Outreach to the utility companies
- Review of additional as-builts from utility companies

- Add the compiled as-builts to the utility matrix
- Identify potential utility conflicts with the Project
- Identify potential utility disposition based on the Project requirements

Typically, the utility matrix would be continuously updated and monitored throughout the design process continuing into the construction phase.

6. Impact Analysis

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable). The potential for the Proposed Project to result in an impact to utilities and service systems is independent of the specific alignment and Project components. The following impact conclusions are valid for the Project and all route variations, treatments, and configurations.

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

Construction

No Impact. Utility companies have not been contacted at this time in the planning process. During Advanced Conceptual Engineering, the Project team would coordinate with utility companies to request information. These companies would be contacted to ensure they are aware of the Proposed Project and provide mark-ups, as-builts or confirmation of owner exhibits. A utility composite basemap would be developed to outline the utilities within the Project boundary. The basemap would be used to identify conflict locations with Proposed Project work and existing utility facilities. Each utility company would need to be contacted on a periodic basis to determine if there are any new plans for their facilities. The utility composite basemap would be updated as new information becomes available.

Utility coordination meetings would be set up with each utility company with potentially affected facilities to help determine if relocation would be required or the facility could be protected-in-place. The utility coordination meetings would help to ensure all the utility companies are engaged early during Project development. Preliminary relocation concepts would be developed and presented to each utility owner with affected facilities. Utility agreements would be finalized to ensure the designs are prepared by third party utility owners. An example of the utility notification letter can be found in Appendix B.

Water Facilities. The Proposed Project would not include a new source of potable water consumption. Water appurtenances such as fire hydrants and water meters could be relocated and/or adjusted to accommodate project elements such as BRT stations. These facilities would be relocated in close proximity to existing facilities, typically within a few feet of existing locations. Relocations would require minimal ground disturbance and would be finished within a few days. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Wastewater Treatment or Storm Water Drainage Facilities. Construction activities, such as earthwork, could result in increased erosion. In addition, the Proposed Project could require minor modifications to storm drains. Catch basins, manholes and to a certain extent laterals

may be relocated and/or adjusted where conflicts exist. These modifications would not include culvert widening or conversion of open channels to closed conduits and drainage patterns would remain approximately the same as currently exists. Construction activities would not alter the course of any streams or rivers. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Electric Power Facilities. The Proposed Project would not require new or relocated distribution infrastructure such as transmission lines from power facilities and transformers. BRT station lighting and electric bus charging stations would receive power from existing electricity lines. Sidewalk light poles may need to be relocated at various locations, although the few feet of movement would not require new distribution infrastructure. Project-related buses would be electrically powered and new infrastructure would be needed to provide electricity to the buses. The location of charging stations for electric buses would be analyzed and located where sufficient capacity is available. Typically, a transformer, conduit, and charging station are required. Space requirements should be accommodated depending on the current electrical charging technology and infrastructure available at the time of design and construction. Bus charging infrastructure is being constructed along the G Line (Orange) terminus at Metro North Hollywood Station and would be completed and available for use by this Project. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Natural Gas Facilities. The Proposed Project would not require new natural gas facilities. The majority of the Project would be constructed in the existing right-of-way and no natural gas facilities have been identified in the construction zone outside of the right-of-way. At this time, no natural gas lines have been identified that would require relocation. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Telecommunication Facilities. The Proposed Project would not require new telecommunication facilities. The majority of the Project would be constructed in the existing right-of-way and no telecommunication facilities have been identified in the construction zone outside of the right-of-way. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. This potential impact relates to significant environmental effects associated with the construction or relocation of utilities. There is no nexus for assessing the potential for operational impacts. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

Impact b) Would the Proposed Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Construction

No Impact. The Proposed Project would use water during construction activities (e.g., for dust control). This short-term use would require minimal water supplies when compared to regional water use associated with land use developments. 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, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The Proposed Project does not include a long-term, permanent source of water use. Therefore, operational activities would not significantly deplete water supplies during normal, dry, or multiple dry years. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

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

Construction

No Impact. The Proposed Project would generate wastewater during construction through the use of temporary worker restrooms. The Proposed Project would utilize the existing construction worker pool in the Los Angeles County as opposed to importing new workers that would increase wastewater generation. In addition, wastewater generation would be negligible in relation to the size and capacity of the wastewater treatment system and would not overburden the system. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The Proposed Project does not include a source of wastewater. Restrooms would not be provided at BRT stations. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

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

Construction

No Impact. The Proposed Project would require the removal of soil, asphalt and concrete to accommodate various construction activities, including station construction and curb cuts. The anticipated amount of construction debris has not been estimated at this time in the planning process, although minimal debris is anticipated from construction of the surface-running BRT primarily in the existing right-of-way. 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 Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The Proposed Project does not include a direct operational source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins that would be emptied at least one time per week. The solid waste from one waste bin at each station would have no potential to affect landfill capacity of solid waste reduction goals. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

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

Construction

No Impact. There is no element of construction activities that would be outside of compliance. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The Proposed Project would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. There is no element of operational activities that would be outside of compliance. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

7. Cumulative Analysis

CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual actions that, when considered together, are considerable or would compound other environmental impacts. CEQA Guidelines Section 15130(a) requires that an Environmental Impact Report (EIR) discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." As set forth in CEQA Guidelines Section 15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Thus, the cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions to more accurately gauge the effects of multiple projects.

In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. In addition, the lead agency is required to identify facts and analysis supporting its conclusion that the contribution would be rendered less than cumulatively considerable.

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflects "the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." Rather, the discussion is to "be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute." CEQA Guidelines Sections 15130(b)(1)(A) and (B) include two methodologies for assessing cumulative impacts. One method is a list of past, present, and probable future projects producing related or cumulative impacts. The other method is a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for reducing greenhouse gas emissions. The cumulative effect on utilities in the Project Area is best addressed through consideration of Related Projects.

Related Projects that are considered in the cumulative impact analysis are those projects that may occur in the Project Site's vicinity within the same timeframe as the Proposed Project. In this context, "Related Projects" includes past, present, and reasonably probable future projects. Related Projects associated with this growth and located within half a mile of the Project Site are depicted graphically in **Figures 2a** through **2c** and listed in **Table 3**. The figures do not show Eagle Rock as no related projects have been identified in the Project Area. Related projects of particular relevance to the Proposed Project are discussed below.

Figure 2a – Cumulative Impact Study Area

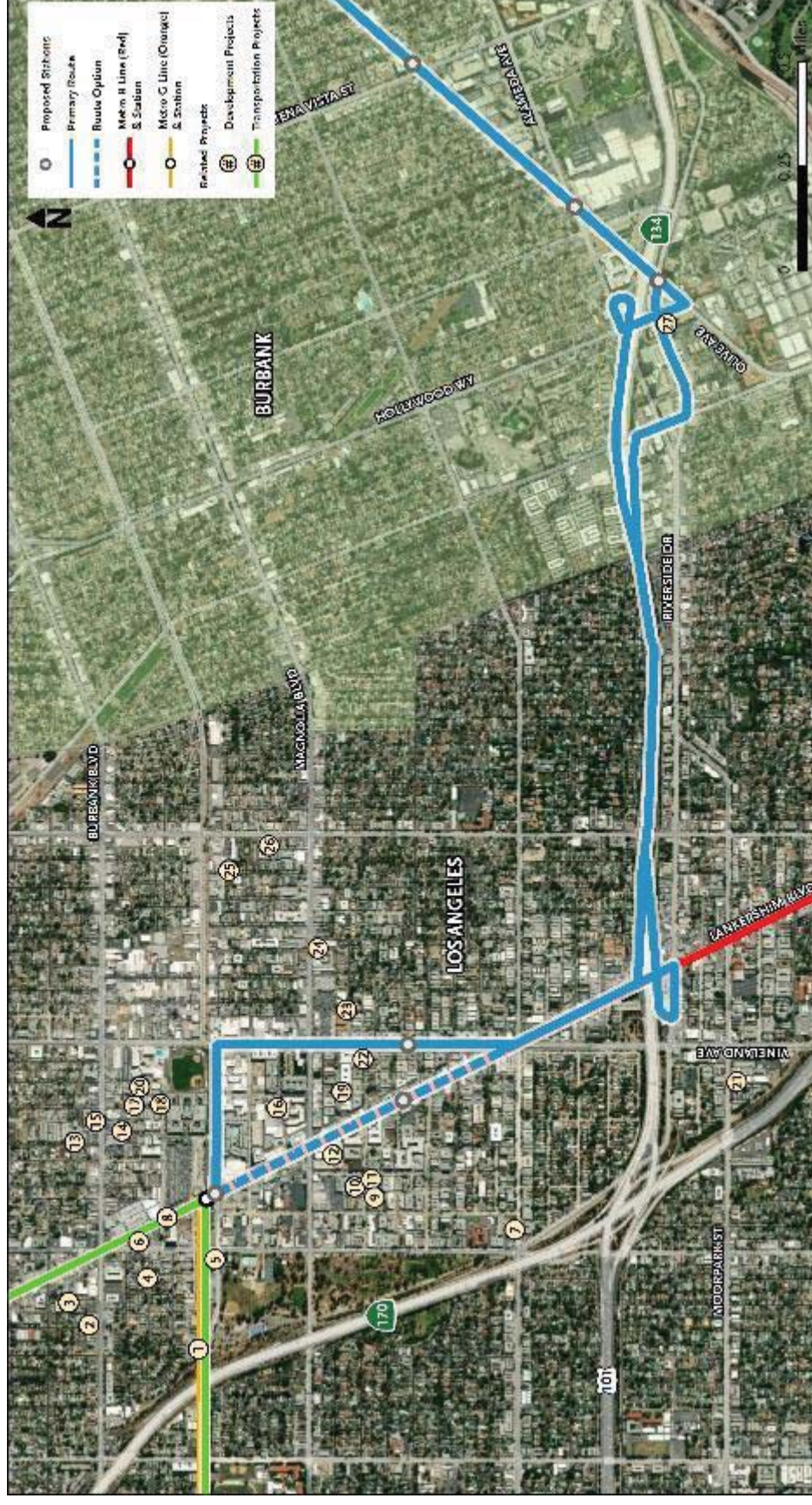


Figure 2b – Cumulative Impact Study Area

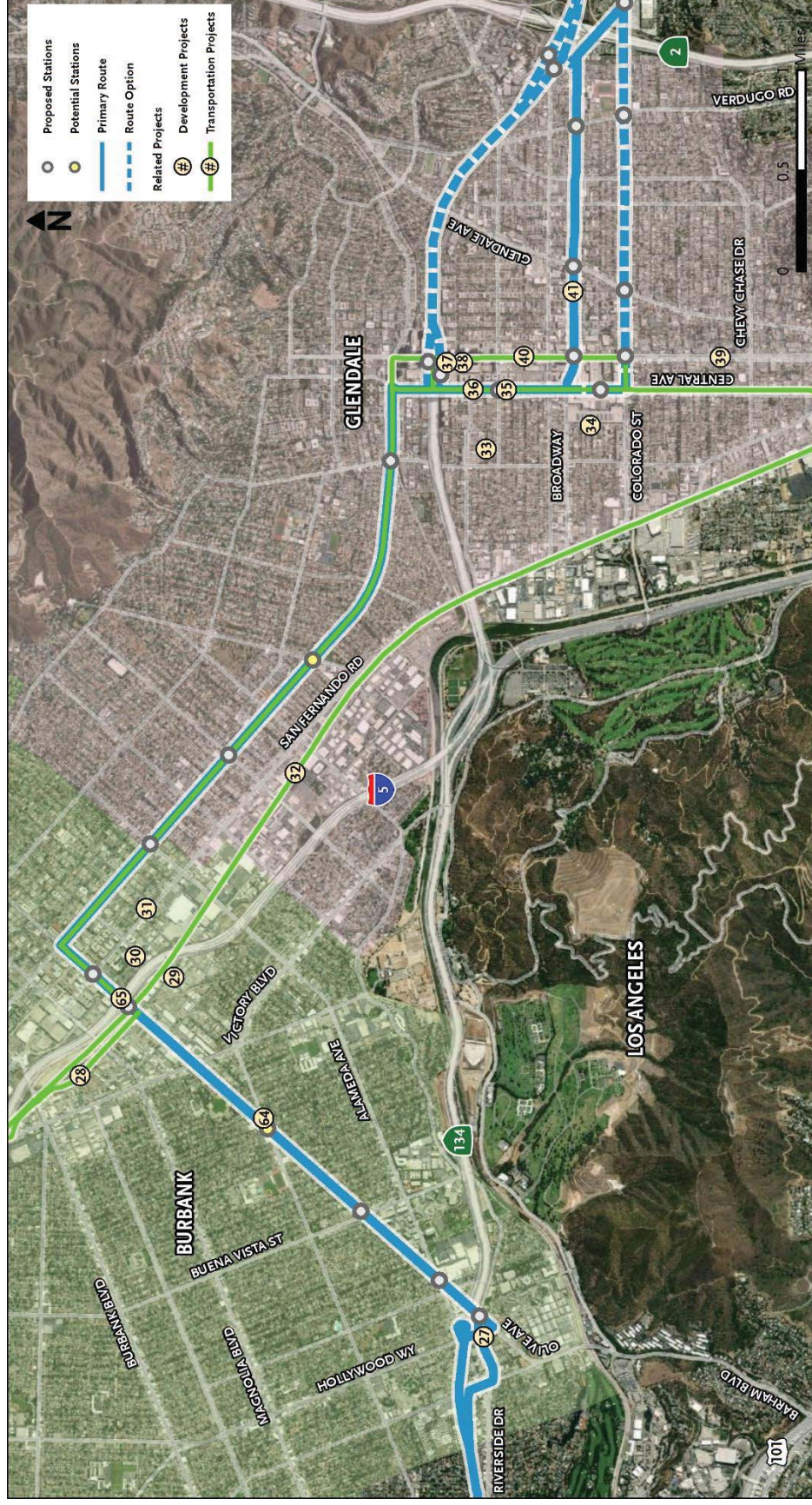


Figure 2c – Cumulative Impact Study Area

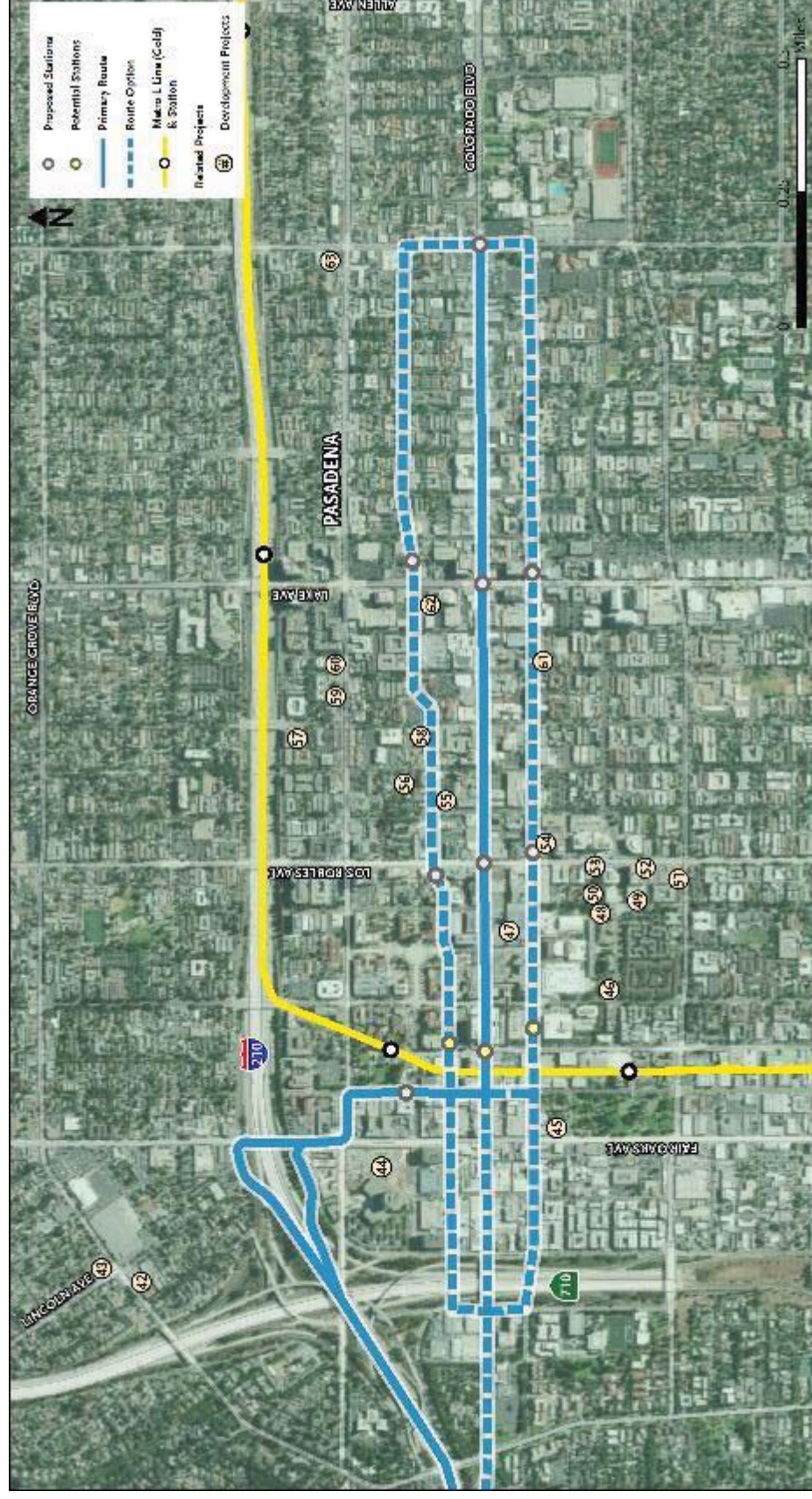


Table 3 – Related Projects

Map ID	Project Name	Location	Description	Status
REGIONAL				
N/A	NextGen Bus Plan	Los Angeles County	The NextGen Bus Plan will revise the existing Metro bus network to improve ridership and make bus use more attractive to current and future riders. The Plan will adjust bus routes and schedules based upon existing origin/destination ridership data with a phased approach to future infrastructure investments in transit convenience, safety, and rider experience.	Implementation early 2021
N/A	East San Fernando Valley LRT Project	San Fernando Valley	New 9-mile LRT line that will extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando Metrolink Station.	Planning
8	North San Fernando Valley BRT Project	San Fernando Valley	New 18-mile BRT line from North Hollywood B/G Line (Red/Orange) Station to Chatsworth.	Planning
32	Los Angeles – Glendale-Burbank Feasibility Study	Amtrak corridor from Los Angeles Union Station to Bob-Hope Airport	Metro is studying a 13-mile transit corridor between Los Angeles Union Station and the Hollywood Burbank Airport. A range of options are under study including both light rail and enhanced commuter rail.	Planning and feasibility
BURBANK				
27	Mixed-Use Development	3700 Riverside Dr.	49-unit residential condominium and 2,000 sq. ft. of retail	Active Project Submission

Map ID	Project Name	Location	Description	Status
28	San Fernando Bikeway	San Fernando Blvd. Corridor	Three-mile Class I bike path along San Fernando Blvd. near the Downtown Metrolink Station in the City of Burbank. This project will complete a 12-mile long regional bike path extending from Sylmar to the Downtown Burbank Metrolink Station along the San Fernando Blvd. rail corridor	Planning
29	Commercial Development	411 Flower St.	Commercial building (size unknown)	Active Project Submission
30	Mixed-Use Development	103 Verdugo Ave.	Two mixed-use buildings (size unknown)	Active Project Submission
31	Mixed-Use Development	624 San Fernando Blvd.	42-unit, 4-story mixed-use building with 14,800 sq. ft. of ground-floor commercial	Active Project Submission
64	Olive Ave./Sparks St./Verdugo Ave. Intersection Improvements	Olive Ave./Sparks St./Verdugo Ave.	Various intersection improvements.	Planning
65	Olive Ave. Overpass Rehabilitation	Olive Ave. over Interstate 5	Improvements to operational efficiency, pedestrian safety, and bicycle connections.	Planning
GLENDALE				
33	Multi-Family Development	452 Milford St.	15-unit building	Active Project Submission
34	Multi-Family Development	401 Hawthorne St.	23-unit building	Active Project Submission
35	Commercial Development	340 Central Ave.	14,229 sq. ft. office	Active Project Submission
36	Multi-Family Development	520 Central Ave.	98-unit building	Active Project Submission
37	Commercial Development	611 Brand Blvd.	Hotel (857 hotel rooms and 7,500 sq. ft. of restaurant/retail)	Active Project Submission
38	Multi-Family Development	601 Brand Blvd.	604 units in 3 buildings	Active Project Submission
39	Commercial Development	901 Brand Blvd.	34,228 sq. ft. parking structure for car	Active Project Submission

Map ID	Project Name	Location	Description	Status
			dealership	
40	Glendale Streetcar	Downtown Glendale	Streetcar connecting the Larry Zarian Transportation Center with Downtown Glendale	Planning and feasibility
41	Commercial Development	517 Broadway	Medical/office/retail building (size unknown)	Active Project Submission
LOS ANGELES				
N/A	Orange Line Transit Neighborhood Plan	North Hollywood, Van Nuys, and Sepulveda BRT Stations	Develop regulatory tools and strategies for the areas around these three Orange Line stations to encourage transit ridership, enhance the urban built environment, and focus new growth and housing in proximity to transit and along corridors	Undergoing Environmental Review
N/A	Take Back The Boulevard Initiative	Colorado Blvd.	The mission of the Take Back the Boulevard initiative is to serve as a catalyst for the community-drive revitalization of Colorado Boulevard in Eagle Rock. The Take Back the Boulevard initiative seeks to utilize broad community feedback and involvement to make this central corridor through Eagle Rock a safe, sustainable, and vibrant street in order to stimulate economic growth, increase public safety, and enhance community pride and wellness.	Active Initiative
1	Multi-Family Development	11525 Chandler Blvd.	60-unit building	Active Building Permit
2	Multi-Family Development	5610 Camellia Ave.	62-unit building	Active Building Permit
3	Multi-Family Development	5645 Farmdale Ave.	44-unit building	Active Building Permit
4	Multi-Family Development	11433 Albers St.	59-unit building	Active Building Permit

Map ID	Project Name	Location	Description	Status
5	Mixed-Use Development	11405 Chandler Blvd.	Mixed-use building with residential and commercial components (size unknown).	Active Building Permit
6	Mixed-Use Development	5530 Lankershim Blvd.	15-acre joint development at the North Hollywood Metro Station. Includes 1,275-1,625 residential units (275-425 affordable units), 125,000-150,000 sq. ft. of retail, and 300,000-400,000 sq. ft. of office space	Active Project Submission
7	Mixed-Use Development	11311 Camarillo St.	Mixed-use building (size unknown)	Active Building Permit
9	Multi-Family Development	11262 Otsego St.	49-unit building	Active Building Permit
10	Multi-Family Development	11241 Otsego St.	42-unit building	Active Building Permit
11	Multi-Family Development	11246 Otsego St.	70-unit building	Active Building Permit
12	Mixed-Use Development	5101 Lankershim Blvd.	297 units in a mixed-use housing complex	Active Building Permit
13	Multi-Family Development	5630 Fair Ave.	15-unit building	Active Building Permit
14	Multi-Family Development	5550 Bonner Ave.	48-unit building	Active Building Permit
15	Commercial Development	11135 Burbank Blvd.	4-story hotel with 70 guestrooms	Active Building Permit
16	Commercial Development	11115 McCormick St.	Apartment/Office building (size unknown)	Active Building Permit
17	Multi-Family Development	5536 Fulcher Ave.	36-unit building	Active Building Permit
18	Multi-Family Development	11111 Cumpston St.	41-unit building	Active Building Permit
19	Multi-Family Development	11050 Hartsook St.	48-unit building	Active Building Permit
20	Multi-Family Development	5525 Case Ave.	98-unit building	Active Building Permit
21	Multi-Family Development	11036 Moorpark St.	96-unit building	Active Building Permit
22	Multi-Family Development	11011 Otsego St.	144-unit building	Active Building Permit
23	Multi-Family Development	10925 Hartsook St.	42-unit building	Active Building Permit

Map ID	Project Name	Location	Description	Status
24	Multi-Family Development	10812 Magnolia Blvd.	31-unit building	Active Building Permit
25	Multi-Family Development	5338 Cartwright Ave.	21-unit building	Active Building Permit
26	Multi-Family Development	5252 Willow Crest Ave.	25-unit building	Active Building Permit
PASADENA				
42	Mixed-Use Development	690 Orange Grove Blvd.	48-unit building with commercial space	Active Project Submission
43	Multi-Family Development	745 Orange Grove Blvd.	35-unit building	Active Project Submission
44	Mixed-Use Development	100 Walnut St.	Mixed-use planned development: office building, 93-unit apartment building, and a 139-unit building	Active Building Permit
45	Multi-Family Development	86 Fair Oaks Ave.	87-unit building with commercial space	Active Project Submission
46	Commercial Development	190 Marengo Ave.	7-story hotel with 200 guestrooms	Active Project Submission
47	Multi-Family Development	39 Los Robles Ave.	Residential units above commercial space (size unknown)	Active Building Permit
48	Mixed-Use Development	178 Euclid Ave.	42-unit building with 940 sq. ft. of office space	Active Building Permit
49	Multi-Family Development	380 Cordova St.	48-unit building	Active Building Permit
50	Mixed-Use Development	170 Euclid Ave.	42-unit building with 10,000 sq. ft. of commercial space	Active Project Submission
51	Multi-Family Development	399 Del Mar Blvd.	55-unit building	Active Building Permit
52	Multi-Family Development	253 Los Robles Ave.	92-unit building	Active Project Submission
53	Mixed-Use Development	171 Los Robles Ave.	8-unit building	Active Project Submission
54	Commercial Development	98 Los Robles Ave.	school of medicine building	Active Building Permit
55	Multi-Family Development	530 Union St.	55-unit building with retail space	Active Building Permit

Map ID	Project Name	Location	Description	Status
56	Multi-Family Development	119 Madison Ave.	81-unit building	Active Building Permit
57	Multi-Family Development	289 El Molino Ave.	105-unit building	Active Building Permit
58	Multi-Family Development	99 El Molino Ave.	40-unit building	Active Building Permit
59	Commercial Development	711 Walnut St.	Mixed-use building with condominiums, commercial space, food facility, parking structure (size unknown)	Active Building Permit
60	Commercial Development	737 Walnut St.	42-unit building with commercial space	Active Project Submission
61	Mixed-Use Development	740 Green St.	273-unit building	Active Project Submission
62	Mixed-Use Development	83 Lake Ave.	54-unit building with office space	Active Project Submission
63	Multi-Family Development	231 Hill Ave.	59-unit building	Active Project Submission

SOURCE: Terry A. Hayes Associates Inc., 2020.

North San Fernando Valley (SFV) Bus Rapid Transit (BRT) Project. The North SFV BRT Project is a proposed new 18-mile BRT line that is intended to serve the portions of the San Fernando Valley that are north of the Metro G Line (Orange) service area. The project would provide a new, high-quality bus service between the communities of Chatsworth to the west and North Hollywood to the east. The project would enhance existing bus service and increase transit system connectivity.

Joint Development - North Hollywood Station Project. The Joint Development - North Hollywood Station project would construct facilities at the North Hollywood B/G Line (Red/Orange) Station that would be shared by the Proposed Project. The project has been identified in the Measure M Expenditure Plan, with a projected opening date between Fiscal Year 2023-25 and \$180 million of funding.

NextGen Bus Plan. In January 2018, Metro began the NextGen Bus Plan aimed at reimagining the bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County. The NextGen Bus Plan will realign Metro's bus network based upon data of existing ridership and adjust bus service routes and schedules to improve the overall network. The Proposed Project would be included in the Plan and replace some select bus services in the region. The NextGen Bus Plan is anticipated to begin implementation in the beginning of 2021.

East SFV Light Rail Transit (LRT) Project. The East SFV LRT Project will be a 9-mile LRT line that will extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando Metrolink Station. Light rail trains will operate in the median of Van Nuys Boulevard for 6.7 miles to San Fernando Road. From San Fernando Road, the trains will transition onto the existing railroad right-of-way that's adjacent to San Fernando Road, which it will share with Metrolink for 2.5 miles to the Sylmar/San Fernando Metrolink Station. The project includes 14 at-grade stations. The Draft EIR/Environmental Impact Statement (EIR/EIS) was published in August 2017 and the Final EIR/EIS is currently being prepared by Metro.

There is no existing cumulative impact related to utilities and service systems. The Proposed Project would not result in impacts to utilities and service systems. There is no potential for the Proposed Project to contribute to a cumulative impact.

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9. List of Preparers

KIMLEY-HORN

Patrick Wong, CPSWQ, QSP/D, ENVSP
Aaron So, EIT, LEED GA, ENVSP

Appendix A: Utility Contact List and Tracker

	STREET, CITY	CONTACT	SENT OUT	RECEIVED	STA
	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank Lankershim and Vineland, Burbank E Broadway, Glendale Central Ave, Glendale Colorado St, Glendale Glenoaks Blvd, Glendale Colorado Blvd, Los Angeles	Maria Guzman 420 S Grand Ave RM 707 Los Angeles, CA, 90071 213-787-9996 mg1371@att.com			
	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank Lankershim and Vineland, Burbank E Broadway, Glendale Central Ave, Glendale Colorado St, Glendale Glenoaks Blvd, Glendale Colorado Blvd, Los Angeles	Joseph Forkert 22311 Brookhurst St, Ste. 203 Huntington Beach, CA, 92646 714-963-7964 joef@forkertengineering.com			
	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank E Broadway, Glendale Central Ave, Glendale Colorado St, Glendale Glenoaks Blvd, Glendale Colorado Blvd, Los Angeles	1025 Eldorado Blvd Broomfield, CO, 80021 877-366-8344 nationalrelo@centurylink.com			
	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank Glenoaks Blvd, Glendale Colorado Blvd, Los Angeles	Bassil Nahhas PO Box 631 Burbank CA 91503 818-328-3500			
	Glenoaks Blvd, Burbank E Broadway, Glendale Central Ave, Glendale Colorado St, Glendale Glenoaks Blvd, Glendale Colorado Blvd, Los Angeles	Burhan Alshanti 141 N Glendale Ave, Ste. 420 Glendale, CA, 91206 818-548-3923 balshanti@glendaleca.gov Camilo Ruiz 818-548-3399 cruiz@ci.glendale.ca.us			

	STREET, CITY	CONTACT	SENT OUT	RECEIVED	STA
	Lankershim and Vineland, Burbank E Broadway, Glendale Colorado St, Glendale Colorado Blvd, Los Angeles	1149 S Broadway, Ste 200 Los Angeles, CA, 90015 213-847-1498			
f Water and	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank Lankershim and Vineland, Burbank E Broadway, Glendale Colorado St, Glendale Colorado Blvd, Los Angeles	111 N Hope St Rm 813 Los Angeles, CA, 90012 213-367-8344			
		Aldolfo Cargas 150 S Los Robles Ave Ste 200 Pasadena, CA, 91101 626-744-4331 avargas@cityofpasadena.net			
	Colorado Blvd, Los Angeles	John Orolfo 626-744-4175 jorolfo@cityofpasadena.net			
		Natalie Ouwersloot 626-744-4011 nouwersloot@cityofpasadena.net			
	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank	Kevin Kocic 19320 Harborgate Way Los Angeles, CA, 90012 213-305-0045 kevinkocic@clearchannel.com			
	Central Ave, Glendale	Julian Lee 2700 Foothill Blvd La Crescenta, CA, 91214 818-248-3925 jlee@cvwd.com			

	STREET, CITY	CONTACT	SENT OUT	RECEIVED	STA
	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank Lankershim and Vineland, Burbank E Broadway, Glendale Central Ave, Glendale Colorado St, Glendale Glenoaks Blvd, Glendale Colorado Blvd, Los Angeles	1500 Corporate Dr Canonsburg, PA, 15317 888-632-0931 fiber.dig@crowncastle.com			
	Olive Ave, Burbank Riverside Dr, Burbank	Tim Muck 1401 Flower St Glendale, CA, 91221 818-560-7650			
	Olive Ave, Burbank	Orville Wood 2801 W Alameda Ave Burbank, CA, 91505 818-846-3102 owood@fotokem.com			
	Lankershim and Vineland, Burbank	Aspet Davidian 213-922-7255 davidiana@metro.net			
	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank Central Ave, Glendale Glenoaks Blvd, Glendale Colorado Blvd, Los Angeles	PO Box 54153 Terminal Annex Los Angeles, CA, 90054 213-217-7663			
	Olive Ave, Burbank Glenoaks Blvd, Glendale	Paula Bawden 5900 Cherry Ave Long Beach, CA, 90805 562-728-2371 pjbawden@paalp.com			
	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank Lankershim and Vineland, Burbank E Broadway, Glendale Central Ave, Glendale Colorado St, Glendale	Joel Canizalez 9400 Oakdale Ave Chatsworth, CA, 91311 818-701-4546 northwestdistributionutilityrequest@semptrautilities.com			

	STREET, CITY	CONTACT	SENT OUT	RECEIVED	STATUS
Mission	Glenoaks Blvd, Burbank Olive Ave, Burbank Lankershim and Vineland, Burbank E Broadway, Glendale Central Ave, Glendale Colorado St, Glendale Glenoaks Blvd, Glendale	9400 Oakdale Ave Chatsworth, CA, 91311 818-701-4546 socialgastransmissionutilityrequest@semptrautilities.com			
	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank Lankershim and Vineland, Burbank E Broadway, Glendale Central Ave, Glendale Colorado St, Glendale Glenoaks Blvd, Glendale Colorado Blvd, Los Angeles	Jerry Bayles 3111 Winona Ave Burbank, CA, 91504 818-295-3030 jerry.bayles@chartercom.com Geroge Alvarez 626-430-3335			
	Olive Ave, Burbank	Tibor Laky 2592 Dupont Dr Irvine, CA, 92612 800-659-9698 tibor.x.laky@sprint.com			
	Olive Ave, Burbank Riverside Dr, Burbank E Broadway, Glendale Colorado St, Glendale Colorado Blvd, Los Angeles	Ken Gerrald 14165 Bessemer St Van Nuys, CA, 91401 323-258-3252			
	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank Lankershim and Vineland, Burbank E Broadway, Glendale Central Ave, Glendale Glenoak Blvds, Glendale Colorado Blvd, Los Angeles	400 International PKWY Richardson, TX, 75081 investigations@verizon.com			
	Olive Ave, Burbank Lankershim and Vineland, Burbank E Broadway, Glendale Central Ave, Glendale Colorado St, Glendale	624 S Grand Ave #1200 Los Angeles, CA, 90017 213-542-0100 noc@wilcon.com			

	STREET, CITY	CONTACT	SENT OUT	RECEIVED	STA
	Glenoaks Blvd, Burbank Olive Ave, Burbank Riverside Dr, Burbank E Broadway, Glendale Central Ave, Glendale Colorado St, Glendale Glenoaks Blvd, Glendale Colorado Blvd, Los Angeles	George Huss 1060 Hardees Dr Aberdeen, MD, 21001 443-403-2023 george.huss@zayo.com			

Appendix B: Sample Utility Notification Letter

UTILITY INFORMATION REQUEST NO. [#]
FOR: [Project Name]

To: [Name] , [Title]
[Company]
[Click here and type Address]
[City], [State] [ZIP]

Date: [Month] [Day] , [Year]
Phone: [Phone Number]
Fax: [Phone Number]
Email: [Email]

Return this notice to: Kimley Horn
Permittee/Agent: [KH Utility Coordinator]
E-Mail: [KH Utility Coordinator Email]
Office Address: 660 South Figueroa St. Ste 2050 Los Angeles, CA 90017
Phone Number: 213-261-4040
Work to be Performed: [Project Description]

Project Limits:
[Project Limits] [Thomas Guide Grids] (See Key Map).

Request for:

1. As-Built Plans with date stamp within the project limits.
2. Utility requirements for both horizontal and vertical clearances; above and below ground clearances; depth of cover and pressure of system if applicable.
3. Point of Contact:
 - a. Name:
 - b. Address:
 - c. Phone:
 - d. Email:

PLEASE RETURN ONE COPY OF THIS NOTICE BEFORE: [Month] [Day] , [Year] , [Time] PM PST.

Failure to reply will be construed to mean that the utility does not request any of the protection provided for the current adopted edition of the Standard Specifications for Public Works Construction, Sec. 5-2.

Check all applicable answers – add additional information below if necessary.

We the undersigned:

- ☐ (1) Have no installation within the improvement area.
- ☐ (2) Have installations that will require relocation.
- ☐ (3) Have installations that will not require relocation.
- ☐ (4) Will mark our installations when requested by the Contractor.
- ☐ (5) Will complete our relocation or new installations before _____ (Date) _____.
- ☐ (6) Have the following work which must be done in conjunction with permit construction. (attach additional sheets).
- ☐ (7) Are submitting as-built plans of facilities within the project limits.

Date

Public Utility

Note: One copy to be retained by Utility Company
One copy to be returned to: Kimley Horn, 660 South Figueroa St. Ste 2050 Los Angeles, CA 90017