Initial Study

Harbor Refineries Recycled Water Pipeline Project

Los Angeles Department of Water and Power
Environmental Services
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SECTION 1.0
INTRODUCTION

1.1 PROJECT BACKGROUND

In 2007, the City of Los Angeles reached a boiling point as several factors converged to create water shortages from all major sources, causing increased concern over the reliability and availability of the City's water supply. Among the factors impacting the City's water supply are: the lowest snowpack on record in the Eastern Sierra, where Los Angeles historically receives the greatest share of its water supply; the driest year on record in the City of Los Angeles; the current environmental crisis in the Delta which has led to a Federal Court decision that will result in up to one-third less supply for the region; and uncertain climate change impacts threaten traditional water supply sources.

Due to these water shortages facing the region, Mayor Antonio R. Villaraigosa and the Los Angeles Department of Water and Power released "Securing L.A.'s Water Supply" dated May 2008. This document outlines the steps the City of LA will take to sustain a reliable water supply to meet current and future demand. This long term strategy calls for meeting all new water needs through aggressive water recycling and conservation programs.

1.2 OVERVIEW OF THE PROJECT

The Department of Water and Power, in conjunction with West Basin Municipal Water District, are currently working on the Harbor Refineries Recycled Water Pipeline Project (HRRWPP). The objective of this project is to construct the necessary infrastructure to produce and convey recycled water to the various industrial and irrigation customers in the Harbor Area. The HRRWPP is currently being designed and it is anticipated that recycled water will be available to the various customers by the fall of 2011. The new recycled water pipeline will have the capacity to supply potential customers in the Harbor Area with as much as 15,000 acre-feet per year of recycled water, enough water to supply 30,000 households. The pipeline is not only being designed to offset all of the oil refineries current potable, but there will be additional capacity to offset the refineries groundwater demand and also to supply additional customers.

The proposed project, involves the construction of approximately 60,000 feet of 36-inch underground recycled water pipeline from the JMMWRF in the City of Carson to the various industrial and irrigation customers in the Los Angeles Harbor Area. The proposed pipeline would convey recycled water, treated to California Department of Public Health (CDPH) Title 22 water quality standards and then further treated by a nitrogen purification process, to various LADWP and WBMWD customers.

The JMMWRF, located in the City of Carson at 21029 S. Wilmington Ave, is one of four water recycling facilities owned by WBMWD that treats and produces recycled water. The JMMWRF currently has the capacity to produce up to 5 million gallons per day (MGD) of recycled water, primarily used in the City of Carson to provide recycled water to the BP Refinery. As part of this project, Los Angeles Department of Water and Power (LADWP) and WBMWD propose to

construct a new pipeline from JMMWRF in order to deliver Recycled water to various refineries and irrigation users in the Los Angeles Harbor Area.

WBMWD is a public agency that provides drinking and recycled water to its 185-square mile service area. West Basin purchases imported water from the Metropolitan Water District of Southern California (MWD) and wholesales the imported water to cities and private companies in southwest Los Angeles County. West Basin serves the cities of Culver City, Inglewood, Lawndale, Hawthorne, Compton, El Segundo, Torrance, Carson, Lomita, Gardena, Hermosa Beach, Manhattan Beach, Redondo Beach, Palos Verdes Estates, Rolling Hills Estates, Rolling Hills, West Hollywood, Beverly Hills, Malibu, and Rancho Palos Verdes, along with parts of unincorporated Los Angeles County. West Basin's service area uses 220,000 acre-feet of water annually. An acre-foot of water is approximately 326,000 gallons, enough to meet the water needs of two average families in and around their homes for one year. In the early 1990's West Basin added recycled water to its portfolio. Locally, WBMWD built the JMMWRF to provide recycled water for irrigation and industrial uses at 210 South Bay sites. Highly treated recycled water from West Basin is also used a barrier to prevent seawater from mixing with valuable freshwater contained in the West Coast Basin Aquifer.

The project is being undertaken to not only conserve potable water but also to provide the region with a dependable, locally controlled water supply with vast environmental benefits. By replacing potable demand of 500-acre feet with recycled water, the region will benefit by the increase in the reliability of water, reduce it reliance on imported water supplies, and decrease wastewater discharge into the Santa Monica Bay.

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

The California Environmental Quality Act (CEQA) applies to proposed projects initiated by, funded by, or requiring discretionary approvals from State or local government agencies. The proposed recycled water pipeline project in the County of Los Angeles constitutes a project as defined by CEQA (California Public Resources Code §§21000 et seq.). LADWP is the lead agency for the compliance with CEQA because pursuant to *CEQA Guidelines* §15367, "'Lead Agency' means the public agency which has the principal responsibility for carrying out or approving a project." As the lead agency for this project, LADWP must complete an environmental review to determine if the proposed project would create significant adverse environmental impacts. To fulfill the purpose of CEQA, this Initial Study (IS) has been prepared to assist in making that determination.

As municipal utilities, LADWP and WBMWD will fund, implement, and operate the proposed project. As an incorporated City government, City of Carson will issue land use approvals and will issue other ministerial permits for the project. The proposed recycled water pipeline project is considered a "project" under CEQA. Based on the nature and scope of the proposed project, the evaluations contained in the IS environmental checklist (included herein), and the comments received from agencies and members of the public during review of the Notice of Preparation (NOP) for an Environmental Impact Report (EIR), factors that have potential to involve significant adverse environmental impacts will be determined. Such factors will become the focus of more detailed analysis in an EIR to determine the nature and extent of any potential environmental impacts and establish appropriate mitigations for those impacts determined to be significant. Based on the Initial Study analysis and NOP review, factors for which no significant adverse environmental impacts are expected to occur will be eliminated from further evaluation in the EIR.

A preliminary evaluation of the potentially affected factors is included in the Initial Study checklist in Section 3.

1.4 Initial Study FORMAT AND CONTENT

This IS contains an introduction, a project description, an environmental checklist, and an impact analysis. The document is comprised of five sections and appendices.

The introduction provides an overview (Section 1) of the project and review requirements. The project description (Section 2) provides a detailed description of the components, and the CEQA environmental documentation process. The Initial Study Checklist (Section 3) presents an environmental checklist based on the CEQA Guidelines for all impact areas and mandatory findings of significance. The environment impact assessment (Section 4) presents an expanded environmental analysis for each issue area explaining the significance conclusion identified on the environmental checklist form.

When the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures that would reduce those impacts to a less than significant level.

The list of preparers and references (Section 5) provides a list of key personnel involved and of reference materials used in the preparation of the IS. Some of the technical studies and data used to prepare this IS are included as appendices.

SECTION 2.0

PROJECT DESCRIPTION

2.1 Project Location

The proposed project is a recycled water pipeline located in the Cities of Carson and Los Angeles. Specific pipeline location is described in Section 2.2 Project Description.

2.2 Project Description

LADWP and WBMWD are proposing to construct the HRRWPP in order to provide recycled water, produced by WBMWD's (JMMWRF), to the various industrial and irrigation customers in the Carson and Los Angeles Harbor Area.

An important part of the City of Los Angeles' and WBMWD's emphasis on water conservation is the concept that water is a resource that can be used more than once. Recycled water that originates from the City of Los Angeles Hyperion Water Reclamation Plant is treated by WBMWD to meet the most stringent state and federal recycled water quality requirements, Title 22 of the California Code of Regulations, which allows the use of recycled water for irrigation and industrial purpose use. The potential recycled water users currently use high quality drinking water (potable) and groundwater for industrial and irrigation uses, where drinking water quality is not necessarily required and could be replaced by recycled water. LADWP's goal is to maximize the savings of potable water by replacing industrial and commercial uses with recycled water. Using recycled water for these purposes would reduce the use of potable water, preserving it as a natural resource for public water consumption. Therefore, the HRRWPP is consistent with the LADWP's and WBMWD's program to replace potable water use with recycled water use where feasible and appropriate, and would help both agencies conserve potable water.

The proposed HRRWPP would consist of a total of approximately 60,000 feet (11.4 miles) of 36-inch (or smaller size pipe) pipeline running through the communities of Carson and Wilmington. The pipeline would convey recycled water from the JMMWRF, in the City of Carson, to industrial and irrigation customers in the Carson and Los Angeles Harbor Area. The pipeline route can be seen in Figure 1. The proposed HRRWPP is being designed to offset up to 15,000 acre-feet per year (enough water to meet the needs of 30,000 households) of potable water with Nitrified Title 22 recycled water to the various industrial and irrigation customers in the Harbor Area. LADWP will construct the recycled water pipeline up to the property boundaries adjacent to the appropriate metering devices for each potential customer. Each of the customers will be responsible to construct the needed infrastructure on their respective properties to connect to the proposed recycled water pipeline. In addition to the pipeline, other structures such as maintenance holes, flow meters, air/vacuum valves, blow-off assemblies, isolation valves, water sampling stations, and vaults are anticipated to be installed along the pipeline route as part of the proposed HRRWPP.

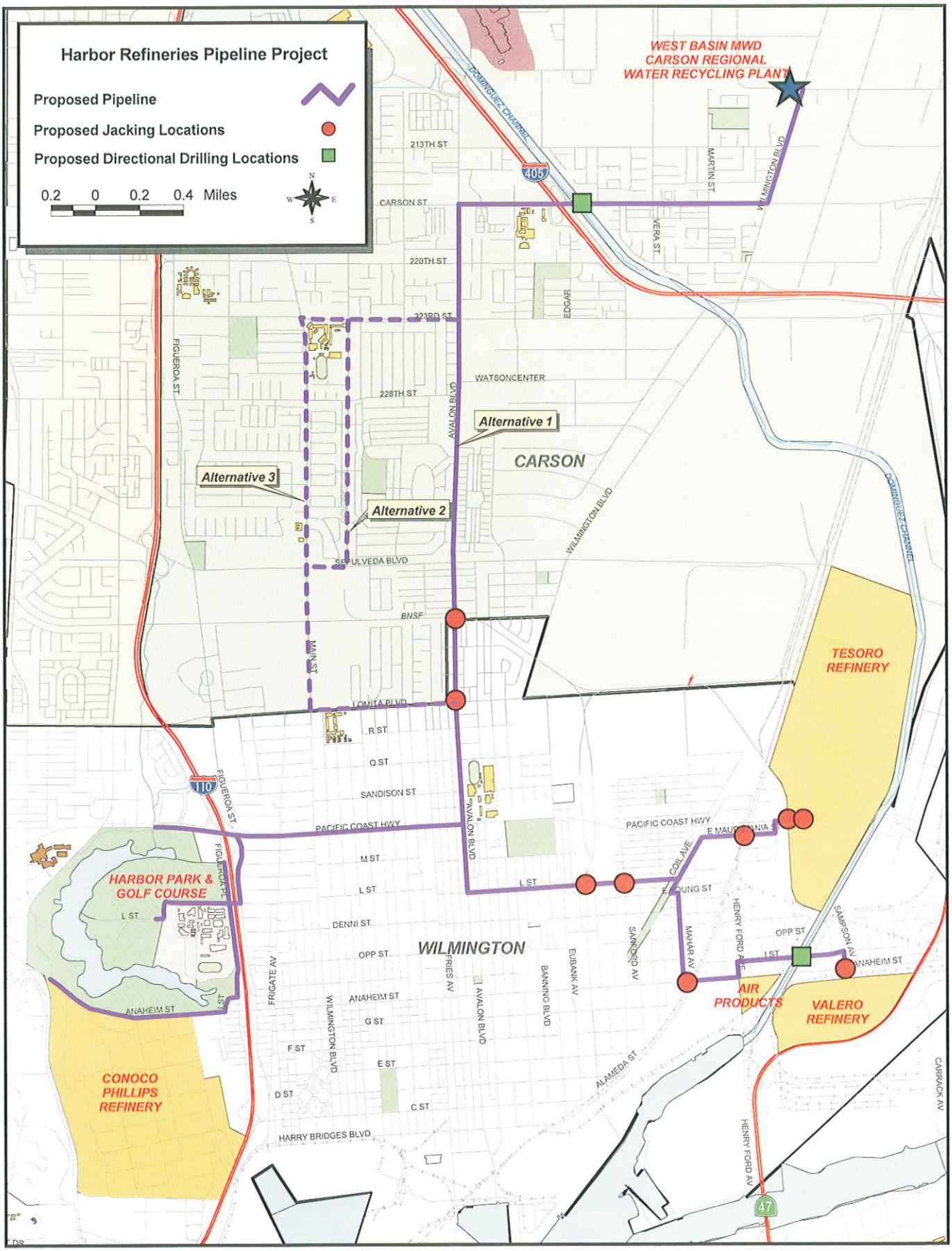

Figure 1
Project Map

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The proposed pipeline route of the HRRWPP is detailed below:

- Starting from the JMMWRF, located on the corner of East Dominguez Street and South Wilmington Avenue in the City of Carson, the pipeline will travel south along South Wilmington Avenue until it intersects with East Carson Street. The pipeline will then travel west along East Carson Street, where it will cross the Dominguez Channel, and continue along East Carson Street until it reaches Avalon Boulevard. From there, WBMWD has three alternative routes: In the proposed project (or Alternative 1), the pipeline will travel south along Avalon Street, into the City of Wilmington, where it will then split in two directions; one portion will travel west on Pacific Coast Highway and another portion will travel east on L Street. In Alternative 2, the pipeline would continue on Avalon Boulevard until it E223rd Street, where it continue north until Dolores Avenue. On Dolores Avenue, the pipeline would turn north on Sepulveda and then west on Main Street until Lomita Boulevard where it will turn east and intersect at Avalon Boulevard. In Alternative 3, pipeline would continue on Avalon Boulevard until it E223rd Street, where it go north on Main Street until Lomita Boulevard where it will turn east and intersect at Avalon Boulevard.

- Going west from Avalon Boulevard, the proposed pipeline will travel on Pacific Coast Highway until it reaches Figueroa Street. From this intersection, the pipeline will split in two directions; one portion will continue west until it terminates at Pine Creek Lane, and the other portion of the pipeline will travel south on Figueroa Street. The pipeline that will travel south along Figueroa Street will continue south until it intersects with West L Street. From there the pipeline will travel west along L Street until it splits in three directions. One portion of the pipeline will continue west on L Street to deliver recycled water to Harbor City College, another portion will travel north on Figueroa Place to deliver recycled water to Harbor Park Golf Course, and another portion of the pipeline will continue south on Figueroa Place towards the intersection of I Street. The portion of the pipeline traveling south on Figueroa Place will turn west onto I Street and will then continue west on Anaheim Street to supply recycled water to the ConocoPhillips Refinery, the Ken Malloy Harbor Regional Park, and other DPH approved uses.

- Going east from Avalon Boulevard, from the intersection of East L Street and Avalon Boulevard, the pipeline will travel east on East L Street until it intersects with Coil Avenue. From the intersection of L Street and Coil Avenue the pipeline will split in two different directions. One portion of the pipeline will travel north along Coil Avenue before turning east on Mauretania Avenue and back to Pacific Coast Highway where it will terminate at the Tesoro Refinery. Another portion of the pipeline will travel south along Coil Avenue (from the intersection of L Street and Coil Avenue), continuing south along Mahar Avenue until reaching Anaheim Street. From this point, the pipeline will travel west along Anaheim Street, turn north onto Henry Bridges Avenue, continue west along L Street and then in will cross the Dominguez Channel. After crossing the Channel, the pipeline will continue west along I Street where it will then turn south onto Sampson Avenue. The pipeline will travel south a few feet until it terminates at the intersection of

Anaheim and Sampson Avenue to supply recycled water to Air Products Plant and Valero Refinery.

Construction of all 60,000 feet of pipeline is expected to start on October 1, 2009 and be completed by December 1, 2011.

Pipeline Construction Methods

The HRRWPP would consist of a 36-inch (or smaller) diameter pipeline installed in the ground beneath city streets. Installation of the pipeline would be accomplished using open trench excavation. However, in areas where trenching is not possible such as the Dominguez Channel, railroad crossings and major street intersections, construction of the pipeline will involve pipe jacking and/or directional drilling. Figure 1 shows the locations where either jacking and/or directional drilling construction methods may be used. As shown, pipe jacking will be utilized at various locations and the directional drilling method will be used to cross the Dominquez Channel. However, depending on the underground constraints and conditions, the number and location of the directional drilling sites may vary during construction. It can be assumed that open trench excavation will be used for all other areas of the pipeline route.

Existing underground pipelines and other underground infrastructure such as electrical conduits, telephone conduits, sewer mains, water mains, storm drains, gas lines, and oil lines will be located within the right-of-way and crossed by the proposed HRRWPP. All shared and crossed utility lines will be located prior to any ground disturbance so as to identify any potential constraints prior to construction.

Open Trench Excavation: Open-trench excavation is a construction method typically utilized to install pipelines and its appurtenant structures, which includes maintenance holes, flow meters, valves, and vaults. In general, the process consists of site preparation, excavation and shoring, pipe installation and backfilling and street restoration (where applicable). Construction usually progresses along the alignment with the maximum length of open trench at one time being approximately 300 feet in length with a work area of approximately 1,000 linear feet. The entire width of the construction zone would be approximately 20-24 feet in width. The following is a description of the phases of construction for trenching:

- **Site Preparation.** Traffic control plans, where necessary, would be first prepared in coordination with the Los Angeles Department of Transportation and/or local agency coordination, as applicable, to detour and delineate the traffic lanes around the work area. The approved plans would then be implemented. The existing pavement along the pipeline alignment would be cut with a concrete saw or otherwise broken and then removed using jackhammers, pavement breakers, and loaders. Other similar equipment may be used. The pavement would be removed from the project site and recycled, reused as a backfill material, or disposed of at an appropriate facility.
- **Excavation and Shoring.** A trench would be excavated along the alignment using backhoes, excavators, or other types of excavation equipment. Portions of the trench adjacent to some utilities may be manually excavated. The excavated soil may be temporarily stored in single rows adjacent to the trenches, stored at off-site staging areas, or immediately hauled away off-site.

The size of the trench for the proposed pipeline would be approximately 48 inches wide and approximately 300 feet long, at any given time for each section that is being constructed. In addition, depending on the depth of adjacent substructures along the alignment, the depth of the trench would range from approximately 5 to 10 feet below the ground surface. As the trench is excavated, the trench walls would be supported, or shored, typically with hydraulic jacks or trench boxes. Steel or wood sheeting between H-beams (e.g., beam and plate) may also be used for shoring. Other similar shoring methods may be utilized. Utilities not relocated prior to trenching would be supported as excavation and shoring occurs. If construction occurs in areas with high groundwater, the groundwater would be removed during excavation of the trenches, usually by pumping it from the ground through dewatering wells that have been drilled along the alignment. The extracted groundwater would first be treated for any contaminants, if present, before being discharged to the storm drain system under a permit issued by the Regional Water Quality Control Board (RWQCB).

- **Pipe Installation and Backfilling.** Once the trench has been excavated and shored, pipe laying would begin. Bedding material (such as sand or slurry) would be placed on the bottom of the trench. Pipe segments would then be lowered into the trench and placed on the bedding. If pipeline segments used do not include push-on joints, the segments would be welded to one another at the joints. The amount of pipe installed in a single day would vary, but is expected to range from 40-300 feet per day for the proposed HRPP. The recycled water line would be fully isolated from existing potable water lines in accordance with DHS regulations. Prior to backfilling, appurtenant structures would be installed as necessitated by design. After laying and attaching the pipe segments, the trench would be immediately backfilled with slurry backfill. Any open trench at the end of each work day would be covered with steel plates so that traffic could resume use of the lanes.
- **Street Restoration.** Any portion of the roadway or landscaped areas damaged as a result of construction activities would be repaved and/or restored in accordance with all applicable City of Los Angeles Department of Public Works standards. Once the pavement has been restored, traffic delineation (striping) would also be restored.

Pipe Jacking: Jacking and boring will be used at most of the constrained locations such as major street intersections and railroad crossings. The jack and bore method avoids any surface disruption by using an auger to bore the pipeline underground and across to a specified location on the other side known as a receiving pit. Pipe jacking is an operation in which the soil ahead of the steel casing is excavated and brought out through the steel casing barrel while the casing is pushed forward by a horizontal, hydraulic jack which is placed at the rear of the casing. The jacking equipment utilized for this operation is placed in the jacking pit. Once the casing is placed the pipe is installed inside the casing. At the receiving pit, the pipe is welded to the next length of pipe to be installed. The jack and bore method will allow the pipeline to be installed without disrupting traffic in heavily traveled areas and without disrupting rail service. The entire width of the construction zone would be approximately 20-30 feet in width depending on the size of the jacking pits. As with open trench excavation, the four primary phases for pipe jacking are site preparation, excavation and shoring, pipe installation, and site restoration as described below.

- **Site Preparation.** Where necessary, traffic control plans detailing methods for detour and delineation of traffic lanes around the work areas would be prepared and implemented. The Traffic Control Plans would be coordinated with the Los Angeles Department of Transportation, Caltrans, and all appropriate agencies. In preparing to

construct the jacking and receiving pits, the pavement would be first cut using a concrete saw or pavement breaker. As with open-trench excavation, the pavement would be removed from the project site and recycled, reused as a backfill material, or disposed of at an appropriate facility.

- **Excavation and Shoring.** A jacking pit and a receiving pit are generally used for each jacking location, one at each end of the pipe segment. The distance between the pits would be approximately 100 feet, but may be longer or shorter depending on site conditions. The average depth of construction would be 15-25 feet below the grade surface. The pits would be excavated with backhoes, cranes, and other excavation equipment. The excavated soil would be immediately hauled away. As excavation occurs, the pits would be shored utilizing a beam and plate shoring system.
- **Pipe Installation.** Once the pits are constructed and shored, a horizontal hydraulic jack would be placed at the bottom of the jacking pit. The steel casing would be lowered into the pit with a crane and placed on the jack. A simple cutting shield would be placed in front of the pipe segment to cut through the soil more easily. As the jack pushes the steel casing and cutting shield into the soil, soil would be removed from within the leading casing with an auger or boring machine, either by hand or on a conveyor. Once the segment has been pushed into the soil, a new segment would be lowered, set in place, and welded to the casing that has been pushed. Installation of the steel casing is expected to progress at approximately 10 feet per day. Once the casing has been installed, the carrier pipe would then be lowered and placed on the jacks, which would push the pipe into the steel casing. Installation of the pipeline is expected to progress at approximately 10 linear feet per day. Per County of Los Angeles Department of Health Services requirements, the pipeline would be covered with purple plastic that contain lettering identifying the pipe as recycled water pipeline to prevent any potential potable use (County of Los Angeles, 2007).
- **Street Restoration.** After completion of the pipe installation along the jacking location, the shoring system would be disassembled as the pits are backfilled, the soil compacted and the pavement or landscaping above replaced. Once the pavement has been restored, traffic delineation (striping) would also be restored.

In sequence, the general process for both the open trench excavation and pipe jacking methods consists of site preparation, excavation, pipe (and/or appurtenant structures) installation and backfilling, and site restoration. Both construction methods would require an off-site staging area to temporarily store supplies and materials. It is anticipated that multiple staging areas will be required at various locations. While the exact locations of all staging areas are currently unknown, all staging areas are anticipated to take place within LADWP property. The primary staging areas will likely be at the LADWP Harbor District Yard. Lane closures will occur along the pipeline route as needed. It is anticipated that construction of the proposed pipeline may result in the closing of up to two travel lanes where construction would be taking place. No complete street closures are currently anticipated. All traffic facility closures will have prior notice and approval from the Los Angeles Department of Transportation, Caltrans, and/or any other local transportation agency.

Directional Drilling: Directional Drilling method will be used at two different locations to install a portion of the pipeline across the Dominguez Channel. (See Figure 1) However, depending on the underground constraints and conditions, the number and location of the directional drilling sites may vary during construction. This method requires drilling across and under the Channel

using a drill head attached to a 4-inch steel cable. The stringed pipe on the exit point of the drill is attached to the end of the steel cable and is pulled back with the pipe through the bore and out in the drill entry point. Required fittings are installed at each end of the pipe for connection to the pipeline installed by trenching method. This operation may require closure of two lanes.

As with open trench excavation and pipe jacking, the four primary phases for directional drilling can be defined as site preparation, excavation and shoring, pipe installation, and site restoration as described below.

- **Site Preparation.** Where necessary, traffic control plans detailing methods for detour and delineation of traffic lanes around the work areas would be prepared and implemented. The Traffic Control Plans would be coordinated with the Los Angeles Department of Transportation, Caltrans, and all appropriate agencies.
- **Excavation and Shoring.** This method requires drilling across and under the channel and/or freeway using a drill head attached to a 4-inch steel cable (may require several passes until required bore is attain). The stringed pipe on the exit point of the drill is attached to the end of the steel cable and is pulled back with the pipe through the bore and out in the drill entry point. Required fittings are installed at each end of the pipe for connection to the pipeline installed by trenching method. The average depth of construction would be 20-60 feet below the grade surface.
- **Pipe Installation.** Once the pilot bore hole under the Channel is complete, a reamer will be attached to the drill stem to increase the size of the bore hole. Once the appropriate size is achieved, the pipe will be attached to the cable and the pipe will be pulled back through the hole. Installation of the pipeline is expected to progress at approximately 5-50 linear feet per day.
- **Street Restoration.** After completion of the pipe installation along the directional drilling location, the pavement or landscaping as necessary will be replaced. Once the pavement has been restored, traffic delineation (striping) would also be restored.

Construction Timing and Equipment

Construction activities would occur between 6:00 a.m. and 3:30 p.m. Monday through Friday along the majority of the proposed pipeline route. However, nighttime construction (i.e., between 8:00p.m. and 6:00 a.m.) may occur in both Carson and Los Angeles, to avoid traffic congestion, per Caltrans and other agency requirements. Site preparation and construction activities would primarily consist of operation of one or more of the following:

- Two rubber tire backhoes
- Three end dump trucks
- Two small 5-cyd dump truck
- Two 15-ton crane
- Two utility/gang truck
- Four pick-up trucks

Construction would typically require three to four crews of approximately eight workers each on a daily basis. On a typical workday, an average of 15-30 workers (up to a maximum of 40 workers) would travel directly to one of the predetermined staging areas (primarily the Harbor District Yard) nearest the work site, where they would gather equipment and proceed in work

crews, to the construction site along the alignment. Additionally, construction activities would include truck trips associated with supply delivery (including pipeline sections), transport of excavated soil from trenching (soil would be transported to the closest appropriate LADWP facility, as is standard LADWP practice, for reuse or ultimate disposal), and transport of backfill and paving materials to the site. Exported material would be transported to the closest appropriate facility. Contaminated material, if encountered, will likely be hauled to a location in Irwindale, or similar facility. No existing or abandoned pipeline or utility infrastructure will be removed or replaced; therefore no other material is expected to be removed during construction.

Table 1, below, lists the construction equipment required for the project along with the equipment's fuel type and the number of hours the equipment would be in service each day. For maximum level of impact analysis, a worst-case scenario is assumed in that all equipment identified in Table 1 would be used at all times everyday of the construction period.

TABLE 1
Construction Equipment by Stage of Construction

Equipment	Quantity	Type of Fuel	Hours per Day
All Phases			
Construction Worker Vehicles	8	Light Gasoline	8
Site Preparation			
End Dump Trucks	6	Heavy Diesel	8
5-cyd Dump Truck	3	Medium Diesel	6
Excavating and Shoring			
End Dump Trucks	6	Heavy Diesel	8
5-cyd Dump Truck	4	Medium Diesel	6
Backhoe	4	Medium Diesel	6
Loader	4		6
Excavator	4		6
Compactor	4		4
15-ton Crane	4	Heavy Diesel	8
Water Trunk	2	Heavy Diesel	8
Pipe Installation & Backfilling			
Hydraulic Jack	3	Light Diesel	6
Auger Machine	3	Light Diesel	6
Welding truck with Generator	3	Light Gasoline	4
40 kW Generator	3	Light Gasoline	6
Street Restoration			
Paver	2	Light Diesel	2

Operations and Maintenance

There will be two tests performed on the line prior to operation. A Hydrostatic Pressure Test will be performed to prove that the pipeline, fittings, and welded section maintain mechanical integrity without failure or leakage under pressers and a Cross Connection Test (as defined by the California Code of Regulations) will be is performed to ensure that an absolute separation

exists between the recycled and potable water systems). Upon the successful completion of these tests the project would go online. Operation of the proposed HRRWPP would not require any new permanent staff at either WBMWD or LADWP. Recycled water would be moved through the HRRWPP pipeline by pumps at the JMMWRF. The pumps would be electronically controlled and operated from either WBMWD or LADWP's operational control center.

The amount of recycled water pumped through the HRRWPP would be regulated to closely match demand in order to avoid stagnant water in the pipeline. Therefore, the quantity of water pumped would vary with maximum flows coinciding with peak demand for irrigation water in summer and minimum flows during winter.

In the event of pipe failure during operation, safety valves throughout the water distribution system may be shut off in response to a loss of pressure and to isolate any line breakage. The type of recycled water that will be delivered is referred to as Nitrified Title 22 recycled water. This water is treated to meet the requirements established by the State of California Department of Public Health.

2.3 Required Permits and Approvals

Several discretionary and non-discretionary approvals and/or permits would be required to implement the proposed project. The environmental documentation for the project would be used to facilitate compliance with federal and state laws and the granting of permits by various state and local agencies having jurisdiction over one or more aspects of the project. These approvals and permits may include but may not be limited to the following.

State Agencies

California Regional Water Quality Control Board

- NPDES Permit for Construction Storm Water: Applicant is required to submit a Notice of Intent (NOI) to the RWQCB, Los Angeles Region, for coverage under the General Construction Permit.
- National Pollution Discharge Elimination System (NPDES) Permit for Construction Dewatering
- NPDES Permit for Hydrostatic Test Water Discharge
- Clean Water Act, Section 402 General Construction Activity Storm Water Permit
- Storm Water Pollution Prevention Plan (SWPPP): The SWPPP is a standard requirement for development under the General Construction Permit. The SWPPP shall be developed and implemented throughout the entire project. The SWPPP shall contain the elements required by the General Construction Permit and illustrate the protective measures that would be taken during construction to control storm water runoff and erosion and siltation on site. The SWPPP is to remain on site throughout construction and be available for inspection if requested by the RWQCB or County.

California Department of Transportation

- Right of Way Encroachment Permit is required for trenching activities on Pacific Coast Highway and on-and-off ramps at Highway 101

California Department of Public Health

- Coordination of design and construction involving activities that might potentially affect water supplies

California Division of Occupational Safety and Health

- Construction permit is required for construction of trenches or excavations which are five (5) feet or deeper and into which a person is required to descend.

Local Agencies

County of Los Angeles Department of Public Health

- Approval for regulatory requirement such as the Separation Criteria of Water Main and Non Potable Pipeline

County of Los Angeles Flood Control District

- Right of Way Easement for construction and maintenance of pipeline under the Dominguez Channel
- A discharge permit is needed for construction dewatering water discharge into the storm system and channels.

County of Los Angeles Department of Public Works

- Coordination of jacking activities beneath various intersections (utility locations)

City of Los Angeles, Department of Water and Power **(CEQA Lead Agency)**

- Certification by the Board of Commissioners that the EIR was prepared in accordance with CEQA and other applicable codes and guidelines (discretionary)
- Approval by the Board of Commissioners of the proposed project (discretionary)

City of Carson Planning Commission

- CEQA compliance
- Approval to construct the proposed project

City of Los Angeles Department of Transportation

- Temporary lane closures and traffic related issues during construction

City of Los Angeles Department of Parks and Recreation

- Coordination of construction activities near the Ken Malloy Harbor Regional Park

City of Los Angeles Police Department

- Security and street clearance needed for nighttime construction

City of Los Angeles Department of Public Works, Bureau of Street Services

- Planning for street closures

City of Los Angeles Department of Public Works, Bureau of Engineering

- Excavation Permits
- Haul Route Permits

City of Los Angeles Department of Building and Safety

- General building permits for grading, electrical and mechanical work would be needed
- Haul Route Permits

City of Los Angeles Department of Planning

- Conditional Use Permit

City of Los Angeles Department of Public Works, Flood Control

- Discharge Permit for construction dewatering and hydrostatic test water discharge in storm system and channel

City of Los Angeles Department of Public Works, Bureau of Sanitation

- Approval for discharging hydrostatic test water to the sewer system is required

SECTION 3.0
INITIAL STUDY CHECKLIST

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the *CEQA Guidelines* (2006) to determine if the project may have a significant effect on the environment.

Project Title:
Harbor Refineries Recycled Water Pipeline Project

Lead Agency Name and Address:
Los Angeles Department of Water and Power
Environmental Services
111 North Hope Street, Room 1044
Los Angeles, CA 90012

Contact Person and Phone Number:
Shilpa Gupta
Environmental Specialist
Los Angeles Department of Water and Power
(213) 367-0610

Project Sponsor's Name and Address:
Los Angeles Department of Water and Power
Solar Energy Resources Development
111 North Hope Street
Los Angeles, CA 90012

Responsible Agency:
West Basin Municipal Water District
17140 South Avalon Blvd. Suite 210
Carson, CA 90746-1296

Project Location:
The Harbor Refineries Recycled Water Pipeline Project begins at the Juanita Millender-McDonald Water Recycling Facility (JMMWRF), located in the City of Carson at 21029 S. Wilmington Ave, and continues into the City of Los Angeles to various LADWP customers in the Harbor area of the City of Los Angeles.

General Plan Designation (County of Los Angeles General Plan):
Various

Zoning Areas
Various

Description of Project:
The proposed project, involves the construction of approximately 60,000 feet of 36-inch underground recycled water pipeline from the WBMWD water recycling plant in the City of Carson to the various industrial and irrigation customers in the Los Angeles Harbor Area. The proposed pipeline would convey recycled water, treated to CDPH Title 22 water quality standards and further treated by nitrification, to various LADWP and WBMWD customers.

The project is being undertaken to not only to conserve potable water but also to provide the region with a dependable and locally controlled water supply. By replacing potable demand with recycled water, the region will benefit by increasing the reliability of water supply, reducing its reliance on imported water supplies, and decreasing wastewater discharge into the Santa Monica Bay.

Surrounding Land Uses and Setting:

Various land uses in an urban setting.

Agencies That May Have an Interest in the Proposed Project:

Responsible/Trustee Agencies:

- City of Carson Planning Commission
- Los Angeles Department of Water and Power

Reviewing Agencies:

- Los Angeles Department of Water and Power
- City of Carson Planning Commission

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the Environmental Impacts discussion in Section 4.

☐ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☒ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use Planning
☐ Mineral Resources	☒ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☒ Transportation/Traffic
☐ Utilities/Service Systems	☒ Mandatory Findings of Significance	

DETERMINATION

On the basis of this initial evaluation:

☐ I/We find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I/We find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION (MND) will be prepared.

☒ I/We find that the proposed project MAY have a significant effect on the environment, and an environmental impact report is required.

☐ I/We find that the proposed project may have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed.

☐ I/We find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

Charles Holloway, Manager of Environmental Assessment
Los Angeles Department of Water and Power

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS**. Would the project:				
a.	Have a substantial adverse effect on a scenic vista?				**X**
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			**X**	
d.	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			**X**	
e.	Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?				**X**
II.	**AGRICULTURE RESOURCES**. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b.	Conflict with existing zoning for agricultural use, or a Williamson act contract?				**X**
c.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				**X**
III.	**AIR QUALITY**. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?				**X**
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	**X**			
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 which exceed quantitative thresholds for ozone precursors)?	**X**			
d.	Expose sensitive receptors to substantial pollutant concentrations?	**X**			
e.	Create objectionable odors affecting a substantial number of people?				**X**

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES**. Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?				**X**
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?			**X**	
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?			**X**	
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
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?				**X**
V.	**CULTURAL RESOURCES**. Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	**X**			
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	**X**			
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**X**			
d.	Disturb any human remains, including those interred outside of formal cemeteries?	**X**			
VI.	**GEOLOGY AND SOILS**. Would the project:				
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.			**X**	

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
	ii) Strong seismic ground shaking?			X	
	iii) Seismic-related ground failure, including liquefaction?				X
	iv) Landslides?				X
b.	Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
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?			X	
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?			X	
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?				X
VII.	**HAZARDS AND HAZARDOUS MATERIALS**: Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?	X			
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
d.	Be located on a site that 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?	X			
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?				X
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?				X
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**
VII.	**HYDROLOGY AND WATER QUALITY**. Would the project:				
a.	Violate any water quality standards or waste discharge requirements?			**X**	
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)?			**X**	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			**X**	
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 that would result in flooding on- or off-site?			**X**	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			**X**	
f.	Otherwise substantially degrade water quality?			**X**	
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?				**X**
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?			**X**	
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?				**X**
j.	Inundation by seiche, tsunami, or mudflow?				**X**
IX.	**LAND USE AND PLANNING**. Would the project:				
a.	Physically divide an established community?				**X**
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?			**X**	

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				**X**
X.	**MINERAL RESOURCES**. Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
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?				**X**
XI.	**NOISE**. Would the project result in:				
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?	**X**			
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	**X**			
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	**X**			
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	**X**			
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?				**X**
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?				**X**
XII.	**POPULATION AND HOUSING**. Would the project:				
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)?				**X**
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				**X**
XIII.	**PUBLIC SERVICES**.				

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	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:				
	i) Fire protection?				X
	ii) Police protection?				X
	iii) Schools?				X
	iv) Parks?				X
	v) Other public facilities?				X
XIV.	**RECREATION**.				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
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?				X
XV.	**TRANSPORTATION/TRAFFIC**. Would the project:				
a.	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	X			
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	X			
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?				X
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
e.	Result in inadequate emergency access?	X			
f.	Result in inadequate parking capacity?	X			
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
XVI.	**UTILITIES AND SERVICE SYSTEMS**. Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	

		Potentially Significant Impact	Less than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			**X**	
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			**X**	
e.	Result in a determination by the wastewater treatment provider that 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?			**X**	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			**X**	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			**X**	
XVII.	**MANDATORY FINDINGS OF SIGNIFICANCE**.				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			**X**	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.			**X**	
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	**X**			

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SECTION 4.0
ENVIRONMENTAL IMPACT ASSESSMENT

INTRODUCTION

The following discussion addresses impacts to various environmental resources, per the IS checklist questions contained in Appendix G of the *CEQA Guidelines*.

I. AESTHETICS

Would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas are those that offer high-quality views of the natural environment. There are no designated scenic vistas in the immediate vicinity of the proposed project or in sufficiently close proximity such that views from those vistas would be adversely affected by the proposed project. Furthermore, the pipeline would be located underground within existing street rights of way, except for at railroad crossings and crossings of the Dominguez Channel and portions of customer property. Since the pipeline would be buried, no near or distant scenic views would be blocked. There would be temporary above ground appurtenant facilities, however due to the short term duration, there would be no impact on surrounding vista. Although the appearance of construction sites has the potential to affect the scenic quality of each location, any Project impacts that may occur during Project construction would be temporary in nature and would cease to occur at the completion of Project construction. No mitigation measures would be required and nor further evaluation of this issue in an environmental impact report is necessary.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. Scenic resources are generally considered visually interesting features, such as historic structures, rock outcroppings, and natural or unique vegetation. No scenic resources currently exist within the proposed pipeline route, which is primarily within street rights-of-way and industrial areas. No State of California scenic highways are located in the vicinity of the proposed pipeline route. Project construction is short-term in nature and would not have any long-term impact on scenic resources. During Project operation, the proposed pipeline would be underground and would have no affect on the aesthetic environment. Therefore, the project would not damage scenic resources in the vicinity of the Project. No mitigation measures would be required and no further evaluation of this issue in an environmental impact report is necessary.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than significant impact. The proposed project would involve temporary construction activities to construct an underground recycled water pipeline with appropriate appurtenant structures as related to construction. The proposed project pipeline would be located underground and would not be visible to viewers. Because the pipeline would be placed underground, operation of the pipeline would not affect the visual character of the surroundings areas. The proposed project's visual impacts would be temporary and limited to the construction phase. Therefore, the impact to the existing visual character of the site and its surroundings would be less than significant. No mitigation measures would be required and no further evaluation of this issue in an environmental impact report is necessary.

d) Create new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less than significant impact. Construction activities would occur primarily during daylight hours. However, nighttime construction, which would require illumination of the construction site, may be required in response to managing other construction impacts (e.g., traffic) per Caltrans and LADOT requirements. Such areas would be high volume streets, bridges, or on-ramps to the freeways and would be located away from residences, schools or other noise sensitive land uses.. Land uses located immediately along these portions of the proposed pipeline right-of-away are predominantly light industrial and manufacturing and any residential uses located off of the right-of-way on adjacent streets would not be significantly impacted by lighting during nighttime construction; as all construction lighting would be shielded to avoid light spillage and would be directed inward towards the existing pipeline right of ways. Furthermore, due to the pace of construction impacts associated with constructed would be short-term and temporary and would not constitute a significant impact. No mitigation measures would be required and no further evaluation of this issue in an environmental impact report is necessary.

II. AGRICULTURE RESOURCES
Would the project:

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

No Impact. No part of the proposed project is located on or near Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program[1] of the California Resource Agency (Dept. of Conservation, 2006). Therefore, no further evaluation of this issue in an environmental impact report is necessary.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. No part of the proposed pipeline route is located on or near land zoned for agricultural use or subject to a Williamson Act contract (Dept. of Conservation, 2006). The proposed project would not conflict with existing zoning for agricultural

[1] State of California, Division of Land Resource Protection. *Farmland Mapping and Monitoring Program*. Website http://www.consrv.ca.gov/DLRP/fmmp/index.htm, Accessed August 2008.

use, or a Williamson Act contract. The California Land Conservation Act of 1965 - commonly referred to as the Williamson Act - enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The proposed project would be located within the Cities of Carson and Los Angeles, in a highly urbanized area. There are no Williamson Act contracts applicable to the project site.[2] As such, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no further evaluation of this issue, in an environmental impact report, is necessary.

c) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use?

No Impact. As previously discussed, the project site does not contain land that is designated as Prime, Unique Farmland, or Farmland of Statewide Importance as mapped by the Farmland Mapping and Monitoring Program. The proposed project is an underground recycled water pipeline that would reduce demand on potable water within the LADWP water distribution system by utilizing recycled water. Therefore, the proposed project would not induce growth, which could result in the conversion of Farmland to non-agricultural use. The proposed project traverses through heavily urbanized areas in the Cities of Los Angeles and Carson and would not directly affect any agricultural lands. Therefore, the proposed project would not involve any changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. No further evaluation of this issue, in an environmental impact report, is necessary.

III. AIR QUALITY

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., the Imperial County Air Quality Management Plan)?

No Impact. The Federal Clean Air Act requires jurisdictions of non-attainment areas to prepare air quality plans that demonstrate strategies for achieving attainment. Air quality plans developed to meet federal requirements are referred to as State Implementation Plans (SIPs). The California Clean Air Act also requires plans for non-attainment areas with respect to the State standards. For the HRRWPP area, the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) have responsibility for preparing an Air Quality Management Plan (AQMP), which addresses the Federal and State Clean Air Act requirements. The AQMP details goals, policies, and programs for improving air quality and establishes thresholds for daily emissions. Environmental review of individual projects within the region must demonstrate that daily construction and operational emission thresholds, as established by the SCAQMD, would not be exceeded, nor would the number or severity of existing air quality

[2] California Department of Conservation. *Williamson Act Program.* Website ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Map%20and%20PDF/Imperial/Imperial%20wa%2006_07.pdf. Accessed August 2008.

violations be increased. The proposed project would be inconsistent with air quality plans if it would result in population and/or employment growth that exceeds the growth estimates included in the applicable air quality plan.[3] The proposed project would create a water pipeline, allowing the use of recycled water for LADWP and WBWMD customers. Implementation of the proposed project does not include the development of any residential housing or create an increase in employment in the area. Therefore, the project would not affect local or regional population or employment and would therefore be consistent with SCAG's Growth Management Plan. The proposed project would not require any additional LADWP employees for operations. Because there would be no employment growth generated by the proposed project, the HRRWPP would not conflict with or obstruct implementation of SCAQMD's AQMP. The SCAQMD Rules and Regulations constitute a significant part of the attainment plan. Applicable rules and regulations for the proposed project may include: Rule 401 Visible Emissions; Rule 402 Nuisance; Rule 403 Fugitive Dust; Rule 1110.2 Emission from Gaseous- and Liquid-Fueled Engines; Rule 1113 Architectural Coatings; and Rule 1166 Volatile Organic Compound Emission from Decontamination of Soil. The proposed project would be constructed and operated in compliance with all SCAQMD rules and regulations; therefore, the proposed project would not conflict with or obstruct implementation of SCAQMD's AQMP. No impacts would occur. No further evaluation of this issue, in an environmental impact report, is necessary.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The proposed project would be located in the Los Angeles County sub-area of the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD. Project-related air emissions would have a significant effect if they resulted in concentrations that create either a violation of an ambient air quality standard or significantly contribute to an existing air quality violation. Should ambient air quality already exceed existing standards, the SCAQMD has established specific significance threshold criteria to account for the continued degradation of local air quality. During construction, a temporary increase in emissions is anticipated due to the use of heavy equipment and soil disturbance. SCAQMD has adopted standard mitigation measures for construction emissions that must be followed regardless of predicted total construction emissions for a project.

Construction of the proposed project would result in short-term increases in air pollution emissions in the area of the pipeline route. Construction equipment often use diesel fuel, which contains the pollutants most likely to trigger a SCAQMD threshold (particularly oxides of nitrogen [NOx]).

Long-term air quality impacts are those associated with the change in permanent usage of the HRRWPP route. Two types of air pollutant sources are considered with respect to a proposed project: stationary and mobile sources. As the proposed project is a recycled water pipeline, no stationary source emissions would occur. Mobile source emissions are associated with vehicular traffic. Mobile source air pollutant emissions associated with the operation of the HRRWPP would be minimal and only generated during periodic maintenance and inspection activities.

[3] SCAQMD. 1993. CEQA Air Quality Handbook.

Because potentially significant impacts may occur during construction of the project, this issue will be further evaluated in an environmental impact report.

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 which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The CEQA Guidelines require that a project be evaluated with respect to its contribution to the cumulative baseline. The cumulative baseline includes all emissions from existing sources in the region plus foreseeable changes to emissions associated with growth in the region. This contribution with respect to air emissions would include both construction and operational emissions. Cumulative projects would include any new development or general growth within the project area. With regard to short-term impacts, cumulatively considerable impacts would result if emissions associated with the proposed project, combined with other projects, would result in emissions that exceed the SCAQMD thresholds. As potentially significant impacts related to this issue may occur, this issue will be further evaluated in an environmental impact report.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Parts of the proposed project would be adjacent to sensitive receptors, particularly residential uses. Since daily construction emissions could exceed the SCAQMD significance thresholds for daily emissions, a potential exists for localized exposure to air pollutants in excess of SCAQMD thresholds. This impact is potentially significant and will be analyzed in the environmental impact report.

Following construction of the buried pipeline, no additional vehicle trips to and from the project site would be generated in relation to the water storage and transport function; the operation of the buried pipelines would not require the use of pollutant-generating equipment. However, the small number of vehicle trips emissions is not anticipated to create significant impacts in relation to exposure of sensitive receptors to substantial pollutant concentrations. Operation of the proposed project would create less than significant impacts, and no further analysis of this issue is required.

e) Create objectionable odors affecting a substantial number of people?

No Impact. Operation of trucks and construction equipment may generate standard odors associated with fuel combustion. However, these odors dissipate rapidly in the atmosphere and would exist only temporarily in proximity of the equipment and vehicles. The odors, such as odors from the water itself, if applicable, would be controlled in accordance with the SCAQMD. No impact would occur.

IV. BIOLOGICAL RESOURCES

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS?

No Impact. The project impacts will be limited in size and to the city street Right-of-Way (ROW) as well as to the disturbed habitat surrounding Dominguez Channel. No suitable habitat for any sensitive species will be impacted by construction and operation of the project. No candidate, sensitive, or special status species are expected to occur within the Project site. Implementation of the proposed Project would not result in any impacts to a species listed as a candidate, sensitive, or special status species in any local, regional, state or federal plans, policies or regulations. Therefore, no impact is anticipated.

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 CDFG or USFWS?

No Impact. The Project site has been previously disturbed and is relatively flat. No riparian habitat or sensitive natural communities are expected to occur within the Project site. A southern willow scrub riparian habitat is in the vicinity of the Project site, but is within Harbor Regional Park. A chain link fence demarks the boundaries of the park containing the riparian habitat. Project-related impacts will not extend beyond the chain link fence. Therefore, implementation of the Project would not result in any impacts to riparian or wetlands habitat.

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?

Less Than Significant Impact. No wetlands exist within the Project site. Dominguez Channel occurs within the Project site, however horizontal directional drilling will be used to bore beneath the channel. Because the construction and operation of the proposed Project would occur below the ground surface under the Dominguez Channel, the construction and operation of the project would not affect the habitat within the Dominguez Channel and no impacts to Dominguez Channel are anticipated. Permits for the crossing of Dominguez Channel will be required from both the U.S. Army Corps of Engineers (USACE) and the CDFG. Compliance with the required permitting process would ensure that impacts are less than significant.

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/breeding sites?

Less Than Significant Impact. The Project site is limited to city street ROW's and located in a highly urbanized area surrounded by disturbed and urban/developed habitat. Trees occur along the streets that may provide suitable nesting habitat. However, if construction is to occur during the nesting season (February 1 through

August 31) then, per State and federal regulations, a pre-construction survey will be required to be conducted by a qualified biologist within 30 days prior to grading or trimming activities of the trees to identify all active nests in areas impacted throughout project construction and implementation. If an active nest is identified during the pre-construction survey, no construction activity would be permitted to take place within a minimum of 50 feet of any active nest until the young have fledged (as determined by a qualified biologist) and the nest is no longer determined to be active. This distance would be expanded for any nesting raptor species.

The proposed project is limited in size, and the extent of the overall impacts is minimal and primarily restricted to developed land, disturbed habitat, and Peruvian pepper and eucalyptus woodland communities. Compliance with mandatory requirements identified above regarding nesting bird surveys would ensure that the proposed Project would not interfere with, or result in significant impacts to the movement of a native or migratory species, a wildlife corridor or nursery sites and associated impacts would be less than significant.

Crossing of Dominguez Channel by HDD will not impact the movement of any fish in the channel and will not have an effect on any fish nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

No Impact. The proposed Project site is currently disturbed and developed and contains commonly occurring trees and shrubs that will either need to be removed or trimmed, according to the City of Carson's municipal code Title 13, Chapter 13.04.090, prior to construction. However, no trees will be removed from the Project site that would conflict with the City's Designation of Landmark Trees (Title 13, Chapter 13.01.070 of the City's Municipal Code). Therefore, implementation of the proposed Project would result in no impacts related to this issue.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is currently disturbed and developed and is surrounded by developed land uses. The Project site is identified as urbanized and is not located in an area designated by any City recognized natural community conservation plan or habitat conservation plan (HCP). Therefore, the Project will not impact any HCP, Natural Community Conservation Plan (NCCP), or any other approved local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?

Potentially Significant Impact. The proposed project assumes that the recycled water system's pipelines will be constructed underground and within the existing

right-of-way for streets, thereby having no effect on adjacent architectural resources. The proposed project also assumes that the connections from the recycled water system pipelines recipients will also be underground, thereby having no impact on architectural resources. Any disturbance to vegetation or landscaping that may contribute to the significance of a historic property will be temporary and restored to its pre-construction appearance in accordance with the Secretary of the Interior's Standards for repair, restoration, rehabilitation, and reconstruction.

Aboveground valves and other aboveground facilities associated with the recycled water system will be constructed along portions of the route. Depending upon location in both the Cities of Carson and Los Angeles, some of these could have the potential to impact historic architectural resources. These impacts would be potentially significant, and would be thoroughly evaluated in the environmental impact report.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?

Potentially Significant Impact. The recycled water system pipeline has the potential to impact at least one NRHP site and has the potential to significantly impact 4 potentially significant sites in the City of Los Angeles.

The proposed project would extend across areas of high archaeological sensitivity where trenching may have a significant impact, depending on the amount of prior disturbances due to other subsurface utilities in the area. Suangna Indian Village (CA-LAn 98 (013)) is located east of Avalon Boulevard near Sepulveda Boulevard and Wilmington Avenue. This site is on the NRHP and has documented as a village site with artifacts, burials and a shell midden. Records indicate that a portion of the site may be west of Avalon Boulevard. No information is available on the site within the pipeline right-of-way. Archaeological and Native American monitoring in the vicinity may be the only method of determining if any intact deposits exist.

Four archaeological sites (CA-LAn 123; 124; 125; and126) recorded in the early 1950s are located along the southern boundary of Harbor Park, immediately adjacent to Anaheim Street. These sites have not been previously evaluated. Since the proposed pipeline will be located in the street, no information is available on the sites within the pipeline right-of-way. Archaeological sensitivity in the area is high and therefore archaeological and Native American monitoring in the vicinity may be the only method of determining if any intact deposits exist.

Therefore, impacts to archeological resources would be potentially significant, and further evaluation in the environmental impact report is required.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. . The project has the potential to disturb paleontological resources along the route. One known vertebrate fossil locality has been identified directly within the boundaries of the proposed project area, and additional localities of known deposits from the same sedimentary deposits are in the area.

Additionally, many known fossil localities have been located in the southern section of the project area; as well as close to the northwest section of the route. Fossils are located in both the older and younger alluvial deposits. Paleontological sensitivity in the area is high and therefore monitoring in the vicinity may be the only method of determining if any intact deposits exist. Impacts related to paleontological resources would be potentially significant, and further evaluation in the environmental impact report is required.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. . The recycled water system pipeline has the potential to disturb human remains within the area of CA-LAn 98 (013) along Avalon Boulevard north of Sepulveda Boulevard. Human remains have been identified during data recovery excavations undertaken at the site in the past. The potential for additional human remains cannot be determined and the subsurface disturbance in the area is currently unknown. Archaeological sensitivity in the area is high and therefore archaeological and Native American monitoring in the vicinity may be the only method of determining if any intact deposits exist. If human remains are encountered within the project area, the WBMWD and/or LADWP shall be responsible for complying with provisions of Public Resources Code Sections 5097.98 and 5097.99, and 7050.5 of the California Health and Safety Code, as amended by Assembly Bill 2641. Restrictions or procedures for excavation, treatment, or handling of human remains shall be established in consultation with the individuals designated by the Native American Heritage Commission as the Most Likely Descendents.

Impacts associated with this issue would be potentially significant, and further evaluation in the environmental impact report is required.

VI. GEOLOGY AND SOILS

Would the project:

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.

Less Than Significant Impact. As with most of southern California, the project site is located in a seismically active region and has the potential to be subjected to ground shaking hazards associated with earthquake events on active faults throughout the region. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Special Studies Zone Act has three main provisions: 1) directs the State of California Division of Mines and Geology to compile detailed maps of the surface traces of known active faults. These maps include both the best known location where faults cut the surface and a buffer zone around the known trace(s); 2) requires property owners (or their real estate

agents) to formally and legally disclose that their property lies within the zones defined on those maps before selling the property; and 3) prohibits new construction of houses within these zones unless a comprehensive geologic investigation shows that the fault does not pose a hazard to the proposed structures.

The project site is not located within a fault rupture zone or within a currently established Alquist-Priolo Earthquake Fault Zone.[4,5] No known active faults traverse the project site. However, several potentially active faults are located in the project vicinity

Accordingly, the potential for surface rupture at the site is low. The proposed project would construct an underground recycled water pipeline. As such, all proposed project structures would be designed and constructed in accordance with the latest version of the California Building Code, the Uniform Building Code, and all other applicable federal, state, and local codes, and neither people nor structures would be exposed to potential substantial adverse effects from fault rupture. The impact would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The proposed project would be subject to ground shaking associated with earthquakes on faults of both the major San Andreas and Transverse Ranges fault systems. The Los Angeles area has many active and potentially active faults that may subject the project route to moderate to strong ground shaking during a major earthquake event. The closest major active and potentially active faults in the area include the Raymond Hill, Santa Monica, Hollywood, Northridge Thrust, Verdugo and Sierra Madre faults. Seismic shaking maps by the California Geological Survey (CGS) predict a 10 percent chance of exceedance in 50 years of 0.5 to 0.6 g (gravity) peak ground acceleration in the proposed project area (DOC, 2006). This moderate ground shaking is not likely to cause significant damage to a buried pipeline as this is typical of any project site in Southern California. Therefore, impacts associated with this issue would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction typically occurs when loose sand and silt that is saturated with water behave like a liquid when shaken by an earthquake. Earthquake waves cause water pressures to increase in the sediment and the sand grains to lose contact with each other, leading the sediment to lose strength and behave like a liquid. The soil can lose its ability to support structures, flow down even very gentle slopes, and erupt to the ground surface to form sand boils. Many of these phenomena are accompanied by settlement of the ground surface — usually in uneven patterns that damage buildings, roads and pipelines. According to the Carson General Plan seismic related ground failure including liquefaction if not a threat for the proposed project within the Carson boundaries. According to the Wilmington-Harbor Community

[4] California Geological Survey. *Alquist-Priolo Earthquake Fault Zones.* Available at: http://www.conservation.ca.gov/cgs/rghm/ap/Map_index/Pages/county.aspx
Draft Geotechnical Report for Harbor Refineries Pipeline Project, October 2008

Plan, potential sites for liquefaction lie on PCH and on Anaheim Street, north of Highway 110 and on 1st street from Henry Ford Avenue to Sampson Avenue. However, construction measures, in accordance with the California Building Code, would be taken to prevent liquefaction impacts on the recycled water pipeline. Therefore, impacts associated with liquefaction would be less than significant and this issue is not required to be further analyzed in the environmental impact report.

iv) Landslides?

No Impact. The proposed project would not expose people or structures to adverse effects associated with landslides. Landslides occur when masses of rock, earth, or debris move down a slope. Landslides are caused by disturbances in the natural stability of a slope. They can accompany heavy rains or follow droughts, earthquakes, or volcanic eruptions. Construction activities, such as grading, can accelerate landslide activity.

The proposed project site is within a highly urbanized setting. The project site is not mapped as an area susceptible to landslides. No impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The proposed project would not result in substantial soil erosion or the loss of topsoil. Construction of the proposed project would result in ground surface disturbance during excavation and grading that could create the potential for erosion to occur. The topsoil from any onsite borrow areas would be stockpiled and replaced over the disturbed area during site restoration. Since the proposed project site is greater than one acre, LADWP's construction contractor must prepare and comply with a SWPPP, which would include erosion control measures. In addition, LADWP's construction contractor must comply with a Storm Water Construction Activities General Permit and obtain a National Pollution Discharge Elimination System (NPDES) Permit. Compliance with existing regulations would reduce impacts due to soil erosion to a less than significant level.

Additionally, the project would be in compliance with the latest version of the California Building Code, the Uniform Building Code, and all other applicable federal, state, and local codes. The impact would be less than significant. This project will not be further evaluated in the environmental impact report.

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?

Less Than Significant Impact. As previously discussed, the project site is not located within a fault rupture zone or within a currently established Alquist-Priolo Earthquake Fault Zone.[6] No active faults traverse the project site. The potential for landslides in project is low to moderate along the eastern edge of the Harbor Golf Course. The project site is not mapped as an area susceptible to landslides. The

[6] California Geological Survey. *Alquist-Priolo Earthquake Fault Zones.* Available at: http://www.conservation.ca.gov/cgs/rghm/ap/Map_index/Pages/county.aspx

proposed project would be located in areas that are built and heavily urbanized, where the potential for landslides does not exist.

However, the project would be in compliance with the latest version of the California Building Code, the Uniform Building Code, and all other applicable federal, state, and local codes. The impact would be less than significant. This project will not be further evaluated in the environmental impact report.

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?

Less Than Significant Impact. Expansive soils generally result from specific clay minerals that expand when saturated and shrink in volume when dry. Generally, expansive soils contain a high percentage of clay particles. Expansive soils can occur in any climate; however, arid and semi-arid regions are subject to more extreme cycles of expansion and contraction than more consistently moist areas. According to the Draft Geotechnical Report, prepared by the LADWP-Project Engineering Business Group, the project is not located on expansive soil. Therefore, impacts would be less than significant and this issue will not be further analyzed in the environmental impact report.

e) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. As described in Section 2.2, Project Description, the HRRWPP would not involve septic tanks or alternative wastewater disposal systems. Construction and operation of the proposed pipeline and associated infrastructure would not affect any existing, or hinder future, septic tanks or alternative wastewater disposal systems, or the soils that would adequately support those systems. No impacts would occur. This issue will not be further analyzed in the environmental impact report.

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction of the proposed project would involve the excavation and transport of paving materials (e.g., asphalt, concrete, road bed fill materials) and soils that could possibly be contaminated by vehicle-related pollution (e.g., oil, gasoline, diesel, and other automotive chemicals), as a result of being existing roadway underfill. All such paving, road bed materials and soils would be transported and disposed of in accordance with applicable codes and regulations of the U.S. Department of Transportation, U.S. Environmental Protection Agency, California Department of Toxic Substances Control, California Highway Patrol, the Occupational Safety & Health Administration (OSHA) and California State Marshal. Such transport and disposal is not expected to create a significant hazard to workers or the surrounding community.

During construction, small quantities of hazardous materials such as petroleum hydrocarbons and their derivatives (e.g., gasoline, oils, lubricants, and solvents) would be required to operate the construction equipment. Construction activities would be short-term and one-time in nature, and would involve the limited transport, storage, use and disposal of hazardous materials. These materials would be used with large construction equipment (e.g., compactors, excavators) and would be contained within vessels engineered for safe storage. Storage of substantial quantities of these materials along the pipeline alignment or in staging areas is not anticipated. Construction vehicles would require on-site refueling, and may require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid or other materials; however, the materials would not be used in quantities or stored in a manner that would pose a significant hazard to the public or the workers themselves. All construction activities involving hazardous materials would be subject to federal, state, and local health and safety requirements involving the transport, use, and disposal. The impact would be less than significant.

Operation of the proposed project would involve the conveyance of recycled water and would continue to involve the limited transport, storage, use and disposal of hazardous materials including the use of diesel and gasoline operated vehicles, lubricating fluids, and solvents as required for routine/emergency maintenance of the pipeline. All hazardous materials used at the project site would be stored, handled, and disposed of in accordance with local, county, and state laws that protect public safety. The impact would be less than significant.

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?

Potentially Significant Impact. The proposed project lies within the Wilmington Oil Fields and would be delivering recycled water to refineries. As such, there may be a possibility of encountering hazardous/contaminated soil or water during construction. The soil/water would be tested to make a determination of hazard to the public or the environment. Impacts associated with this issue are potentially significant. This issue would be further analyzed and evaluated in the environmental impact report.

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

Potentially Significant Impact. There are several schools located along the recycled water pipeline route in the City of Carson and in the Harbor-Gateway area. Hazardous soils are likely to be encountered, but not necessarily near schools. If encountered, the soils will be properly handled in accordance with applicable federal, State, and local regulations, and properly disposed or remediated. However, impacts associated with this issue are potentially significant. To fully determine the exact impact of the construction of the proposed underground recycled water pipeline, this issue will be further analyzed and evaluated in the environmental impact report. (Thomas Bros. Map Pages 764 and 794).

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?

Potentially Significant Impact. The proposed project lies within the Wilmington Oil Fields and would be delivering recycled water to refineries. As such, there might be either past or current operation in the vicinity of the pipeline route that are regarded as a site listed on a list of hazardous materials.. As such, various databases including the California Department of Toxic Substances Control (DTSC) database, Envirostor, would be searched. Impacts associated with this issue are potentially significant, and this issue would be further analyzed and evaluated in the environmental impact report.

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?

No Impact. The nearest airport to the project is the Zamperini Field Airport located just over 2 miles northeast of pipeline location. Zamperini Field Airport is a municipally owned airport within the City of Torrance. However, the pipeline will be underground and the construction of which, or the project's operation, would not interfere with air traffic operations. No impacts would result from the project and this issue will not be further evaluated in the environmental impact report.

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?

No Impact. The project site is not located within the vicinity of a private airstrip. The project would be located on Los Angeles/Carson City owned street right-of-ways. No impacts would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would not impair or physically interfere with an adopted emergency response plan or a local, state, or federal agency's emergency evacuation plan, except for possible short-term periods during construction when roadway access may be limited in some areas. Construction site preparation would include the preparation and implementation of traffic control plans in coordination with the California Department of Transportation (CALTRANS), Los Angeles Department of Transportation (LADOT), and the City of Carson to detour and delineate the traffic lanes around the work area(s). Emergency access during construction is discussed further under Transportation and Traffic [Section 3.15 (e)].Implementation of coordination efforts with LADOT and jurisdiction transportation agencies would minimize potential impacts to emergency response routes during construction. Emergency access to the project site would not be adversely impacted during construction. Once operational, the proposed project would be underground and thus would not interfere with emergency response or evacuation plans. Impacts associated with this issue would be less than significant. This issue will not be further evaluated in the environmental impact report.

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?

No Impact. The pipeline alignment is located within a highly urbanized area, and is not located in close proximity to any wildlands. The HRRWPP is not located within a Wildfire Hazard Area (City of Los Angeles, 1996d) or a wildlands fire area in the City of Carson. Since construction activities would be temporary and all pipeline welding activities would occur within construction trenches or jacking pits (i.e., away from any flammable vegetation), construction impacts related to fire risk is considered less than significant. Operation of the HRRWPP would not expose any people or structures to a significant risk of loss, injury or death involving wildland fires, since the pipeline would be buried and would only convey recycled water. No impacts would occur and this issue will not be further evaluated in the environmental impact report.

VIII. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Construction of the HRRWPP would require water, as necessary, to control fugitive dust. Fugitive dust emission at the construction sites would be controlled by water trucks equipped with spray nozzles. Construction water needs would generate minimal quantities of discharge water, which would drain into existing storm drains located along the pipeline alignment.

In addition to the daily construction water needs, dewatering would be likely if construction occurs in areas of high groundwater levels. Depending on the depth of adjacent substructures along the alignment, the maximum trench depth is expected to be approximately 10-feet below the ground surface. If construction occurs in areas with high groundwater, the groundwater would be removed during the excavation of the trenches, usually by pumping it from the ground through dewatering wells that have been drilled along the alignment. The extracted groundwater would first be treated for any contaminants, if present, before being discharged to the storm drain system under a permit issued by the Regional Water Quality Control Board (RWQCB). The discharge water from construction and dewatering is not expected to contain contaminants that would cause its release to violate any water quality standards or waste discharge requirements.

To comply with state law, water quality standards and waste discharge requirements during construction would need to be addressed in the project design and construction phase. It requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared in accordance with the National Pollution Discharge Elimination System (NPDES) regulations. This plan would require further approval by the City of Los Angeles Public Works Department and by the County of Los Angeles Department of Public Works. The SWPPP would establish Best Management Practices (BMPs) for construction of the pipeline, including source, erosion, sediment, and non-storm water controls to be installed and maintained throughout construction.

The SWPPP is a standard requirement for development projects under the Construction General Permit (once coverage is obtained from the RWQCB) and with implementation, would ensure compliance with water quality standards and water discharge requirements if properly designed and implemented. The SWPPP would be submitted to the RWQCB for review and approval prior to project construction. Proper implementation of the SWPPP would reduce or eliminate construction-related water quality impacts to less than significant.

In addition, LADWP designs and constructs recycled water pipelines in accordance with California Department of Health and Safety regulations and guidelines to provide adequate vertical and horizontal separation from potable water pipelines and potable supply wells.4 This would minimize the potential for possible travel of recycled water from a pipeline leak or rupture to reach or affect potable supply wells or the water distribution system. All recycled water would be treated to meet or exceed Title 22 of the California Code of Regulations standards before entering the recycled water distribution system. If a break were to occur along a recycled water pipeline, impacts related to water quality standard violations at production wells are not anticipated because the separation distances between recycled water distribution pipelines and production wells would comply with Title 22 requirements.5 Therefore, the proposed HRWPP would not violate any water quality standards or waste discharge requirements. Impacts associated with this issue would be less than significant and this issue will not be further evaluated in the environmental impact report.

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)?

Less Than Significant Impact. During construction of the proposed project, groundwater may be encountered in areas of high groundwater levels (i.e., shallow depth to groundwater). Depths to groundwater in the project vicinity would vary. Depending on the depth of adjacent substructures along the alignment, the maximum trench depth is expected to be approximately 10-feet below the ground surface. Dewatering would be required in the event that groundwater is encountered during construction and operation. Dewatering would occur by pumping the groundwater through dewatering wells that have been drilled along the alignment. The extracted groundwater would first be tested and treated for any contaminants and pollutants to meet the requirements of the NPDES permit. The water would then be discharged into storm drains located nearby. In the event that dewatering is required, it is not expected to occur in quantities that would substantially deplete the groundwater supplies or interfere significantly with groundwater recharge. In addition, the proposed project would serve to increase the reliability and adaptability of the existing LADWP water supply system by transporting recycled water. Therefore, it is unlikely the proposed pipeline project would result in groundwater withdrawals that would adversely affect groundwater levels. Consequently, the operation of the HRRWPP would not contribute to the depletion of groundwater supplies, interfere substantially with groundwater recharge, or lower the groundwater table.

Therefore, impacts related to groundwater recharge would be less than significant, and this issue will not be further discussed in the environmental impact report.

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?

Less Than Significant Impact. The proposed project lies within the Dominguez Channel Watershed Management Area (DCWMA). The proposed project would not alter the course of a stream or river, but would involve horizontal directional drilling under the Dominguez Channel at two locations. The proposed project crosses the Dominguez Channel which is a regional flood control system operated and maintained by the County of Los Angeles Department of Public Works. Several networks of large drainage facilities convey the flow of this Channel from portions of cities such as Inglewood, Hawthorne, El Segundo, Gardena, Lawndale, Redondo Beach, Torrance, Carson and Los Angeles. The Dominguez Channel extends from the Los Angeles International Airport to the Los Angeles Harbor. The entire length of the Dominguez Channel lies in the 100-yr floodplain. Proper implementation of the project SWPPP would prevent on-site soil erosion and siltation during construction of the project.

Accordingly, the storm water regulations put in place by the Los Angeles Regional Water Quality Control Board; BMPs required during construction would protect water quality during construction. In addition, the following general protective measures would need to be installed prior to construction:

Sediment Controls: The primary water quality pollutant of concern during construction activities would be potential sedimentation effects from soil-disturbing activities, such as clearing/grubbing and grading/excavation. Sediment control BMPs would need to be deployed prior to initiating project construction activities. Sediment controls would need to be implemented along the drainage perimeter of the disturbed soil areas, at the toe of the slopes, and at applicable drainage inlets to the municipal separate stormwater system (MS4). All sediment control materials would need to remain onsite year-round until construction is completed. BMPs would need to be upgraded and regularly inspected during the rainy season (October 1 through April 30) and modified or enhanced when determined necessary by the site inspections. Sediment controls would (at a minimum) include silt fencing and/or fiber rolls along the perimeter of disturbed areas, gravel bags, inlet filters, or check dams at all existing storm drain inlets that accept project drainage.

Perimeter silt fence or similar sediment controls would specifically be required along the Channel. Project construction activities must not be allowed to produce discharges of any type (raw material spills, runoff, concrete wash water, etc.) into the Channel.

Erosion Controls: Erosion control materials would be needed for disturbed areas including slopes and project stockpiles. Fiber rolls and gravel bags would be required to decrease runoff flow rates on-site and provide erosion protection on bare slopes. Fiber rolls also would be required along construction access roads to prevent water from under-cutting the sub-base.

General Site and Material Management: Construction-related materials that pose a threat to water quality would need to be stored at designated staging areas and

within approved, proper containment. Pollutant source materials would be required to be stored off-ground and under covered areas. Spill kits also would be required at the staging areas and on select equipment for immediate access depending on the type and number of equipment used. Concrete washout areas would need to be properly constructed for full containment of waste, monitored daily and emptied once reaching three-quarters capacity. Trash and construction related debris would need to be cleaned up daily and disposed of in proper containers.

Specific protective measures during project construction would need to include:

Regular site and BMP inspections before, during, and following storm events. BMPs that are found to be deficient or not operating properly would need to be adjusted, modified, or otherwise supplemented to achieve proper water quality protection. These inspections and water quality protection measures would be conducted in compliance with SWPPP requirements.

Compliance with the storm water regulations as mention above or grading and water quality protection would make this a less than significant impact. This issue will not be further discussed in the environmental impact report.

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?

Less Than Significant Impact. Implementation and maintenance of adequate BMPs would properly control the erosion and siltation to protect water quality. As described above, a portion of the project would be constructed in the 100-year floodplain (jacking under the Dominguez Channel), As a result, perculation of the ground water under the Channel would be slightly altered due to placement of the pipeline. However, it would not compromise or alter the integrity of the foundation of the Dominguez Channel. This is because the pipeline would be up to 30 feet under the foundation of the Channel. The impacts would be less than significant. This issue will not be further evaluated in the environmental impact report.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. This project would include a stormwater drainage and runoff control system. Polluted runoff would be minimized through the proper implementation of the project's SWPPP and post-construction BMPs (i.e., detention/retention facilities, drainage swales, etc.). Post-construction BMPs would be designed for runoff treatment and the removal of pollutants prior to offsite discharge. SWPPP-compliant waste management practices would minimize storm water contact with potential pollutants and prevent waste discharges. Hazardous materials would be used, stored, handled, and would be clearly marked and segregated from the nonhazardous waste materials in accordance with all applicable regulations. Spills would be cleaned up immediately using dry methods and disposed of properly. Implementation of the project's SWPPP and post-construction BMPs would ensure less than significant impact. This issue will not be further evaluated in the environmental impact report.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Implementation of adequate and proper construction and post-construction BMPs (as described above) would ensure that the potential significant impacts to local water quality would be less than significant.

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?

No Impact. The proposed project would consist entirely of a recycled water pipeline and associated facilities. No residential development would occur, therefore no impact would occur. This issue will not be further discussed in the environmental impact report.

h) Place within a 100-year flood area structures to impede or redirect flood flows?

No Impact. The proposed project site does not lie with the 100-year flood area other than the portion of the pipelines that would cross beneath the Dominguez Channel. Construction of the recycled water pipeline would be at least 15 feet under the impervious surface of the Channel. Horizontal direction drilling would occur under the Channel structures to avoid impeding the conveyance of larger drainage facilities into the Channel. As a result, percolation of the ground water under the Channel would be slightly altered due to placement of the pipeline. However, it would not compromise or alter the integrity of the foundation of the Dominguez Channel. This is because the pipeline would be up to 30 feet under the foundation of the Channel. There are no other structures proposed within the 100-year flood area. No impacts related to a 100-year flood area would occur as a result of the project. This will not be further discussed in the environmental impact report.

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?

No Impact. The proposed project would not affect the structural integrity of the existing Dominguez Channel. The underground recycled water pipeline project would not expose people or structures to risk of loss, injury, or death in the event that flooding were to occur. Therefore, no impact would occur.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The City of Carson and the Wilmington-Harbor Area of the City of Los Angeles is not in an area that would be inundated by seiche, tsunami or mudflow. (Carson General Plan and Wilmington-Harbor Community Plan). No impacts would be anticipated relative to tsunamis or mudflows, as no topographical features or water bodies capable of producing such events occur within the project site vicinity. No impact would occur.

IX. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. A project can physically divide an established community by creating a conflict in use that would disturb an established community to such a degree that existing uses would not function as under existing conditions. The proposed project pipeline route would be located within established industrial sites and would not cause any compatibility or other land use issues. The proposed pipeline would follow approximately 11 miles of existing streets that cross through the Cities of Los Angeles and Carson and a broad variety of land uses. The pipeline will be installed almost entirely below the surface. In addition, along much of the route, existing pipelines (including other hydrocarbon products pipelines) and other utility substructures have long existed without causing a physical division of an established community. Therefore, no impacts would occur and no further evaluation of this issue in an environmental impact report is required.

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?

Less Than Significant Impact. The proposed project would traverse the City of Los Angeles and the City of Carson. Within the City of Los Angeles, the proposed project would be located within the Wilmington-Harbor City Community Plan. Within the Carson General Plan, the proposed project lies in Study Areas 14 and 17. Land use policies and standards applicable to the proposed project are included within the following:

City of Los Angeles General Plan
City of Los Angeles Municipal Code
Wilmington-Harbor Community Plan
City of Carson General Plan

Based on a review of applicable land use policies and standards contained within the documents listed above, the proposed project would not result in any conflicts. The general intent of local plans and standards is to protect and enhance existing communities. The proposed project would provide a necessary and scarce resource to the Harbor area and is consistent with the local agencies' missions to guide development and direct resources use to the greatest possible benefit of their water users. As noted above, the proposed project would have less than significant impacts on communities surrounding the underground pipeline alignment. Operation of the pipeline would also be consistent with existing plans and policies because it would be constructed underground and its use would not conflict with existing land uses.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The proposed project would not conflict with any applicable habitat conservation plans or natural community conservation plans because no such plans cover the proposed project alignment or immediate surrounding area. Therefore, no impact would occur.

X. MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The California Geologic Survey has classified urbanizing lands according to the presence or absence of significant sand, gravel, or stone deposits that are suitable as sources of aggregates. These areas are called Mineral Resources Zones (MRZ). The classified system is intended to ensure that through appropriate lead agency policies and procedures, mineral deposits of statewide or regional significance are considered in agency decisions.

The proposed project route within the City of Los Angeles boundaries lies within the Wilmington Oil Fields. However, the proposed project open trenching would be up to 10 feet underground with very little to no possibility of encountering oil. In areas where the jacking method would be used (up to 30 feet below ground) such as while crossing the Dominguez Channel, the 110, the 405 freeways, and the railroad crossing, there is little to no possibility of encountering oil. Thus no impact would occur and this issue will not be further evaluated in the environmental impact report.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. See discussion above.

XI. NOISE

a) Exposure of persons to or generation of noise levels in excess of applicable standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. During construction of the proposed project, noise levels in the vicinity would increase due to the use of construction equipment and vehicles (see Appendix F, Noise Report). Typical construction vehicles and equipment can generate short-term maximum noise levels in the order of 89 dBA at a distance of 50 feet when the equipment is under maximum load. Due to the nature of the project's anticipated construction activity, with breaks and repositioning of equipment, hourly noise levels at 50 feet are assumed to average no more than 85 dBA Leq from the centroid (middle of an activity) of each work area. The project construction activities of fine grading, utility trenching, and module installation would likely generate average noise levels less than 85 dBA Leq. However, the proposed project route is along residential streets and noise impacts to the residents, schools,

businesses, etc. will result in potentially significant. Impacts related to this issue will be further analyzed in the environmental impact report.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Minor vibration or groundborne noise may be generated from the operation of heavy vehicles and machinery during minor earthmoving and trenching activities; no pavement breaking or pile driving is anticipated. Operation of the constructed facilities would not include any substantial new vibration sources. However, the proposed project route is along residential streets and noise impacts to the residents, schools, businesses, etc. and potentially significant impacts associated with groundborne vibration may occur. Therefore, generation of excessive groundborne vibration or groundborne noise levels will be further analyzed in the environmental impact report.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity. The constructed facilities would produce some short-term noise during maintenance activities from personnel, equipment, and vehicles on the project site; and is anticipated to emit negligible noise levels. Therefore, no impact would occur related to a permanent increase in ambient noise levels and no further analysis of this issue is required in the environmental impact report.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As previously stated, construction activities would result in increased noise levels on the project site. Construction equipment may generate noise levels up to 89 dBA Leq at 50 feet from the centroid of the each work area. Impacts associated with construction noise would be potentially significant. Therefore, this issue will be further analyzed in the environmental impact report.

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?

No Impact. The nearest airport to the project site is Zamperini Field Airport located just over 2 miles northeast of the pipeline location. Zamperini Field Airport is a municipally owned airport within the City of Torrance. However, the pipeline will be underground, and the construction of which, or the operation would not interfere with result in the exposure of people to excessive noise levels associated with air traffic. Therefore, no impact would occur related to this issue, and this issue will not be further evaluated in the environmental impact report.

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?

No Impact. The project site is not located within the vicinity of a private airstrip. Therefore, the project would not expose people residing or working in the project area to excessive noise levels associated with a private air strip and this issue will not be further evaluated in the environmental impact report.

XII. POPULATION AND HOUSING

Would the project:

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)?

No Impact. The proposed project involves construction of recycled water pipeline and associated facilities. The project does not include construction of new homes or businesses, nor extension of roads or other infrastructure that would substantially induce population growth.

The construction workforce is estimated to be approximately 40 workers at its peak. Due to the temporary duration of the construction, it would be reasonable to assume that most project-related construction workers would not relocate their households as a result of working on the proposed project. Construction-phase employment, therefore, would not result in substantial increase to the local or regional population or specific increase in demand for housing.

Operation of the proposed recycled water pipeline would require minimal number of employees on site, which would not induce substantial population growth. The proposed project would serve existing land uses, and is not expected induce new development into the area. Therefore, no impact would occur related to this issue. This issue will not be further discussed in the environmental impact report.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. Construction and operation of the proposed project would occur underground, within the existing street right-of-ways. There is no existing housing within the project property, and the project does not require removal of housing. Therefore, construction and operation of the proposed project would not displace existing housing in the area and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Construction and operation of the proposed project would occur underground, within the existing street right-of-ways. There is no existing housing within the project property, and the project does not require removal of housing. Therefore, construction and operation of the proposed project would not displace people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

XIII. PUBLIC SERVICES

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?

No Impact. Fire protection is handled by the County of Los Angeles Fire Department, Los Angeles City Fire Department and the Carson City Fire Department. The construction and operation of the proposed project would not include any characteristics or create fire hazards that would increase the need for fire protection. Similarly, the buried recycled water pipeline and ancillary equipment represents a negligible increase in fire potential. In addition, the proposed project would not result in substantial increases in population, which would increase the demand for fire services.

Therefore, no impact would occur.

ii) Police protection?

No Impact. Construction and operation of the proposed recycled water pipeline and ancillary facility would not increase the need for police services. There are no residential, commercial, industrial, or recreational land uses proposed as part of the project, which could substantially increase the demand for police services.

The Los Angeles County Sheriff is located at 21356 S. Avalon Blvd. just north of Carson Street; the Los Angeles City Police Department has a station on 2175 John Gibson Blvd. in the Harbor area in case of loitering, nuisance or theft, etc. There will be 24-hour on-site security during construction and operation of the project. The access to the project site will be limited to project-related staff. LADWP's security group will design and procure the complete security system and assist the construction in its installation in accordance with the latest LADWP security requirements. No impact would occur.

iii) Schools?

No Impact. The proposed project consists of developing a recycled water pipeline. No feature of the project would generate a demand for school services. The proposed project does not include a housing component and it would not increase the employment substantially. Therefore, it would not increase student enrollment levels in the area. No impact would occur.

iv) Parks?

No Impact. Implementation of the proposed project would not increase the use of existing neighborhood or regional parks. The proposed project consists of developing a recycled water pipeline. No feature of the project would generate a demand for park services. Neither the construction nor operation of the proposed project would generate any additional population that would increase the use of existing neighborhood or regional parks. No impact would occur.

v) Other public facilities?

No Impact. The primary objective of the proposed project is to deliver recycled water to replace the refineries' and other industrial uses of potable water. No population increase in the project area would result from the proposed project. No new housing or businesses would be constructed as part of the project to induce population growth. Therefore, no substantial adverse physical impact to other public facilities would occur.

XIV. RECREATION

Would the project:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. Implementation of the proposed project would not increase the use of existing neighborhood or regional parks or other recreational facilities. Neither the construction nor operation of the proposed project would generate any additional population that would increase the use of existing neighborhood or regional parks or other recreational facilities. Since the proposed project would not increase the demand for recreational facilities or eliminate any existing recreational facilities, no impact would occur.

b) Include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed project consists of developing a buried recycled water pipeline. The proposed project does not include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The project site would be occupied by a facility that is devoted primarily to solar power generating. No impact would occur.

XV. TRANSPORTATION/TRAFFIC

Would the project:

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?

Potentially Significant Impact. There are three primary categories of traffic impacts that would occur as a result of the proposed project. The first category would be the impacts associated with construction traffic on the roadways that provide access to the project site. During the construction activities, a number of vehicles would be traveling to and from the project site, including trucks delivering materials to the site, trucks transporting waste material away from the site, and construction workers' vehicles commuting to and from the site. Construction of the proposed facilities could result in temporarily increased traffic volumes associated with construction activities

and reduced roadway capacities during brief periods of time. This impact would be potentially significant and will be further evaluated in the environmental report.

The second category of traffic impacts would be the physical impacts of the pipeline construction activities that would occur within the ROW of the affected public roadways (i.e., lane closures, detours, driveway blockages, loss of parking, and disruptions to traffic, transit, and pedestrian movements in the construction area). These temporary access roads that will be constructed within the proposed project area will be heavily used during construction. This impact would be potentially significant and will be further evaluated in the environmental report.

The third category of traffic impacts would be the impacts associated with the operation of the proposed project after construction is complete. The third category of traffic impact, which would be the operational impact after the project is constructed, would be negligible because the completed pipeline would rarely result in the generation of vehicular traffic. The only operational traffic associated with the completed project would be the traffic associated with inspection, maintenance, and repair of the pipeline facility. The traffic volumes generated by these activities would range from one to five vehicles during the peak periods and up to 10 vehicles per day. Thus, operational impacts would be less than significant. This issue will not be further discussed in the environmental impact report.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The Los Angeles County Congestion Management Program (CMP) indicates that a project may have a significant impact and that a traffic study would be required if the project would contribute 50 or more peak hour vehicle trips to a designated CMP. Construction of the proposed project is anticipated to have a workforce of 40 workers at its peak. This condition would be temporary, related to only the construction phase of the proposed project. The proposed project would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system at a cumulative level. However to determine the exact level of impact this issue will be further analyzed in the environmental impact report.

Operation of the proposed project would not substantially increase the amount of daily traffic or exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. Following construction, the proposed project is anticipated to generate a similar number of vehicle trips compared to existing conditions and would not create significant impacts in relation to existing traffic load and street capacity or level of service standards. Operation of the proposed project would create less than significant impacts at a cumulative level. As such, the impact would be less than significant. This impact will not be further stated in the environmental impact report.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

No Impact. The project involves the construction of an underground pipeline and associated facilities. The project would not interfere with existing air traffic operations or generate an increase in air traffic levels. Therefore, the proposed

project would not result in a change in air traffic patterns. No impacts would occur. This impact will not be further stated in the environmental impact report.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. Construction of the proposed pipeline project within the public ROW would potentially result in increased hazards to motorists, bicyclists, and pedestrians because the construction activities may occur within the travel lanes of various roadways. In addition, the project alignment would cross various sidewalks, and may result in safety risks. This impact would be potentially significant and will be further stated in the environmental impact report.

e) Result in inadequate emergency access?

Potentially Significant Impact. The project would potentially result in a significant impact relative to emergency access because the construction activities within the public ROW could increase the response times for emergency vehicles (police, fire, and ambulance/paramedic units) and block or disrupt access to adjacent properties. The impacts would be significant if the construction activities would restrict access to or from adjacent land uses with no suitable alternative access and/or if the construction activities would restrict the movements of emergency vehicles (police vehicles, fire vehicles, and ambulance/ paramedic units) and there would be no reasonable alternative access routes available. This impact would be potentially significant and will be further evaluated in the environmental impact report.

f) Result in inadequate parking capacity?

Potentially Significant Impact. The construction project would generate a parking demand associated with construction workers and equipment. The impacts of this parking demand would be less than significant because an off-street staging area would be provided at or near the project alignment to store vehicles and equipment.

Temporary closures, detours, and delineation of existing traffic lanes along the proposed project route could result in the temporary elimination of existing street parking and access to existing off-street parking facilities during project construction. This impact is potentially significant. Therefore, the EIR will include an analysis of potential impacts to existing street parking and off-street parking facilities as a result of proposed project during the temporary construction activities.

Implementation of the proposed project would not result in inadequate parking capacity during project operation. As such, no impact to parking capacity in the project site and the vicinity would occur. This impact will not be further evaluated in the environmental impact report.

g) Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The proposed project would not conflict with adopted policies supporting alternative transportation. The temporary activities associated to the construction of the recycled water pipeline would take place entirely within the existing street right-of-ways and would not require the removal or relocation of alternative transportation facilities (i.e., bus stops and bike lanes). Once construction activities are complete in

a work area, routine maintenance and inspection of the pipeline is anticipated to require minimal maintenance staff on site. Accordingly, no impacts to alternative transportation would occur. This impact will be further analyzed in the environmental impact report.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The sanitary sewer system that serves the area of the proposed project route is operated under the jurisdiction of the City of Los Angeles Department of Public Works, Bureau of Sanitation, the City of Los Angels Public Works Department and the Carson City Public Works Department. The City of Los Angeles wastewater collection system includes over 6,500 miles of major interceptor and mainline sewers, five central outfall sewers, eight maintenance yards, and 55 pumping plants. The City of Carson Public Works Department's service encompasses 365 miles of streets; 340 miles of sewers; 1,300 catch basins; and 50 debris basins.

For both the City of Los Angeles and the City of Carson, the Hyperion Treatment Plant (HTP) provides wastewater treatment needs. The current Year 2008 daily average dry weather flow capacity of the HTP is 450 million gallons per day (mgd), and treat an average dry weather flow of approximately 362 mgd (City of Los Angeles Bureau of Sanitation, 2006). Wastewater collected in the proposed project area is conveyed to the HTP by major interceptor sewers that are fed by smaller collector systems that extend throughout the area. During construction, the amount of wastewater generated by construction workers would be considered a short-term minimal impact and would not result in a permanent increase in wastewater contribution to the HTP. Upon completion of the proposed HRRWPP, no further wastewater generation would occur associated with the project. Therefore, the project would not result in significant impacts to wastewater treatment providers during operation of the project. Impacts related to this issue would be less than significant and this issue will not be further analyzed in the environmental impact report.

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?

Less Than Significant Impact. As stated above in the response to Question 3.16(a), the existing wastewater treatment facilities serving the HRRWPP route would be adequate to provide wastewater services during construction and operation of the proposed project. Less than significant impacts would occur to wastewater treatment facilities serving the proposed project. LADWP is responsible for supplying, conserving, treating, and distributing water for the City of Los Angeles. Within the City of Carson, Carson Water and Power (CWP) supplies the potable water for the City. Both the LADWP and CWP obtain water from wells in the local groundwater basin, the Los Angeles Aqueduct System; water purchased from the Metropolitan Water District of Southern California, and recycled water from treatment

and reclamation plants. The proposed project may require water during site grading for dust suppression purposes. Due to the short-term nature of construction, the water consumed would be minimal and would not impact the local water supply. Operation of the HRRWPP would result in a reduction in potable water demand for the project area as the proposed project would accommodate the use of recycled water for landscape irrigation and industrial use. Therefore, water consumption associated with the proposed project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities. The impact would be less than significant. This impact will not be further evaluated in the environmental impact report.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. Project construction would require trenching and excavation activities within local streets that contain stormwater drainage facilities. These disruptions would be considered short-term and temporary. During construction, catch basins and storm drain piping would be relocated to maintain existing drainage. Upon completion of pipeline construction activities, replacement (as needed) of any existing on-site storm drains would occur as part of the repaving activities. Existing drainage patterns would not be altered, and no existing stormwater infrastructure would be removed or replaced during construction. The impact would be less than significant. This impact will not be further evaluated in the environmental impact report.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. As stated above in the response to Question 3.16(a) and (b), the existing water and wastewater treatment facilities serving the HRRWPP are anticipated to be adequate to provide wastewater, domestic potable water service, and fire flows for the area. In addition, as a recycled water pipeline project, the HRRWPP does not require potable water supplies. The impact would be less than significant. This impact will not be further evaluated in the environmental impact report.

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?

Less Than Significant Impact. As stated above in the response to Question 3.16(a), the existing wastewater treatment facilities serving the HRRWPP are anticipated to continue to provide wastewater services for the area. As a recycled water pipeline project, the HRRWPP would not require the construction of new wastewater treatment facilities or the expansion of existing facilities. Construction and operation of the proposed project would generate only minor amounts of wastewater. Temporary restroom stalls would be placed at the site. However, the relatively small volume of wastewater generated at these facilities would not result in a determination by the wastewater treatment provider that it lacked adequate capacity to serve the project's projected demand in addition to the provider's existing

commitments. No impact would occur. This impact will not be further evaluated in the environmental impact report.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Within the City of Los Angeles, solid waste management (including collection and disposal services and landfill operation) is administered by various public agencies and private companies. Within the City of Carson, the Carson Public Works Department is responsible for trash collection. One unclassified (inert waste) landfills (Azusa Land Reclamation) in Los Angeles County is permitted to accept only inert waste, including construction/demolition debris. All hazardous waste generated during the temporary construction activities of this project would be disposed of in accordance to the applicable state and local regulations as discussed under Section VII.-Hazards and Hazardous Materials of this IS.

Construction debris would be recycled or transported to a landfill site and disposed of appropriately. In accordance with AB 939, LADWP's construction contractor would work to ensure that source reduction techniques and recycling measures are incorporated into project construction and operation. Operation of the proposed project would not result in a significant increase in personnel at the project site and would generate relatively small additional quantities of waste that would not significantly impact landfill capacities. In addition, the solar panels are prefabricated; minimum waste would be associated with their installation. The impact would be less than significant. This impact will not be further evaluated in the environmental impact report.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. During construction and operation of the proposed project, LADWP would comply with all County and state solid waste diversion, reduction, and recycling mandates, including compliance with the Los Angeles County Integrated Waste Management Plan prior to the issuance of the grading permit. The impact would be less than significant. This impact will not be further stated in the environmental impact report.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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

Potentially Significant Impact. As discussed throughout this document, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the

number or restrict the range of a rare or endangered plant or animals. However, as stated above, the project could result in potentially significant impacts associated with cultural resources. Impacts associated with cultural resources will be thoroughly addressed in the environmental impact report.

b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Less Than Significant Impact. A significant impact may occur if the proposed project, in conjunction with other related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. WBMWD is planning and designing an expansion to the JMMWRF which is already underway. The expansion is irregardless of this project and is not a component of the joint LADWP-WBMWD recycled water pipeline. As described above for the different issue areas, construction and operation of the proposed project would result in minimal impacts. While construction of the proposed project would result in some significant impacts, these impacts would be reduced to less than significant levels with the implementation of mitigation measures. Therefore, as concluded in the above analyses, the proposed project's incremental contribution to cumulative impacts related to aesthetics, agricultural resources, biological resources, cultural resources, geology/seismic hazards, hydrology/water quality, land use/planning, mineral resources, population/housing, public services, recreation, and utilities would be less than significant. There may be environmental impacts which are individually limited but significant when viewed in connection with the effects of future projects. However, these cumulative impacts will be mitigated to a level of insignificance by implementing the mitigation measures identified in this Initial Study.

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

Potentially Significant Impact. The analysis presented in this document identifies potentially significant impacts for air quality, cultural resources, hazards and hazardous materials, noise, and traffic. Therefore, this determination would be made after further evaluation of the above impacts in the environmental impact report.

SECTION 5.0
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