

THOMAS L. SLOSSON, PRESIDENT
DIVISION 1

ANDY WATERS, SECRETARY
DIVISION 3

STEVE BLOIS, DIRECTOR
DIVISION 5



ANDRES SANTAMARIA, VICE PRESIDENT
DIVISION 4

SCOTT H. QUADY, TREASURER
DIVISION 2

SUSAN B. MULLIGAN
GENERAL MANAGER

web site: www.calleguas.com

2100 OLSEN ROAD • THOUSAND OAKS, CALIFORNIA 91360-6800 805/526-9323 • FAX: 805/522-5730

October 31, 2018

TO RESPONSIBLE AGENCIES, TRUSTEE AGENCIES, AND INTERESTED PARTIES:

**Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)
for the Calleguas MWD / Las Virgenes MWD Interconnection Project**

The Calleguas Municipal Water District (Calleguas) will serve as Lead Agency and prepare an Environmental Impact Report addressing the potentially significant environmental impacts of the subject project. The document will also assess the potential environmental impacts of several alternatives and specify mitigation measures designed to minimize any identified effects.

The purpose of the NOP is to inform responsible and trustee agencies, other potentially affected agencies, and other interested parties of the proposed project and to solicit comments as to the scope and content of the EIR. Responsible agencies will use the EIR when considering any approvals for the project. Calleguas requests the views of any affected agency as to the scope and content of environmental information germane to that agency's statutory responsibilities in connection with the proposed project. All others are also welcome to submit comments for consideration by Calleguas.

An Initial Study including a project description, location, and probable environmental effects is either attached hereto or available on-line at www.calleguas.com/CMWD-LVProjNOP-IS.pdf. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of the NOP. Comments should provide specific detail as to the scope and content of the DEIR. Responsible and trustee agencies should limit comments to issues within the limits of their jurisdiction.

Please submit comments to:

Calleguas Municipal Water District
2100 Olsen Road
Thousand Oaks, California 91360

Attention: Eric Bergh, Manager of Resources

For further information, please call 805-579-7128 or e-mail ebergh@calleguas.com.

A public meeting to discuss the project will be held at the Oak Park Community Center, 1000 North Kanan Road, Oak Park, California on November 14, 2018 at 7:00 p.m. Staff will provide an overview of the project including project objectives, pipeline alignment alternatives, pump station siting considerations, and environmental issue areas to be addressed in the EIR.

Notice of Preparation/Initial Study

Distribution

Note: Correspondence sent either FedEx or certified mail, except via regular mail to P.O. boxes.

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

David Pedersen
Las Virgenes Municipal Water District
4232 Las Virgenes Rd, Calabasas, CA 91302

Rick Farris
U.S. Department of Fish and Wildlife
2493 Portola Road, Suite B
Ventura, CA 93003

Chris Stephens
County of Ventura
Resource Management Agency
800 S. Victoria Ave.
Ventura, CA 93009

No Effect Determinations
South Coast Region
Department of Fish and Game
3883 Ruffin Road
San Diego, CA 92123

Jeff Pratt
County of Ventura
Public Works Agency
800 S. Victoria Ave.
Ventura, CA 93009

CEQA Review
California Department of Fish and Wildlife
2005 Nimbus Road
Rancho Cordova, CA 95670

Willie Claytor
Southern California Edison
10180 Telegraph Road
Ventura, CA 93004

Antal Szijj
U.S. Army Corps of Engineers
60 South California Street, Suite 201
Ventura, CA 93001

Carrie Brown
Caltrans, District 7
100 Main Street
Los Angeles, CA 90012-3606

Morgan Strunk
Southern California Edison
3589 Foothill Drive
Thousand Oaks, CA 91361

Dan Paranick
Rancho Simi Recreation and Park District
4201 Guardian Street
Simi Valley, CA 93063

Deborah Smith
RWQCB -- Los Angeles Region
320 W. 4th Street, Suite 200
Los Angeles, CA 90013

Anthony Knight, Ed.D.
Oak Park Unified School District
5801 Conifer Street
Oak Park, CA 91377

Jay Spurgin
City of Thousand Oaks
Public Works Department
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

Mark W. McLaughlin, Ed.D.
Conejo Valley Unified School District
1400 E. Janss Rd.
Thousand Oaks, CA 91362

Air Pollution Control District
County of Ventura, 2nd Floor
669 County Square Drive
Ventura, CA 93003

Mark Towne
City of Thousand Oaks
Community Development Department
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

Chief Mark Lorenzen
Ventura County Fire Department
65 Durley Avenue
Camarillo, CA 93010-8586

Southern California Gas Company
Attn: Planning Department
1650 Mountain View Avenue
Oxnard, CA 93030

Doug Varney
California Water Service Company
2524 Townsgate Road, Suite A
Westlake Village, CA 91361

Mark Norris
Triunfo Sanitation District
1001 Partridge Drive, Suite 150
Ventura, CA 93003

Red Oak Elementary School
Oak Park USD
4857 Rockfield St.
Oak Park, CA 91377

North Ranch Playingfield
Conejo Rec. & Park District
952 Rockfield Street
Thousand Oaks, CA 91362

Yerba Buena Elementary School
Las Virgenes USD
6098 Reyes Adobe Road
Agoura Hills, CA 91301

Lindero Canyon Middle School
Las Virgenes USD
5844 Larboard Lane
Agoura Hills, CA 91301

Tracy Aguilar
Kensington Park HOA
Community Property Management
751 E Daily Dr #300
Camarillo, CA 93010

Kathy O'Connor
Westlake Ranch HOA
The Emmons Company
One Boardwalk Ave, Suite 102
Thousand Oaks, CA 91360

Linda Bunnell
Braemar Garden Homes HOA
Ross Morgan & Company
P.O. Box 8782
Calabasas, CA 91372

Lori Tamboline
Braemar North Ranch HOA
Ross Morgan & Company
P.O. Box 802424
Santa Clarita, CA 91355

Linda Bunnell
Meadow Oaks HOA
Ross Morgan & Company
23901 Calabasas Rd. Ste. 2004
Calabasas, CA 91302

Dyanna Valentine
Oak Park Apartment Homes
Equity Apartments
5325 Oak Park Lane
Oak Park, CA 91377

Westcreek Apartments
973 Westcreek Lane
Westlake Village, CA 91362

Michelle Atkinson
Capri Townhomes HOA
Ross Morgan & Company
23901 Calabasas Rd.
Simi Valley, CA 93065

Connie Yu
North Ranch Gateway Shopping Center
Sterling Organizaion
319 N. Beverly Drive
Beverly Hills, CA 90210

Canyon Cove Oak HOA
Tandem Management
2500 Townsgate Raod, Suite K
Westlake Village, CA 91359

Loree Pryce
City of Westlake Village
31200 Oak Crest Dr.
Westlake Village, CA 91361

John Snee
Westlake Canyon Oaks Neighborhood
GM Management
40 W. Easy St., Unit 1
Simi Valley, CA 93065

L.A. County Supervisors' Office
ATTN: Environmental Review
26500 Agoura Road, Suite 206
Calabasas, CA 91302

Chevron- Westlake Village
3909 Thousand Oaks Blvd.
Westlake Village, CA 91362

LA County Fire Department
Health Hazardous Materials Div.
ATTN: Environmental Review
5825 Rickenbacker Road.
Commerce, CA 90040-3027

LA County Dept. of Regional Planning
ATTN: Environmental Review
320 West Temple Street
Los Angeles, CA 90012

City of Agoura Hills
ATTN: Allison Cook
30001 Ladyface Court
Agoura Hills, CA 91301

LA County Consolidated Fire Protection District
ATTN: Environmental Review
19030 Pioneer Boulevard
Cerritos, CA 90801

City of Calabasas
ATTN: Maureen Tamuri
100 Civic Center Way
Calabasas, CA 91302

Air Quality Mgmt. District
ATTN: Environmental Review
21865 E. Copley Drive
Diamond Bar, CA 91765-4182

City of Westlake Village
ATTN: Scott Wolfe
31200 Oak Crest Drive
Westlake Village, 91361

Los Angeles Co. Public Works
ATTN: Environmental Review
900 S. Fremont Ave, 11th Floor
Alhambra, CA 91803-1331

So. Calif. Assn. of Governments
ATTN: Environmental Review
818 West Seventh St., 12th Fl.
Los Angeles, CA 90017-3435

Daniel Stepenosky, Ed.D.
Las Virgenes Unified School District
4111 Las Virgenes Road
Calabasas, CA 91302

The Vons Companies, Inc.
ATTN: Environmental Review
1371 Oakland Blvd., Suite 200
Walnut Creek, CA

825 Ajax, LLC & Investor II, LLC
c/o Robhana Inc.
606 S. Olive Street, Suite 600
Los Angeles, CA 90014

Alami Properties, LLC
5732 White Cloud Circle
Westlake Village, CA 91362

1.0 PROJECT DESCRIPTION

1.1 PROJECT BACKGROUND

Both the Calleguas Municipal Water District (CMWD) and Las Virgenes Municipal Water District (LVMWD) own and operate potable water systems largely dependent on imported water supply from the Metropolitan Water District of Southern California. Both agencies are also vulnerable to supply outages that can adversely impact their ability to deliver potable water to their respective customers. To improve water reliability, CMWD and LVMWD propose to interconnect their systems.

The project is of mutual benefit and would improve system reliability for both agencies. For both agencies, the interconnection is considered a cost-effective means of receiving potable water for their customers, if either agency experiences either a complete or partial supply outage not significantly affecting the supply of the other agency. Additionally, the interconnection would facilitate LVMWD's filling of their Westlake Reservoir during the winter months. The project would also enable LVMWD to expand recycled water service within its service area through construction of new pipeline laterals and service connections.

1.2 PROJECT ELEMENTS

The proposed project is comprised of the following primary components:

- Interconnection pipeline – North segment (CMWD).
- Interconnection pipeline – South segment (LVMWD).
- Co-located pump station (PS) and pressure regulating station (PRS) (combined PS/PRS) (CMWD/LVMWD).
- Lindero Pump Station No. 1 reverse flow valve upgrade (CMWD).
- Yerba Buena recycled water pipeline extension (LVMWD).
- Canyon Oaks Park Lateral recycled water pipeline (LVMWD).

An overview map of project elements is provided as Figure 1. A map of multiple pipeline alignments under consideration by CMWD between the Lindero Canyon Road/Lakeview Canyon Road intersection and the Lindero Feeder No. 2 connection point is provided as Figure 2. A map of the CMWD interconnection pipeline alignment and location of the PS/PRS site is provided as Figure 3. A map of the LVMWD interconnection pipeline alignment and recycled water pipeline alignments is provided as Figure 4. The proposed PS/PRS site plan is provided as Figure 5. Visual representations of the appearance of the PS/PRS site after construction are provided as Figure 6. Photographs of the proposed PS/PRS site and pipeline alignments are provided as Figures 7 and 8.

1.2.1 Interconnection Pipeline – North Segment

This project component consists of the pipeline segment between the connection with CMWD's existing Lindero Feeder No. 2 pipeline located near the intersection of Kanan Road and Falling Star Avenue and the proposed PS/PRS site (see Figures 2 and 3). The proposed pipeline segment would be buried under the traffic lanes of Lindero Canyon Road northward from the PS/PRS site to Lakeview Canyon Road. The alignment from Lakeview Canyon Road to the point of interconnection with Lindero Feeder No. 2 has yet to be determined. Alignments under consideration include Lakeview Canyon Road and Falling Star Avenue, Kanan Road, and through the adjacent North Ranch Pavilions shopping center at the southwest corner of Lindero Canyon Road and Kanan Road (see Figure 2). A preferred alignment will be identified and evaluated in the Draft EIR along with alternatives.

This pipeline segment would be composed of approximately 7,500 linear feet of 30 inch inside diameter cement mortar-lined and coated welded steel pipe. Blow-offs would be provided at low points to enable draining of the pipeline when necessary and air/vacuum relief valves would be provided to allow for safe draining and filling of the pipeline and to protect the pipeline from damage from surge (water hammer). Isolation valves would be provided at the connection with Lindero Feeder No. 2 and at the PS/PRS site. Pipeline access manholes would be provided about every 1,000 feet along the alignment.

1.2.2 Interconnection Pipeline – South Segment

This project component consists of the pipeline segment between LVMWD's system (at the Thousand Oaks Boulevard/Lindero Canyon Road intersection) and the proposed PS/PRS site (see Figure 4). The proposed pipeline segment would be installed under the southbound lanes of Lindero Canyon Road within the City of Westlake Village, southward from the PS/PRS site to Thousand Oaks Boulevard.

This pipeline segment would be composed of approximately 5,000 linear feet of 30 inch inside diameter cement mortar-lined and coated welded steel pipe. Blow-offs would be provided at low points to enable draining of the pipeline when needed and air/vacuum relief valves would be provided to allow for safe draining and filling of the pipeline and to protect the pipeline from damage from surge (water hammer). Isolation valves would be provided at the connection with existing potable water pipelines at Thousand Oaks Boulevard and Lindero Canyon Road and within the proposed PS/PRS site. LVMWD would also provide the City of Westlake Village the opportunity to install a new fiber optics conduit and associated appurtenances in the trench with the new pipeline.

1.2.3 Pump Station (PS) and Pressure Regulating Station (PRS)

The interconnection PS, PRS, and related facilities would be constructed on a single site. A proposed site has been identified just north of the Ventura County boundary and east of Lindero Canyon Road based on distance from residences/schools, existing easement encumbrances, sufficient space for the facility, constructability requirements, and geologic characteristics.

The 0.77-acre PS/PRS site would be purchased in fee from the Rancho Simi Recreation and Park District. CMWD would also obtain a 0.55-acre permanent access and pipeline easement immediately west of the PS/PRS site to accommodate a proposed access road, pipelines, and utility services. The footprint of the PS, PRS, and related facilities would cover approximately 17 percent of the 0.77-acre PS/PRS site. The PS/PRS site would include:

- Pumps, electrical equipment, metering equipment, and surge control equipment located within underground vaults. The pumping system would include two vertical turbine pumps with 350 horsepower motors and variable frequency drives to provide the required range of flow rates (8 cubic feet per second [cfs] to 21 cfs) within the expected range of system pressures.
- PRS control valves located in a vault. The PRS would include two parallel pressure regulating control valves to provide the required range of flow rates (6.2 cfs to 30 cfs) within the expected range of system pressures.
- Southern California Edison (SCE) electrical service equipment located within a vault (if allowed by SCE).
- An unpaved access road from Lindero Canyon Road.

A permanent standby electrical generator is not proposed; however, sufficient room at the site would be provided should a mobile generator be needed. Once construction has been completed, the only visible surface features would be manholes, hatches, air vents, and possibly a small antenna.

1.2.4 Lindero Pump Station No. 1 Reverse Flow Valve Upgrade

The proposed project includes upgrades to CMWD's existing Lindero Pump Station No. 1 reverse flow valve to facilitate conveying potable water from CMWD's Oak Park region to its Conejo Valley region during operation of the proposed interconnection. Lindero Pump Station No. 1 is located approximately 650 feet southeast of the Erbes Road/Avenida De Las Flores intersection in the City of Thousand Oaks (see Figure 1). The proposed upgrade is comprised of one upsized control valve and related piping improvements.

1.2.5 Yerba Buena Recycled Water Pipeline Extension

Currently, the Yerba Buena Elementary School utilizes recycled water provided by LVMWD for landscape irrigation. LVMWD proposes to install approximately 1,300 linear feet of buried 6-inch diameter polyvinyl chloride (PVC) pipe under the northbound lanes of Lindero Canyon Road (see Figure 4). This pipeline would replace the existing service lateral to the Yerba Buena Elementary School and formalize their connection with a new meter location closer to the school campus.

1.2.6 Canyon Oaks Park Lateral Recycled Water Pipeline

LVMWD proposes to install up to 800 linear feet of buried 4-inch diameter PVC pipe to connect the existing recycled water pipeline along Lindero Canyon Road to Canyon Oaks Park to provide recycled water for irrigation purposes (see Figure 4). Currently, the park is irrigated with potable water.

1.3 CONSTRUCTION

Construction of LVMWD's project components (interconnection pipeline, recycled water pipelines) would be conducted separately from CMWD's components but is anticipated to occur somewhat concurrently.

Construction would be primarily limited to normal construction working hours, between the hours of 7 a.m. and 4:30 p.m., Monday through Friday. However, work may be required during other times and on weekends as determined necessary to maintain reliable water system operations, accommodate traffic control restrictions, or for other reasons. Pipeline tie-in to the Lindero Feeder No. 2 is anticipated to be conducted in the winter when water demand is lower.

1.3.1 Interconnection Pipeline – North Segment

Installation of the CMWD portion of the interconnection pipeline is anticipated to require approximately 12 months, including pavement repair and installation of manholes, blow-offs air/vacuum relief valves, and isolation valves. A minimum of one traffic lane in each direction would be open during pipeline installation. Roadways disturbed during pipeline installation would be restored following construction. Generally, trench spoils would be temporarily stockpiled within the construction staging and storage area, then backfilled to the trench after pipeline installation or hauled away for re-use or disposal.

Based upon an installation rate of approximately 40 feet per day, the average amount of excess spoils requiring removal would be about 70 cubic yards per day. This would require approximately seven truck round trips per day. The average daily number of heavy-duty trucks hauling material to and from the construction crew (including the delivery of pipe sections and miscellaneous supplies, hauling of pipe bedding and backfill materials, and removal of excess spoils) would be approximately 14 truck round trips per day.

Storage of materials and equipment would be dependent upon the contractor and subcontractors. Typically, pipe material would be stored at the PS/PRS site. If the contractor is local, they may store equipment and materials in their own yard.

1.3.2 Interconnection Pipeline – South Segment

Excluding the pipeline termination point at the proposed PS/PRS site, installation of this pipeline would be within the roadway right-of-way. Installation of this segment is anticipated to require approximately six months, including pavement repair and installation of blow-offs, air/vacuum relief valves, and isolation valves. Both northbound lanes and one southbound lane would remain open on Lindero Canyon Road during pipeline installation. Bike lanes in both directions would be maintained during construction. Portions of Lindero Canyon Road disturbed during pipeline installation would be restored following construction. Generally, trench spoils would be temporarily stockpiled within the construction staging and storage area, then backfilled to the trench after pipeline installation or hauled away for re-use or disposal.

Based upon an installation rate of approximately 40 feet per day, the average amount of excess spoils requiring removal would be about 115 cubic yards per day. This would require approximately 12 truck round trips per day. The average daily number of heavy-duty trucks hauling material to and from the construction crew (including the delivery of pipe sections and miscellaneous supplies, hauling of pipe bedding and backfill materials and removal of excess spoils) would be approximately 24 truck round trips per day.

Storage of materials and equipment would be dependent upon the contractor and subcontractors. If the contractor is local, they may store equipment and materials in their own yard.

1.3.3 Pump Station/PRS Site

A 0.93-acre temporary construction easement to the north and east of the PS/PRS site would be acquired by CMWD to be used as a construction staging and storage area. Oak tree canopies overhang the northern portion of the proposed construction staging and storage area. However, removal of oak trees is not proposed. It is anticipated that construction of the PS, PRS, and associated facilities would require approximately 18 months. The average daily number of heavy-duty truck trips associated with hauling equipment and materials to and from the site would be about 20 truck round trips per day.

1.3.4 Lindero Pump Station No. 1 Reverse Flow Valve Upgrade

Construction of this component would involve replacement of the reverse flow valve and installation of related piping. It is anticipated to require four weeks to complete this component, with an average of two heavy-duty truck round trips per day.

1.3.5 Yerba Buena Recycled Water Pipeline Extension

Due to traffic control concerns, it is not anticipated that this component would be constructed concurrently with the LVMWD interconnection pipeline. Installation of this pipeline would be restricted to the Lindero Canyon Road right-of-way. Installation of this segment is anticipated to require approximately one month, including pavement repair. Both southbound lanes and one northbound lane would remain open on Lindero Canyon Road during pipeline installation. Bike lanes in both directions would be maintained during construction. Portions of Lindero Canyon Road disturbed during pipeline installation would be restored following construction. Generally, trench spoils would be temporarily stockpiled within the construction staging and storage area, then backfilled to the trench after pipeline installation or hauled away for re-use or disposal.

Based upon a pipe installation rate of approximately 80-100 feet per day, the average amount of excess spoils requiring removal would be approximately 30 cubic yards per day. This would require approximately three heavy-duty truck round trips per day. The average daily number of trucks hauling material to and from the construction crew (including the delivery of pipe sections and miscellaneous supplies, hauling of pipe bedding, and backfill materials and removal of excess spoils) would be approximately 36 truck round trips per day.

1.3.6 Canyon Oaks Park Lateral Recycled Water Pipeline

This component would be constructed following the completion of the Yerba Buena recycled water pipeline extension. Installation of this pipeline would occur within the public right-of-way and on private property within an easement. Installation of this segment is anticipated to require approximately two weeks. Generally, trench spoils would be temporarily stockpiled within the work area, then backfilled to the trench after pipeline installation or hauled away for re-use or disposal.

Based upon a pipe installation rate of approximately 160 feet per day, the average amount of excess spoils requiring removal would be approximately 30 cubic yards per day. This would require approximately three heavy-duty truck round trips per day. The average daily number of trucks hauling material to and from the construction crew (including the delivery of pipe sections and miscellaneous supplies, hauling of pipe bedding and backfill materials and removal of excess spoils) would be approximately six truck round trips per day.

1.4 OPERATION

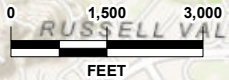
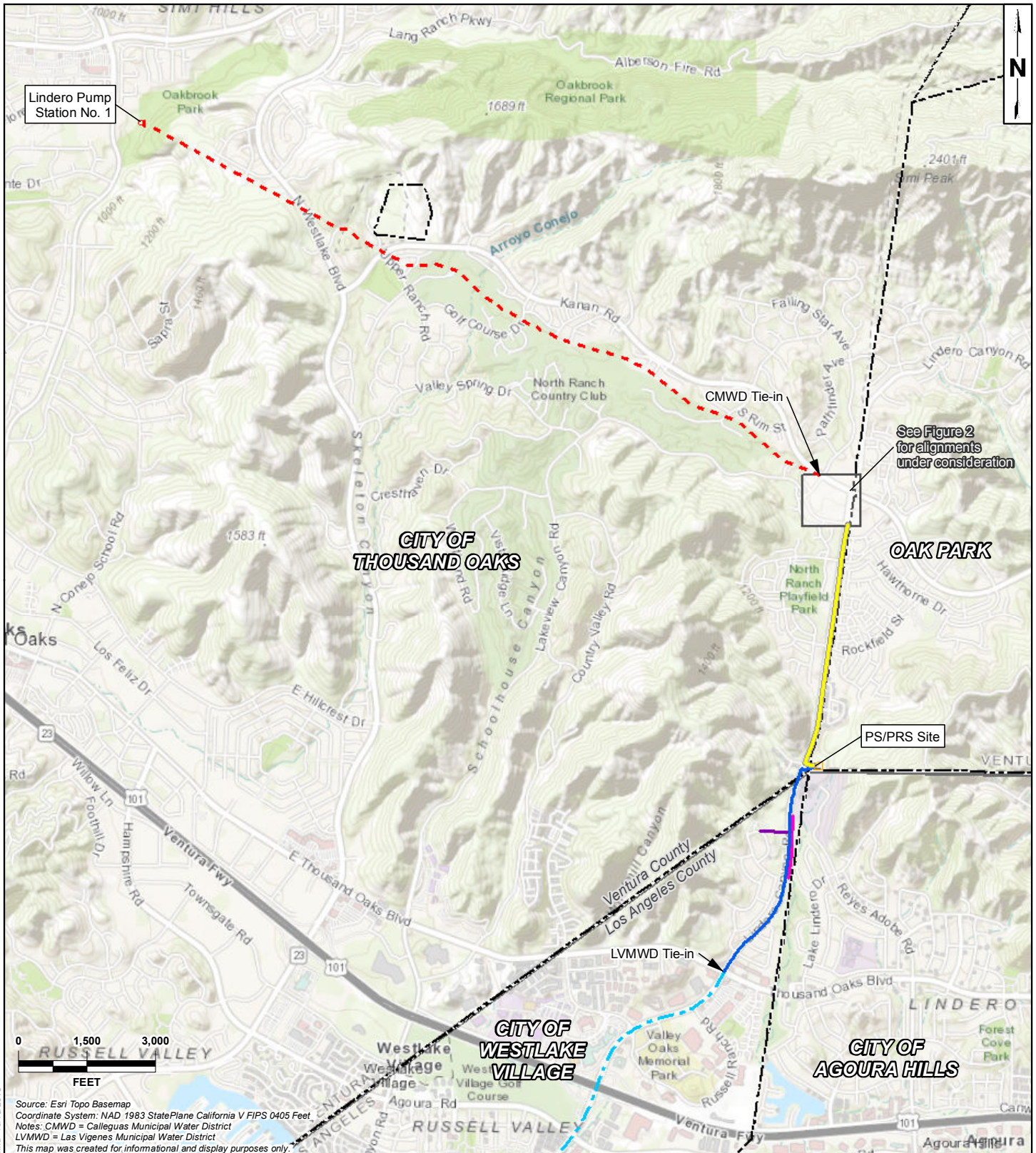
The proposed project facilities would only be used during periods of water transfer between systems. The PS/PRS site would be unstaffed, but maintenance would occur by CMWD and LVMWD staff on a periodic basis.

The operation of the PS and PRS would require coordination between the two agencies. There are specific hydraulic parameters and operating criteria that have to be met on both sides of the facility. When the proposed PS or PRS discharge is not operating, the 30-inch diameter pipelines between the PS and the connection to the Lindero Feeder No. 2 and between the PRS and the connection to LVMWD's existing system would remain full. The water in the pipeline would require management to prevent it from becoming stagnant and losing disinfection residual. Several water quality management strategies may be considered for implementation:

1. Operate the PS on a regular basis to ensure water is circulated from the LVMWD system into the Calleguas system.
2. Operate the PRS on a regular basis to ensure water is circulated from the Calleguas system into the LVMWD system.
3. Discharge the water into an existing sewer or storm drain facility, if water loses disinfection residual and cannot be delivered to customers.

The preferred operational strategy includes operation of the PS and the PRS (one at a time) as described under 1 and 2 above, on a predetermined alternating schedule. This would help to ensure that water is circulated between both systems to mitigate water quality concerns.

The two agencies would communicate directly with one another regarding the operation of the PS and PRS facilities. The Interconnection Agreement specifies basic communication protocols between both agencies, however, more specific requirements (if determined necessary by CMWD and LVMWD) would be included in a future Operations Agreement.



Source: Esri Topo Basemap
 Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
 Notes: CMWD = Calleguas Municipal Water District
 LVMWD = Las Virgenes Municipal Water District
 This map was created for informational and display purposes only.

LEGEND:	
	CMWD Interconnection Pipeline (North Segment)
	Existing CMWD Linderero Feeder No.2
	LVMWD Existing Pipeline
	LVMWD Interconnection Pipeline (South Segment)
	Canyon Oaks Park Lateral Recycled Water Pipeline
	Yerba Buena Recycled Water Pipeline Extension
	Linder Pump Station No.1
	Pump Station/PRS Site
	City Limit
	County Boundary



Calleguas Water District/Figure 1 - Project Overview.mxd - 10/16/2018



PROJECT NAME: CMWD - LVMWD INTERCONNECTION VENTURA AND LOS ANGELES COUNTIES, CA	
PROJECT NUMBER: 1802-0331	DATE: October 2018

PROJECT OVERVIEW

Back of Figure 1



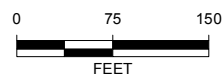
LEGEND:

- CMWD Interconnection Pipeline (North Segment)
- - - Existing CMWD Linderero Feeder No.2

- Possible Tie-In Alignments**
- - - Falling Star Ave & Lakeview Canyon Rd

- - - Kanan Rd & Linderero Canyon Rd
- Shopping Center

MAP EXTENT:



Source: NAIP Imagery 2016
 Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
 Note: CMWD = Calleguas Municipal Water District
 LVMWD = Las Virgenes Municipal Water District
 This map was created for informational and display purposes only.



PROJECT NAME:
 CMWD - LVMWD INTERCONNECTION
 VENTURA AND LOS ANGELES COUNTIES, CA
 PROJECT NUMBER:
 1802-0331
 DATE:
 October 2018

**POTENTIAL LINDERO FEEDER
 NO.2 TIE-IN ALIGNMENTS**

**FIGURE
 2**

Back of Figure 2



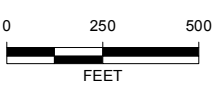
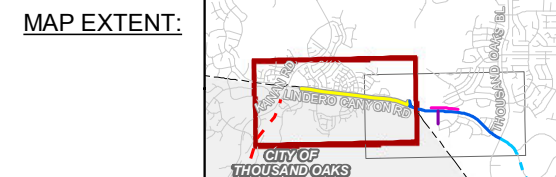
Connection to the Lindero Feeder No. 2

See Figure 2 for alignments under consideration

Pump station / PRS Site

SEE FIGURE 4 FOR LVMWD Alignment

- LEGEND:**
- Pump Station/PRS Site
 - CMWD Interconnection Pipeline (North Segment)
 - LVMWD Interconnection Pipeline (South Segment)
 - Existing CMWD Lindero Feeder No. 2
 - City Limit
 - County Boundary



Source: NAIP Imagery 2016
 Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
 Notes: CMWD = Calleguas Municipal Water District
 LVMWD = Las Virgenes Municipal Water District
 This map was created for informational and display purposes only.



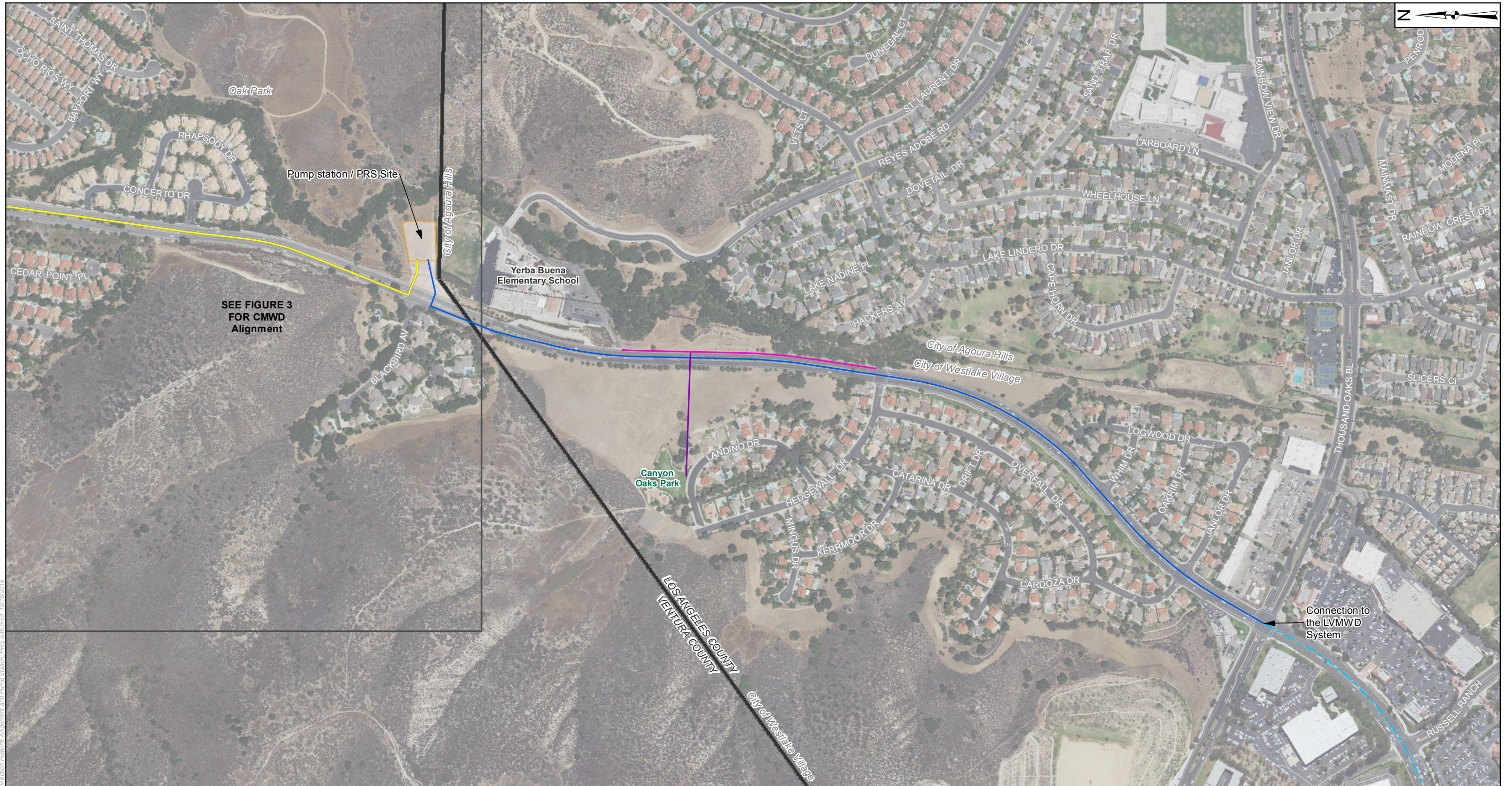
PROJECT NAME:
 CMWD - LVMWD INTERCONNECTION
 VENTURA AND LOS ANGELES COUNTIES, CA
 PROJECT NUMBER:
 1802-0331
 DATE:
 October 2018

**CMWD INTERCONNECTION
 PIPELINE ALIGNMENT AND
 PUMP STATION/PRS SITE**

**FIGURE
 3**

Calleguas Water District/figure 3 - 4 - CMWD Interconnection Pipeline Alignment and Pump Station PRS Site.mxd 10/16/2018

Backside Figure 3



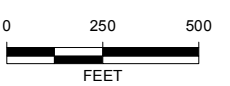
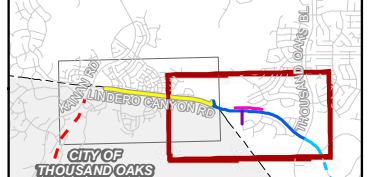
SEE FIGURE 3
FOR CMWD
Alignment

Connection to
the LVMWD
System

LEGEND:

- Pump Station/PRS Site
- CMWD Interconnection Pipeline (North Segment)
- Canyon Oaks Park Lateral Recycled Water Pipeline
- LVMWD Existing Pipeline
- Yerba Buena Recycled Water Pipeline Extension
- LVMWD Interconnection Pipeline (South Segment)
- City Limit
- County Boundary

MAP EXTENT:



Source: NAIP Imagery 2016
 Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
 Notes: CMWD = Calleguas Municipal Water District
 LVMWD = Las Virgenes Municipal Water District
 This map was created for informational and display purposes only.



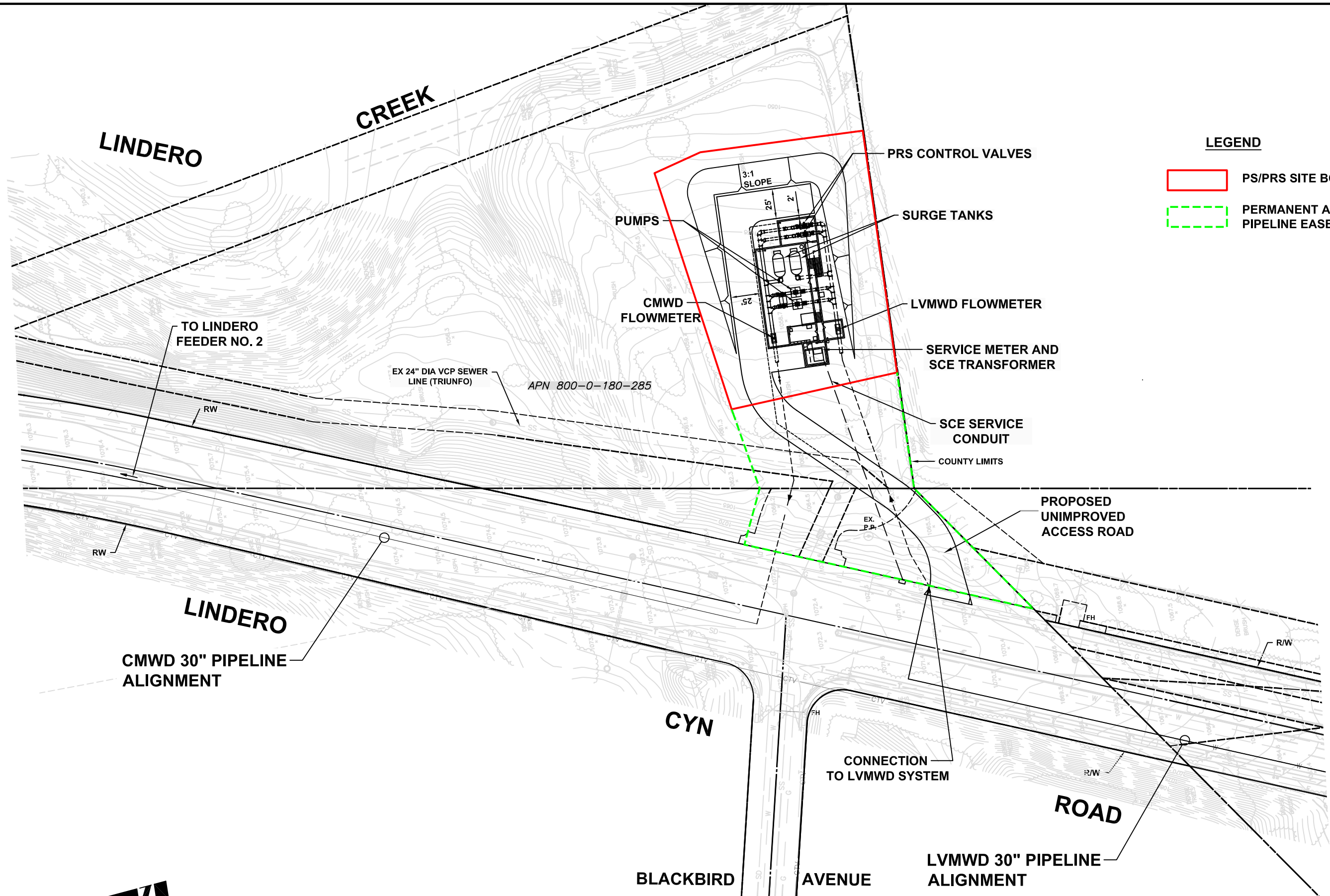
PROJECT NAME:
**CMWD - LVMWD INTERCONNECTION
 VENTURA AND LOS ANGELES COUNTIES, CA**
 PROJECT NUMBER: 1802-0331
 DATE: October 2018

**LVMWD INTERCONNECTION
 PIPELINE ALIGNMENTS**

FIGURE
4

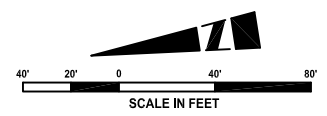
Calleguas Water District/figure 3 - 4 - CMWD Interconnection Pipeline Alignment and Pump Station PRS Site.mxd 10/16/2018

Backside Figure 4



LEGEND

- PS/PRS SITE BOUNDARY
- PERMANENT ACCESS AND PIPELINE EASEMENT



Source: Phoenix Civil Engineering, Inc. Document Dated 07-05-18

<p>padre associates, inc. ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS</p>	<p>PROJECT NAME: CMWD-LVMWD INTERCONNECTION PROJECT</p>		<p>PUMP STATION/PRS SITE PLAN</p>	<p>FIGURE 5</p>
	<p>PROJECT NUMBER: 1802-0331</p>	<p>DATE: August 2018</p>		

Back of Figure 5



a. Post-construction visual representation of the PS/PRS site, facing southeast



b. Post-construction visual representation of the PS/PRS site, facing east

back of Figure 6



a. LVMWD pipeline alignment at Janlor Drive, facing south



b. LVMWD pipeline alignment at Hedgewall Drive, facing south



c. LVMWD pipeline alignment from Lindero Canyon Road to PS/PRS Site (left)



d. Canyon Oaks Park Lateral alignment, facing east

Calleguas Water District/figure 7--Alignment Photos.mxd - 10/16/2018

Notes: CWMD = Calleguas Municipal Water District;
LVMWD = Las Virgenes Municipal Water District



PROJECT NAME: CMWD - LVMWD INTERCONNECTION VENTURA AND LOS ANGELES COUNTIES, CA	
PROJECT NUMBER: 1802-0331	DATE: October 2018

PHOTOGRAPHS OF THE
LVMWD PIPELINE ALIGNMENTS

FIGURE
7

Back of Figure 7



a. Pump station/PRS site, facing east



b. Pump station/PRS site from Yerba Buena Elementary School



c. CMWD pipeline alignment at Rockfield Street, facing north

Calleguas Water District/Figure 8 - Photographs of the CMWD Pipeline Alignment and PS/PRS Site.mxd - 10/16/2018

Notes: CMWD = Calleguas Municipal Water District;
LVMWD = Las Virgenes Municipal Water District



PROJECT NAME: CMWD - LVMWD INTERCONNECTION VENTURA AND LOS ANGELES COUNTIES, CA	
PROJECT NUMBER: 1802-0331	DATE: October 2018

PHOTOGRAPHS OF THE
CMWD PIPELINE ALIGNMENT
AND PS/PRS SITE

FIGURE
8

Back of Figure 8

2.0 INITIAL STUDY CHECKLIST

This checklist provides a preliminary analysis of the potential environmental impacts associated with the proposed project. The analysis is organized by environmental issue area (e.g., aesthetics, agricultural resources, air quality). Each issue area begins with its own checklist, which identifies criteria that have been used to assess the significance or insignificance of each potential impact. The checklists used in this Initial Study were taken from the 2018 update to the State CEQA Guidelines prepared by the Association of Environmental Professionals. The checklists also indicate the conclusions made regarding the potential significance of each impact. Potentially significant impacts will be addressed in the Environmental Impact Report (EIR).

Impact classifications used in the checklists are the following:

- **Potentially Significant Impact.** An impact that could be significant, and requires further study in an EIR.
- **Less than Significant Impact with Mitigation.** An impact that is potentially significant, but can feasibly be mitigated to a less than significant level with measures to be identified in the EIR.
- **Less than Significant Impact.** An impact that would not be significantly adverse.
- **No Impact.** Applied when the project would not result in any impact to a specific issue area.

2.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The public would have views of construction sites from public roadways, Yerba Buena Elementary School, Canyon Oaks Park, North Ranch Pavilion, and Oak Park Center. Pipeline installation and construction of other project elements may result in temporary removal of landscaping and street trees and may temporarily degrade visual resources from public viewing areas. However, only a small proportion of landscaping along the pipeline alignments would be affected and significant aesthetics impacts are not anticipated.

The proposed PS/PRS would be located below ground with only manholes, access hatches, and air vents extending from a few inches to approximately one-foot above-ground (see Figure 6). In addition, a small antenna (height to be determined) would be located at the PS/PRS site. These features would be located about 13 feet lower in elevation than Lindero Canyon Road, which would limit the visibility of these features to a short segment of the northbound lane. The proposed PS/PRS would not be visible from Yerba Buena Elementary School due to an intervening vegetated berm located along the northern property boundary. Pipelines would be fully buried and not visible to the public. The project is not anticipated to result in significant impacts related to aesthetics; however, additional discussion will be provided in the EIR.

2.2 AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of forest land or timberland?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Excluding the proposed PS/PRS site and portions of the Canyon Oaks Park Lateral pipeline alignment, the project sites are located in developed areas. The proposed PS/PRS site and the Canyon Oaks Park Lateral pipeline alignment are located in non-farmland areas mapped as "Other Lands" by the California Department of Conservation. The proposed PS/PRS site is zoned as open space with a 40-acre minimum parcel size (OS-40 ac).

The proposed project would not result in the conversion of farmland to non-agricultural use, would be consistent with existing zoning and would not affect any Williamson Act contracts, and would not cause any forest land or timberlands to be converted or rezoned. The project is not anticipated to result in impacts related to agricultural or forestry resources.

2.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Fugitive dust would be generated by the operation of heavy equipment and motor vehicles during pipeline installation and construction of other project elements. Exhaust emissions would be generated during the construction phase by heavy equipment, heavy-duty trucks, and construction worker passenger vehicles. These construction-related emissions would occur within the jurisdiction of both the Ventura County Air Pollution Control District (VCAPCD) and the South Coast Air Quality Management District (SCAQMD). The VCAPCD does not apply significance thresholds to construction emissions. Peak day construction emissions have the potential to exceed SCAQMD significance thresholds, which would be considered a significant air quality impact. Numerous residences are located along the pipeline alignments, and diesel exhaust odors from construction equipment may be considered objectionable. The project may result in potentially significant but likely mitigable, temporary air quality impacts, which will be fully addressed in the EIR, including mitigation measures if required.

2.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Excluding the proposed PS/PRS site and portions of the Canyon Oaks Park Lateral pipeline alignment, the project sites are located in developed areas. Based on an initial site visit, the PS/PRS site and a portion of the Canyon Oaks Park Lateral pipeline alignment are located in previously disturbed areas that do not support native vegetation. Vegetation affected by construction activities would be primarily landscaping and non-native plant species typically found along roadways and in disturbed areas. However, proposed construction activities adjacent to sensitive riparian habitat along Lindero Canyon Creek at the PS/PRS site and pipeline installation along Lindero Canyon Road (across from Hedgewall Drive) may result in indirect impacts to special-status species and nesting birds. The project may result in potentially significant but likely mitigable impacts to biological resources, which will be fully addressed in the EIR, including mitigation measures if required.

2.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Most project elements are located in previously disturbed areas along roadways, and intact cultural resources sites are unlikely to be significantly affected. However, a cultural resources record search has not been conducted to date such that the potential for impacts is not fully known. Ground disturbance associated with construction of the PS/PRS would occur as close as 80 feet from the top of bank of Lindero Canyon Creek, which could contain pre-historic archeological resources. Installation of the proposed pipelines and construction of the underground PS/PRS has the potential to disturb known or unreported archeological sites and result in significant impacts to cultural resources. These impacts will be fully addressed in the EIR, including mitigation measures if required.

2.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Most of the proposed pipeline alignments are located within previously excavated, compacted and stabilized roadbeds. The preliminary geologic investigation for the PS/PRS site indicates potential geologic hazards may include expansive soil, liquefaction, shallow groundwater, and seismically-induced settlement.

Due to the presence of faults in the immediate project area, the potential exists for fault rupture to damage the proposed pipelines and PS/PRS during the design life of the project. However, the pipelines and other facilities would be designed and installed to be resistant to seismic-related damage, including ground-shaking.

Pipeline installation and construction of other facilities would involve temporary removal of vegetation and could result in soil erosion. However, project construction activities would be subject to the State’s general construction storm water permit (Water Quality Order 2009-0009-DWQ), which would require implementation of best management practices to minimize soil erosion. Overall, significant impacts related to geology and soils are not anticipated. However, additional discussion and analysis of geologic hazards will be provided in the EIR.

2.7 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Pipeline installation and construction of other project elements would result in temporary greenhouse gas emissions, primarily in the form of CO₂ exhaust emissions from the use of off-road construction equipment and on-road vehicles. In addition, the electrical demand of the proposed PS would result in greenhouse gas emissions associated with power generation. However, greenhouse gas emissions are anticipated to be less than the 10,000 metric ton CO₂E per year threshold adopted by the SCAQMD for industrial projects. Therefore, greenhouse gas emissions are anticipated to be less than significant. However, additional discussion and analysis will be provided in the EIR as required by Section 15064.4 of the State CEQA Guidelines.

2.8 HAZARDS AND HAZARDOUS MATERIALS/RISK OF UPSET

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would not use, transport, or dispose of hazardous materials and no hazardous materials would be involved with construction and operation of the project. Pipeline installation and PS/PRS construction activities would not occur within a known hazardous materials site; however, contaminated soil could be encountered during excavation/trenching and may result in a hazard to the public or the environment. Although flammable grassy vegetation occurs at the PS/PRS site, standard fire prevention precautions would be used during construction activities to prevent wildfire. Based on a preliminary investigation of land use along the pipeline alignments, significant impacts associated with exposure of contaminated soils is not anticipated. However, additional analysis and discussion regarding exposure of contaminated soils will be provided in the EIR if appropriate.

2.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed PS/PRS site is located approximately 100 feet from Lindero Canyon Creek but is not within the flood hazard area (Zone A) indicated on Flood Insurance Rate Map No. 06111C0995E. Storm water runoff from construction sites could impact water quality, but construction would be conducted in compliance with State’s general storm construction water permit (Water Quality Order 2009-0009-DWQ), which would require implementation of best management practices to minimize water quality degradation.

Groundwater may be encountered during excavation at the PS/PRS site or in trenches excavated to install the pipeline. This water would not be discharged to surface waters, but would be pumped from the excavation or trench, solids would be settled out, and the water would be used for dust control at the construction site or elsewhere. The area of impervious surfaces at the PS/PRS site would be minimal, such that an increase in storm water runoff is not anticipated. Overall, water resources impacts are anticipated to be less than significant. However, additional discussion and analysis will be provided in the EIR.

2.10 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Most of the pipeline alignments are located within the public right-of-way along roadways. The PS/PRS site is located within unincorporated Ventura County and zoned OS-40 ac (open space, 40-acre minimum parcel size). The Canyon Oaks Park Lateral pipeline alignment is located within the City of Westlake Village and zoned OS (open space). The current land use along the pipeline alignments is primarily residential and commercial, with open space in the vicinity of the PS/PRS site. The Lake Lindero Country Club is located just east of the southern portion of the LVMWD interconnection pipeline alignment.

The proposed project would not involve the construction of any roads, barriers, or facilities that could potentially physically divide an existing community. The proposed project would not conflict with any policies of the Ventura County General Plan, Westlake Village General Plan, or Thousand Oaks General Plan.

2.11 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Result in the loss or availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Aggregate is the only locally important mineral resource and is defined as construction grade sand and gravel. All project elements would be located in areas mapped as MRZ-1 (no significant aggregate deposits) by the California Department of Conservation. No aggregate production sites are located in proximity to any project elements. The proposed project would not adversely affect the availability of these mineral resources.

2.12 NOISE

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The dominant source of noise in the project area is vehicle traffic on major roadways, primarily U.S. Highway 101, Lindero Canyon Road, Thousand Oaks Blvd. and Kanan Road. Noise sensitive receptors near project elements may include Yerba Buena Elementary School and residences located on or adjacent to Lindero Canyon Road, Kanan Road, Landino Drive, Lakeview Canyon Road, and Falling Star Avenue.

Short-term noise would be generated by heavy equipment and heavy-duty trucks associated with construction. Evening and nighttime construction work may exceed local noise standards. The proposed pumps and PRS would be located in underground vaults and are unlikely to produce noise levels above existing ambient levels. Construction noise is considered a potentially significant but likely mitigable impact and will be fully addressed in the EIR, including mitigation measures if required.

2.13 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed potable water system interconnection would increase the reliability and flexibility of both the CMWD and LVMWD systems to minimize potential supply disruptions due to natural disasters, infrastructure failure or system maintenance. The project would not increase the water supply or extend water service to new areas or users. Therefore, the project is not expected to result in population growth beyond currently forecast levels. Additional discussion will be provided in the EIR.

2.14 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Police protection services, fire protection services, schools, parks, and other public facilities are normally required to be augmented as a result of projects that increase an area's population (e.g., new residential, commercial, and industrial development). The proposed project would not increase the local population. The proposed pipelines and PS/PRS would be buried and would not require fire protection or police protection services. Therefore, no impacts to police protection services, fire protection services, schools, parks, and other public facilities are expected.

2.15 RECREATION

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not increase the use of existing neighborhood parks, regional parks, or any other recreational facilities. As such, the project would not result in the accelerated physical deterioration of any recreational facilities. The project would not involve the construction or expansion of any recreational facilities. Therefore, the project would not have any impacts on the physical environment associated with the construction or use of recreational facilities. However, the potential loss of recreational opportunities associated with locating the PS/PRS on land owned by the Rancho Simi Recreation and Park District will be addressed in the EIR.

2.16 TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project sites would be primarily accessed from Lindero Canyon Road or Kanan Road. Based on a single traffic count by Ventura County in 2017, traffic volumes on Lindero Canyon Road immediately north of Kanan Road are 4,300 vehicles per day. This value equates to level of service (LOS) A based on the Ventura County General Plan standards. Traffic counts conducted by the City of Thousand Oaks indicate traffic volumes are 12,000 vehicles/day on Kanan Road (west of Lindero Canyon Road) and 17,000 vehicles/day on Lindero Canyon Road (south of Kanan Road). Based on Ventura County General Plan standards, both Kanan Road and Lindero Canyon Road operate at LOS A.

The project would only generate a small number of construction-related vehicle trips and would not contribute to a lowered level of service on public roadways. Project construction traffic would utilize roadways operating at acceptable LOS and would not cause any roadways to function below an acceptable LOS. However, additional discussion and analysis related to construction traffic will be provided in the EIR.

The proposed PS/PRS site would be unstaffed, but maintenance activities would generate a few vehicle trips per month with up to four on a peak day. This small amount of long-term vehicle trips would not affect the level of service of affected roadways.

2.17 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-related construction activities may generate excess earth material that would be offered for use at local construction sites. However, solid waste generated by project construction may require landfill disposal, either in Ventura County or Los Angeles County.

Any project that generates solid waste would have an impact on the demand for solid waste disposal capacity in Ventura County. The Ventura Countywide Siting Element approved by the California Integrated Waste Management Board on June 20, 2001 demonstrates that the approval of extension of the existing Solid Waste Facility Permit for the Simi Valley Landfill and Recycling Center, combined with the existing permitted capacity of the Toland Road Landfill, would provide Ventura County with sufficient disposal capacity beyond the 15-year planning period mandated by State law. Therefore, no individual project would have a significant impact on the demand for solid waste capacity.

The project sites (both in Ventura and Los Angeles counties) are located within the watershed of the Calabasas Landfill, and any solid waste generated by the project may be disposed at this landfill. The 2035 Los Angeles County General Plan indicates the Calabasas Landfill has 5.51 million tons and 16 years of remaining permitted capacity (as of 2012). Considering the very small amount of solid waste that would be generated following recycling of materials, the Calabasas Landfill has sufficient permitted capacity to accommodate the project's needs.