

MEMORANDUM

TO: HONORABLE MAYOR & CITY COUNCIL MEMBERS
FROM: CAROLYNN PETRU, AICP, DEPUTY CITY MANAGER 
DATE: APRIL 7, 2015
SUBJECT: BORDER ISSUES STATUS REPORT
REVIEWED BY: DOUG WILLMORE, CITY MANAGER 

Project Manager: Kit Fox, AICP, Senior Administrative Analyst

RECOMMENDATION

Receive and file the current report on the status of Border Issues 

EXECUTIVE SUMMARY

This month's report includes:

- A final report on the Los Angeles County General Plan Update, affecting the unincorporated areas of the Peninsula;
- An update on recent issues and events related to the Rancho LPG butane storage facility in Los Angeles (San Pedro);
- A final report on the proposed lot-split at 80 Saddleback Road in Rolling Hills;
- An update on the proposed Gaffey Street Conceptual Plan in Los Angeles (San Pedro);
- A report on the possible closure of the Defense Fuel Support Point San Pedro in Los Angeles (San Pedro); and,
- A report on proposed upgrades to the Palos Verdes Reservoir in Rolling Hills Estates.

BACKGROUND

The following is the regular bi-monthly report to the City Council on various "Border Issues" potentially affecting the residents of Rancho Palos Verdes. The complete text of the current status report is available for review on the City's website at:

<http://www.rpvca.gov/781/3890/Border-Issues-Status-Report>

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DISCUSSION

Current Border Issues

Los Angeles County General Plan Update, Unincorporated Areas of the Peninsula

On March 12, 2015, the City received Notice of Completion for the Final Environmental Impact Report (FEIR) for the Los Angeles County General Plan Update (see attachments). The City previously submitted comments on the draft EIR, and was satisfied that our comments had been addressed. The Board of Supervisors conducted a public hearing on March 24, 2015, to certify the FEIR and approve the County's updated general plan. Therefore, Staff will remove this project in future Border Issues reports.

Rancho LPG Butane Storage Facility, Los Angeles (San Pedro)

In the past two (2) months, interested parties have continued to forward items regarding and related to the Rancho LPG facility via e-mail. Copies of these e-mails are attached to tonight's report. Staff will continue to monitor this project in future Border Issues reports.

80 Saddleback Road Parcel Map, Rolling Hills

The Rolling Hills City Council conducted a public hearing on the proposed lot-split on March 9, 2015, and directed its Staff to prepare a resolution for the approval of the project. The City Council subsequently adopted this resolution at its meeting on March 23, 2015. Therefore, Staff will remove this project in future Border Issues reports.

Gaffey Street Conceptual Plan, Los Angeles (San Pedro)

A third and final public workshop for the Gaffey Street Conceptual Plan was held on February 26, 2015 (see attached *Daily Breeze* article). As a result of public outcry from previous meetings, the plan no longer includes proposals to reduce the number of travel lanes on Gaffey Street. Councilman Buscaino's office expects that a final plan may be ready for public presentation later this month. Staff will continue to monitor this project in future Border Issues reports.

New Border Issues

Closure of Defense Fuel Support Point San Pedro, Los Angeles (San Pedro)

The U.S. Navy has announced that it is beginning the environmental review process that may lead to the full or partial closure of the Defense Fuel Support Point (DFSP) San Pedro (i.e., the Navy fuel depot on North Gaffey Street). An open house and public scoping meeting was held on Wednesday, March 18, 2015, at the Crowne Plaza Los Angeles Harbor Hotel in San Pedro.

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According to the information received by Staff, the Navy and the Defense Logistics Agency (DLA) propose to close (fully or partially) the DFSP fuel facility and revert the property to the day-to-day control of the Navy after closure. The proposed action would close aging infrastructure, limit environmental risk and generate savings for the Department of Defense (DOD). The proposed action would not affect public use of the ball fields on the property or change land use at the fuel facility. Furthermore, the preparation of the Environmental Assessment (EA) for the proposed action will not consider the disposal or future reuse of the property.

Public and agency comments on the scope of issues to be addressed in the EA are due by Friday, April 3, 2015. Comments could be submitted in person at the March 18th meeting; e-mailed to nwssbpao@navy.mil; or mailed to the following address:

Naval Facilities Engineering Command Southwest
DFSP San Pedro EA Project Manager
ATTN: Code JE20.GB
1220 Pacific Hwy.
San Diego, CA 92132-5190

On March 18, 2015, Staff attended the open house and scoping meeting for the proposed closure of DFSP San Pedro. The 330-acre project area excludes the former Navy housing sites and portions of the site that are leased for ball fields and the Los Angeles Police Department shooting range. However, the areas of the site currently used by the Palos Verdes Peninsula Land Conservancy do not appear to be excluded. A complete set of the poster boards presented at the March 18th meeting are attached.

All of the fuel storage tanks at DFSP San Pedro are currently empty. The Environmental Assessment (EA) that will be prepared is expected to include at least five (5) alternatives, ranging from no action to the complete closure and demolition of everything but the office and administration buildings on the site. Also among the proposed alternatives would be the partial closure of the facility, which would put the existing above- and underground steel fuel storage tanks back into service, but remove underground concrete tanks and some other existing pipelines and equipment.

The Navy and the Defense Logistics Agency (DLA) anticipate that the draft EA will be released for public review and comment by this summer. Although the NEPA process only requires a 15-day public comment period for the draft EA, Staff plans to ask for a longer public comment period as a part of our scoping comments. Staff expects to submit our comments to the Navy and DLA on or before the April 3rd deadline. Staff will continue to monitor this project in future Border Issues reports.

Palos Verdes Reservoir Upgrades Project, Rolling Hills Estates

On March 18, 2015, the City received the Notice of Intent to adopt a Mitigated Negative Declaration (MND) for the proposed Palos Verdes Reservoir Upgrades Project (see

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attachments). The reservoir is located at the northeast corner of Palos Verdes Drive North and Palos Verdes Drive East in Rolling Hills Estates. The Municipal Water District of Southern California (MWD) owns the reservoir, which was constructed in 1939 to serve as a terminal finished water storage facility for the Colorado River Aqueduct project. Over the years, the reservoir has been upgraded several times, including the installation of the geomembrane floating cover in 1987 to preserve water quality and reduce evaporative losses. In 2009, when the floating cover reached the end of its useful life, the reservoir was dewatered and removed from service. The floating cover material was removed in 2011. As a part of the proposed project, MWD proposed to bring the reservoir back into operation in order to provide redundancy of supply during periods of shutdown or emergency situations affecting MWD's distribution system. Specific upgrades proposed for the reservoir include (but are not limited to) the following:

- Remove and replace the gunite lining of the reservoir;
- Remove the existing reservoir tower;
- Replace overflow spillway, secondary inlet and secondary outlet structures; and,
- Replace the floating cover.

The upgrades are expected to take seventeen (17) months to complete, beginning in late 2015.

MWD seeks public comments in the draft MND by April 20, 2015. Copies of the MND have been posted at the Peninsula Center and Miraleste libraries, and is also available on-line at the following link:

http://www.mwdh2o.com/mwdh2o/pages/about/EnvPlanTeam/pdfs/PVMND_PUBLIC%20DRAFT_0312151.pdf

Written comments may be e-mailed to EPT@mwdh2o.com or mailed to the following address:

Ms. Malinda Stalvey
The Metropolitan Water District of Southern California
Environmental Planning Team
PO Box 54153
Los Angeles, CA 90054-0153

Staff plans to submit comments on the draft MND on or before the April 20th deadline, and to continue to monitor this project in future Border Issues reports.

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Attachments:

- Notice for Los Angeles County General Plan Update (received 3/12/15) (Page 6)
- E-mails related to the Rancho LPG facility (miscellaneous dates) (Page 11)
- *Daily Breeze* article regarding Gaffey Street Conceptual Plan (published 3/5/15)(Page 18)
- Poster boards from scoping meeting for closure of DFSP San Pedro (dated 3/18/15) (Page 21)
- Notice of Intent and project description for draft MND for Palos Verdes Reservoir Upgrades Project (received 3/18/15) (Page 35)

Notice for Los Angeles County General Plan Update



PUBLIC NOTICES OF THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

Patrick Ogawa, Acting Executive Officer-
Clerk of the Board of Supervisors
383 Kenneth Hahn Hall of Administration
Los Angeles, California 90012

NOTICE OF PUBLIC HEARING

**PROJECT:
LOS ANGELES COUNTY GENERAL PLAN UPDATE
PROJECT NO. 02-305-(All Districts)**

Notice is hereby given that the Board of Supervisors will conduct public hearings on the project referenced above on **Tuesday, March 24, 2015, at 9:30 a.m.**, in Room 381B of the Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, California 90012. Interested persons will be given an opportunity to testify.

The Regional Planning Commission previously conducted a public hearing on the project on February 26, 2014, March 26, 2014, April 23, 2014, May 28, 2014, June 25, 2014, July 23, 2014, August 6, 2014, August 27, 2014, October 8, 2014, and December 10, 2014, and after closing the public hearing recommended approval of the project to the Board of Supervisors.

Project Description:

The Los Angeles County General Plan Update provides the long-range vision and policy framework to guide future development, and to protect and manage resources in the unincorporated areas. This is a comprehensive effort to update the existing Los Angeles County General Plan, which was adopted in 1980. The General Plan Update is comprised of the following components:

- Plan Amendment No. SP 02-305: General Plan (Land Use Element; Mobility Element; Air Quality Element; Conservation and Natural Resources Element; Parks and Recreation Element; Noise Element; Safety Element; Public Services and Facilities Element; Economic Development Element; implementation programs; and figures and maps);
- Zone Change No. RZC 201200005: The rezoning of 4,386 parcels for consistency between the Land Use Policy Map and Zoning Map;
- Advance Planning No. RADV 201200004: Amendments to the Industrial Zones (M-1, M-1.5, M-2, M-2.5, M-3 and MPD) in Title 22 to implement the industrial preservation policies of the General Plan Update. This also includes the removal of the M-4 Zone and Arts and Crafts Zone for consistency purposes;
- Advance Planning No. RADV 201200005: Amendments to the Mixed Use Zone and removal of the Transit Oriented Districts Ordinance in Title 22 to implement the Transit Oriented District strategy and the Land Use Legend of the General Plan; and amendments regarding applicability of applications submitted before the General Plan Update becomes effective;
- Advance Planning No. RADV 201200006: Creation of new zones, and corresponding modifications for consistency in Title 22 to implement the Land Use Legend of the General Plan Update. The new zones are as follows: Industrial Preservation Combining Zone (-IP), High Density Multiple Residence Zone (R-5), and Major Commercial Zone (C-MJ);
- Advance Planning No. RADV 201200007: Update to the Hillside Management Area (HMA) Ordinance to implement the goals and policies of the General Plan Update to preserve physical integrity and scenic value of hillsides, provide open space, and enhance community character;

- Advance Planning No. RADV 201300009: Community Climate Action Plan (CCAP), which is part of the Air Quality Element, and establishes a strategy to reduce greenhouse gas emissions that are generated within the County's unincorporated communities in a manner that is consistent with the Global Warming Solutions Act (AB 32). It includes a greenhouse gas emissions inventory, quantifiable actions to reduce emissions, and a program for implementation and ongoing monitoring and updates;
- Environmental Assessment No. RENV 201100109: As a lead agency under the California Environmental Quality Act (CEQA), the Board of Supervisors will consider the effects of the project as shown in the General Plan Environmental Impact Report (EIR), which includes the Final EIR (SCH No. 2011081042), will consider certification of the FEIR, and will consider adoption of the associated Findings of Fact and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program.

If you are unable to attend the public hearing, written documents in favor or opposed to the projects may be submitted to the General Plan Development and Housing Section, Executive Office of the Board of Supervisors, Room 383, 500 West Temple Street, Los Angeles, CA 90012 or PublicHearing@bos.lacounty.gov. Indicate the Project Nos. in the "Subject".

Additional information concerning the project can be obtained by contacting the Department of Regional Planning, **General Plan Development and Housing Section at (213) 974-6417** or genplan@planning.lacounty.gov. Staff may be contacted during the Department of Regional Planning's normal business hours, 7:30 a.m. to 6:00 p.m. Monday through Thursday (office is closed Fridays). Project materials are available on the Department of Regional Planning website at: <http://planning.lacounty.gov/generalplan>.

Assistive listening devices, agenda in Braille and/or alternate formats are available upon request. American Sign Language (ASL) interpreters, other auxiliary aids and services, or reasonable accommodations, such as to request a disability-related accommodation to address the Board, are available, if requested at least three business days prior to the Board meeting. Later requests will be accommodated to the extent feasible. Please contact the Executive Office of the Board at (213) 974-1411 or (213) 974-1707 (TTY), from 8:00 a.m. to 5:00 p.m., Monday through Friday. **Si no entiende esta noticia o necesita más información en Español, por favor llame este número (213) 974-6427 o correo electrónico a genplan@planning.lacounty.gov.**

PATRICK OGAWA
ACTING EXECUTIVE OFFICER OF THE
BOARD OF SUPERVISORS



Los Angeles County Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

NOTICE OF COMPLETION AND AVAILABILITY OF THE FINAL ENVIRONMENTAL IMPACT REPORT (SCH#2011081042) FOR THE LOS ANGELES COUNTY GENERAL PLAN UPDATE

DATE: March 12, 2015

SUBJECT: Notice of Completion and Availability of the Final Environmental Impact Report

PROJECT: Los Angeles County General Plan Update

LEAD AGENCY: County of Los Angeles

Pursuant to the State of California Public Resources Code Section 21000 *et seq.*, and the "Guidelines for Implementation of the California Environmental Quality Act," the County of Los Angeles as Lead Agency is circulating for public review a Final Environmental Impact Report (FEIR) for the Los Angeles County General Plan Update.

PROJECT DESCRIPTION AND LOCATION

The project, which is a comprehensive update of the Los Angeles County General Plan and associated actions, applies to all unincorporated areas of Los Angeles County. The project includes goals, policies, implementation programs and ordinances. The project accommodates new housing and employment opportunities in anticipation of population growth. The General Plan Update focuses growth in the unincorporated areas with access to services and infrastructure and reduces the potential for growth in environmentally sensitive and hazardous areas. The project will replace the adopted General Plan. Materials for the General Plan Update can be found on the Department's web site at <http://planning.lacounty.gov/generalplan>.

PUBLIC REVIEW PERIOD

The formal public review period for the FEIR will be from **March 14, 2015 to March 24, 2015.**

PUBLIC HEARING

A public hearing on the proposed project and the FEIR will be held before the Los Angeles County Board of Supervisors on Tuesday, March 24, 2015, at 9:30 a.m., in Room 381B of the Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, California 90012.

SIGNIFICANT ENVIRONMENTAL EFFECTS:

The following resource areas have been analyzed in the EIR: Aesthetics; Agriculture and Forestry Resources; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Noise; Population and Housing; Public Services; Recreation; Transportation and Traffic; and Utilities and Service Systems. The FEIR contains a summary of the potential environmental effects of the General Plan Update, the recommended mitigation measures that would reduce or avoid those effects, and the level of significance after mitigation. Implementation of the mitigation measures, as detailed in each environmental analysis section presented in the EIR, would reduce most of the potentially significant impacts to a less than

significant level. However, even with the implementation of the mitigation measures, the General Plan Update would result in significant and unavoidable impacts for the following: agriculture and forestry resources, air quality, biological resources, cultural resources, greenhouse gas emissions, mineral resources, noise, transportation/traffic, and utilities and service systems.

REVIEWING LOCATION

To ensure public access to the FEIR, copies of the document are available for review on the Department's web site at <http://planning.lacounty.gov/generalplan/ceqa>. Copies will be available at the Department's main office at 320 W. Temple St., 13th Floor, Los Angeles, CA 90012.

All comments and responses to this notice should be submitted in writing to:

Connie Chung, AICP, Supervising Regional Planner
Department of Regional Planning
320 West Temple Street, Room 1356
Los Angeles, CA 90012
Fax: (213) 626-0434
Email: genplan@planning.lacounty.gov

Should you have any questions, please call (213) 974-6417. Si necesita información en español por favor llame al (213) 974-6427.

E-mails related to the Rancho LPG facility

Kit Fox

From: Janet Gunter <arriane5@aol.com>
Sent: Tuesday, February 24, 2015 6:07 PM
To: lisa.pinto@mail.house.gov; lara.larramendi@mail.house.gov
Cc: noelweiss@ca.rr.com; amartinez@earthjustice.org; MrEnvirlaw@sbcglobal.net; fmillarva@gmail.com; lm.mann@verizon.net; brian.campbell@cox.net; Kit Fox
Subject: Fwd: San Pedro Propane - KABC - 01-11-15 1125AM...Mayor Garcetti's answer to the high risk exposure of Rancho LPG

HIGHTAIL

Files have been sent to you

from lanewsclips@roadrunner.com via Hightail.

MOV - MACS

WMV - Windows

MP4 - handheld devices

MPG - Youtube

4 files were sent to you.

 San Pedro Propane - KABC - 01-11-15 1125AM.mov

 San Pedro Propane - KABC - 01-11-15 1125AM.mp4

 San Pedro Propane - KABC - 01-11-15 1125AM.mpg

 San Pedro Propane - KABC - 01-11-15 1125AM.wmv

Download Files

Size: **89.91 MB** Files will be available for download until **May 12, 2015 08:40 PDT**.



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[Privacy](#) | [Terms](#)

Kit Fox

From: Janet Gunter <arriane5@aol.com>
Sent: Monday, March 02, 2015 2:42 PM
To: Lara.Larramendi@mail.house.gov; lisa.pinto@mail.house.gov;
wesling.mary@epamail.epa.gov; helmlinger.andrew@epa.gov;
michael_davies@feinstein.senate.gov; Kit Fox; jillwhynot@aqmd.com
Cc: Rafael.Moure-Eraso@csb.gov; don.holmstrom@csb.gov; dan.tillema@csb.gov;
anthony.reyes@sen.ca.gov; rgb251@berkeley.edu
Subject: News story of Gov't's obfuscation and denial of the truth regarding the public's risk
from hazardous fuel and chemical sites (link)

Obviously, this is a wide spread US problem. You can bet that the Rancho LPG facility and its voluminous storage of highly explosive butane and propane gasses near LA Harbor ranks at the top of of hazardous sites that pose extraordinary danger to local populations without their knowledge. It's time for this behavior to change and hopefully these insane opportunities for catastrophe will be addressed before anyone else suffers needless injury, death, and/or loss. Hopefully, with momentum now from the Torrance people, and following such disasters as the Gulf, Richmond, San Bruno, West, Texas etc, along with the many recent rail car explosions...our public officials will get a running start in addressing this critically important issue. Action is long overdue....and many of us currently sit at the precipice of our own potential demise.

<http://www.dailybreeze.com/general-news/20150301/exxonmobil-refinery-risks-shrouded-in-secrecy-by-government-agencies-corporate-policieslar>

Janet Gunter
Member: San Pedro Peninsula Homeowners United
(310) 251-7075

Kit Fox

From: Ricardo Pulido <mr.rpulido@gmail.com>
Sent: Tuesday, March 03, 2015 2:00 PM
To: Janet Gunter; Jesse Marquez; Jesse Marquez; Jesse Marquez
Cc: Lara.Larramendi@mail.house.gov; Pinto, Lisa; wesling.mary@epamail.epa.gov; helmlinger.andrew@epa.gov; michael_davies@feinstein.senate.gov; Kit Fox; jillwhynot@aqmd.com; Rafael.Moure-Eraso@csb.gov; don.holmstrom@csb.gov; dan.tillema@csb.gov; anthony.reyes@sen.ca.gov; rgb251@berkeley.edu
Subject: Re: News story of Gov't's obfuscation and denial of the truth regarding the public's risk from hazardous fuel and chemical sites (link)

RIGHT ON.....We met w/ Councilman Joe yesterday, Jesse please brief Janet & team.....gracias,
Ricardo/CFASE

On Mon, Mar 2, 2015 at 2:42 PM, Janet Gunter <arriane5@aol.com> wrote:

Obviously, this is a wide spread US problem. You can bet that the Rancho LPG facility and its voluminous storage of highly explosive butane and propane gasses near LA Harbor ranks at the top of hazardous sites that pose extraordinary danger to local populations without their knowledge. It's time for this behavior to change and hopefully these insane opportunities for catastrophe will be addressed before anyone else suffers needless injury, death, and/or loss. Hopefully, with momentum now from the Torrance people, and following such disasters as the Gulf, Richmond, San Bruno, West, Texas etc, along with the many recent rail car explosions...our public officials will get a running start in addressing this critically important issue. Action is long overdue....and many of us currently sit at the precipice of our own potential demise.

<http://www.dailybreeze.com/general-news/20150301/exxonmobil-refinery-risks-shrouded-in-secrecy-by-government-agencies-corporate-policieslar>

Janet Gunter
Member: San Pedro Peninsula Homeowners United
(310) 251-7075

Kit Fox

From: Janet Gunter <arriane5@aol.com>
Sent: Wednesday, March 11, 2015 11:00 AM
To: noelweiss@ca.rr.com; MrEnvirlaw@sbcglobal.net; amartinez@earthjustice.org; connie@rutter.us; det310@juno.com; marciesmiller@sbcglobal.net; igornla@cox.net; dwgkaw@hotmail.com; jhwinkler@me.com; ruboyesen@aol.com; claudia.r.mcculloch@gmail.com; leneebilski@hotmail.com; lhermanpg@cox.net; pjwrome@yahoo.com; katyw@pacbell.net; jwebb@usc.edu; c.jjkondon@earthlink.net; rcraemer@aol.com; goarlene@cox.net; chateau4us@att.net; hvbags@cox.net; darlenezavalney@aol.com; jdimon77@yahoo.com; rreg55@hotmail.com; sarahnvaldez@gmail.com; alexisgeich@yahoo.com; geichfamily@yahoo.com; mandm8602@att.net; peter.burmeister@sbcglobal.net; pmwarren@cox.net; burling102@aol.com; havenick@cox.net; carl.southwell@gmail.com; jnm4ej@yahoo.com; mr.rpulido@gmail.com; joethedoor@sbcglobal.net
Cc: lisa.pinto@mail.house.gov; Lara.Larramendi@mail.house.gov; coneill2@law.pace.edu; william_mckenna@hsgac.senate.gov; jena_mcneill@hsgac.senate.gov; rgb251@berkeley.edu; southers@price.usc.edu; ahricko@usc.edu; ahricko@hsc.usc.edu; meshkati@usc.edu; jones@usgs.gov; Brian Campbell <b.camp@cox.net>; Kit Fox; erric.garris@asm.ca.gov; rob.wilcox@lacity.org; eileen.decker@la.city.org; helmlinger.andrew@epa.gov; wesling.mary@epamail.epa.gov; blumenfeld.jared@epa.gov
Subject: Latest Earthquake Map.....San Pedro/Rancho LPG located in orangish-red area, PV Fault zoneincreased potential for quake measuring 6.7+Heads up, Guys!

http://www.usgs.gov/newsroom/article.asp?ID=4146&from=rss&utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+usgs%2FnewsCA+%28Newsroom+-+California%29#.VQBxpPnF9tw

Two 12.5 million gallon above ground, highly explosive butane gas storage tanks, sitting in earthquake rupture zone 7.3 magnitude, built 42 years ago to a seismic sub-standard of .5-6.0! Ignoring this incredibly dangerous situation defies simple logic!

Janet Gunter

Kit Fox

From: Ricardo Pulido <mr.rpulido@gmail.com>
Sent: Friday, March 13, 2015 9:14 AM
To: Janet Gunter
Cc: Noel Weiss; AGPatchett; amartinez@earthjustice.org; Connie; chuck hart; Marcie Miller; igornla@cox.net; dwgkaw@hotmail.com; John Winkler; ruboyesen@aol.com; Claudia McCulloch; leneebilski@hotmail.com; Linda Herman; pjwrome@yahoo.com; katiw@pacbell.net; jwebb@usc.edu; c.jjkondon@earthlink.net; rcraemer@aol.com; goarlene@cox.net; Lacombe; Susan Phuckoff; darlenezavalney@aol.com; jdimon77@yahoo.com; rreg55@hotmail.com; Sarah Valdez; alexisgeich@yahoo.com; geichfamily@yahoo.com; mandm8602@att.net; peter.burmeister@sbcglobal.net; Peter Warren; June Smith; havenick@cox.net; Carl Southwell; Jesse Marquez; joethedoor@sbcglobal.net; Pinto, Lisa; Lara.Larramendi@mail.house.gov; coneill2@law.pace.edu; william_mckenna@hsgac.senate.gov; jena_mcneill@hsgac.senate.gov; rgb251@berkeley.edu; southers@price.usc.edu; Andrea Hricko; ahricko@hsc.usc.edu; meshkati@usc.edu; jones@usgs.gov; Brian Campbell <b.camp@cox.net>; Kit Fox; erric.garris@asm.ca.gov; rob.wilcox@lacity.org; eileen.decker@la.city.org; helmlinger.andrew@epa.gov; wesling.mary@epamail.epa.gov; Jared Blumenfeld
Subject: Re: Latest Earthquake Map.....San Pedro/Rancho LPG located in orangish-red area, PV Fault zoneincreased potential for quake measuring 6.7+....Heads up, Guys!

Janet & team: We the EJ community totally agree w/you, our concerns need to be heard & acted upon by local, state & federal electds?? S.P. Peace March Rally @ site/or Peck Park this Spring '2015 w/ specific demands for our community safety 1st!!!.....gracias, Ricardo/CFASE ps "sign up now" Organizers wanted!

On Wed, Mar 11, 2015 at 11:00 AM, Janet Gunter <arriane5@aol.com> wrote:
http://www.usgs.gov/newsroom/article.asp?ID=4146&from=rss&utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+usgs%2FnewsCA+%28Newsroom+-+California%29#.VQBxpPnF9tw

Two 12.5 million gallon above ground, highly explosive butane gas storage tanks, sitting in earthquake rupture zone 7.3 magnitude, built 42 years ago to a seismic sub-standard of .5-6.0! Ignoring this incredibly dangerous situation defies simple logic!

Janet Gunter

Kit Fox

From: Lacombe <chateau4us@att.net>
Sent: Monday, March 30, 2015 5:09 PM
To: Kit Fox
Subject: Fw: SPPHU Notice: Documentary on Rancho LPG Facility

Good afternoon Kit,

Hope all is well with you.

I just received this email with a link to a Youtube video about Rancho. Its very concerning.

Jeanne

From: David L Rivera
Sent: Monday, March 30, 2015 2:50 PM
To: David L Rivera
Subject: SPPHU Notice: Documentary on Rancho LPG Facility

To Our Neighbors,

In our February San Pedro Peninsula Homeowners United newsletter, the lead article was titled, "Hollywood Documentary to Chronicle Story of Rancho LPG". The video has been released and can be viewed on YouTube or various Facebook sites. We are attaching the YouTube showing for your convenience. Please feel free to pass this video on to friends or interested persons.

SPPHU

Rancho LPG/Plains All-American video:

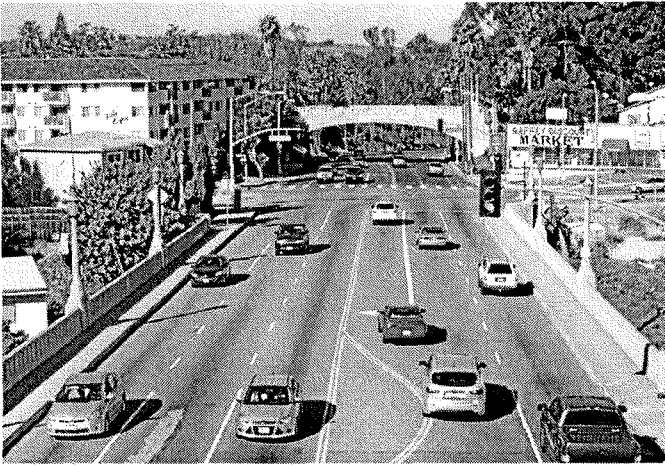
https://www.youtube.com/watch?v=TBGt_XKNpRk

Daily Breeze article regarding Gaffey Street Conceptual Plan

Gaffey Street's transformation into 'Great Street' for San Pedro heads into fund-raising mode

By Donna Littlejohn , The Daily Breeze

DailyBreeze.com



View of Gaffey Street looking north from the pedestrian bridge at the entrance to San Pedro. Tuesday, Jan. 06, 2015. (Steve McCrank / Staff Photographer)

After a year of work, planners this month will finalize a plan designed to make San Pedro's Gaffey Street into a "Great Street" under the citywide initiative launched by Los Angeles Mayor Eric Garcetti.

A third and final public workshop on the evolving ideas last week drew nearly 100 people, said Kate Mayerson, project manager for the Los Angeles

Neighborhood Initiative, or LANI, the nonprofit the city chose to oversee the work.

But now comes the hard part: finding the money to implement it.

"My organization as well as the council office will use (the conceptual plan) as a funding template to go out and pursue funds to implement the project in phases," Mayerson said. "We will apply for traditional, standard funding through the (city's) Department of Transportation but we'll also go out and look for grant funds."

A finalized version of the conceptual plan, she said, should be ready for delivery to the council office sometime in April.

And while the entire face-lift is expected to take perhaps decades and cost many millions of dollars (an exact price tag hasn't been calculated but will be included in the plan delivered to the council office), there are some elements, Mayerson said, that are "low-lying fruit," improvements that are easy and relatively inexpensive to complete.

Turning crosswalks into continental or zebra crosswalks — featuring extra prominent markings for pedestrian safety — can be done quickly, she said.

Among the overall changes to the street would be new landscaping with mini-medians, bulb-outs at corners, outdoor seating, pedestrian-level street lighting, decorative pavers, tree canopies, and improved bus and transit shelters. The project extends along Gaffey from Summerland Street on the north to 14th Street on the south.

One proposal — which would need the approval of the property owner — calls for building a simple transit plaza, possibly with vendor kiosks, in the parking lot of the Von's market at 13th Street and Gaffey.

Shot down by members of the public was a suggestion that traffic lanes be reduced on the busy thoroughfare that serves as the way in and out of San Pedro via the 110 Freeway.

"People were happy that we listened to them about not taking any lanes of traffic away," Mayerson said.

Along the way, some residents suggested that Pacific Avenue, with its more historic architecture and

lighter traffic flow, might have been a better fit for the Great Streets makeover. Gaffey's location and heavy vehicular use, critics said, make it an unlikely candidate for traffic "calming" measures and pedestrian-friendly beautification.

Advertisement

Planner Tony Keith of RRM, which also is working on the project, called the task the "challenge of a career," likening it to "taking what is essentially a six-lane freeway cutting through town and making it into a pedestrian-friendly street."

And while Los Angeles City Councilman Joe Buscaino said in January that the ultimate goal of the project is to "get rid of undesirable businesses along Gaffey, like the pot shops and the fast-food restaurants," some residents say drive-through fast-food is exactly the kind of business that motorists in a hurry to get in and out of town want and will use.

But most agree that the street could use plenty of improvement.

Gaffey was one of six streets Garcetti named last year for his Great Streets Initiative, a proposal to spruce up some of the city's most heavily used — and, in some cases, ugliest — corridors. Ultimately, 40 streets are envisioned for inclusion in the program that is designed to increase access to public transit, beautify the area, improve pedestrian and bicycle safety and promote revitalization efforts supporting small businesses.



Donna Littlejohn

Reach the author at Donna.Littlejohn@dailybreeze.com.

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- [Back to top](#)

Poster boards from scoping meeting
for closure of DFSP San Pedro



WELCOME!



Public Scoping Meeting for the Proposed Partial or Complete Closure of Defense Fuel Support Point San Pedro, California

**Crowne Plaza Los Angeles
Harbor Hotel
Wednesday, March 18, 2015
6:00 p.m. to 8:00 p.m.**



**Navy and Defense Logistics Agency representatives are available
to provide information and answer your questions.**

Thank you for coming. We look forward to receiving your input!



The National Environmental Policy Act (NEPA) and Community Involvement



The National Environmental Policy Act (NEPA) of 1969 requires United States (U.S.) federal agencies to consider the potential environmental impacts of their actions before making decisions. In compliance with NEPA, the U.S. Navy is preparing an Environmental Assessment (EA) to analyze the potential environmental impacts that may result from the proposed partial or complete closure of Defense Fuel Support Point San Pedro, CA.

NEPA PROCESS

The purpose of an EA is to determine whether a proposed action or its alternatives would have potentially significant impacts to the human or natural environment. In preparing the EA, the Navy will develop, describe, and study a reasonable range of alternatives in support of the Proposed Action.

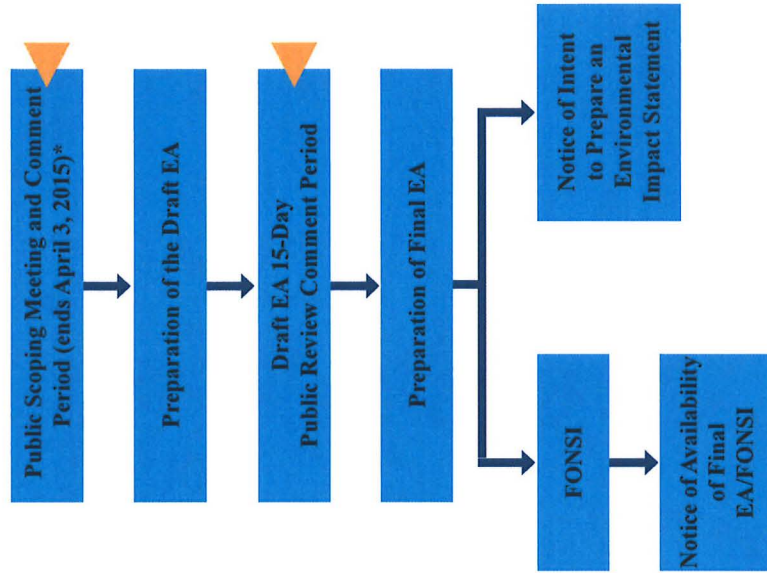
The Navy will use the findings of the analysis to determine the next steps in the NEPA process. If the findings indicate environmental impacts would be significant, the Navy would prepare an Environmental Impact Statement and conduct additional analyses. If the findings indicate environmental impacts would not be significant, the Navy would prepare a Finding of No Significant Impact (FONSI). The FONSI would describe how the Navy determined the Proposed Action would have no significant impacts. The Navy would then proceed with the Proposed Action.

COMMUNITY INVOLVEMENT

The NEPA process provides opportunities for public input during both the Public Scoping period and the EA development. The public participates in the process by helping to identify environmental issues and potential alternatives, and by evaluating the analysis of the Proposed Action and alternatives. The Navy will consider all relevant comments received.

NEXT STEPS

When the Draft EA is made available for public review, the public will be notified and will have the opportunity to provide comments. Interested parties can request to be added to the project mailing list by contacting the Navy Public Affairs Officer. The Draft EA will be available for review during the 15-day public review period.



* You are here.

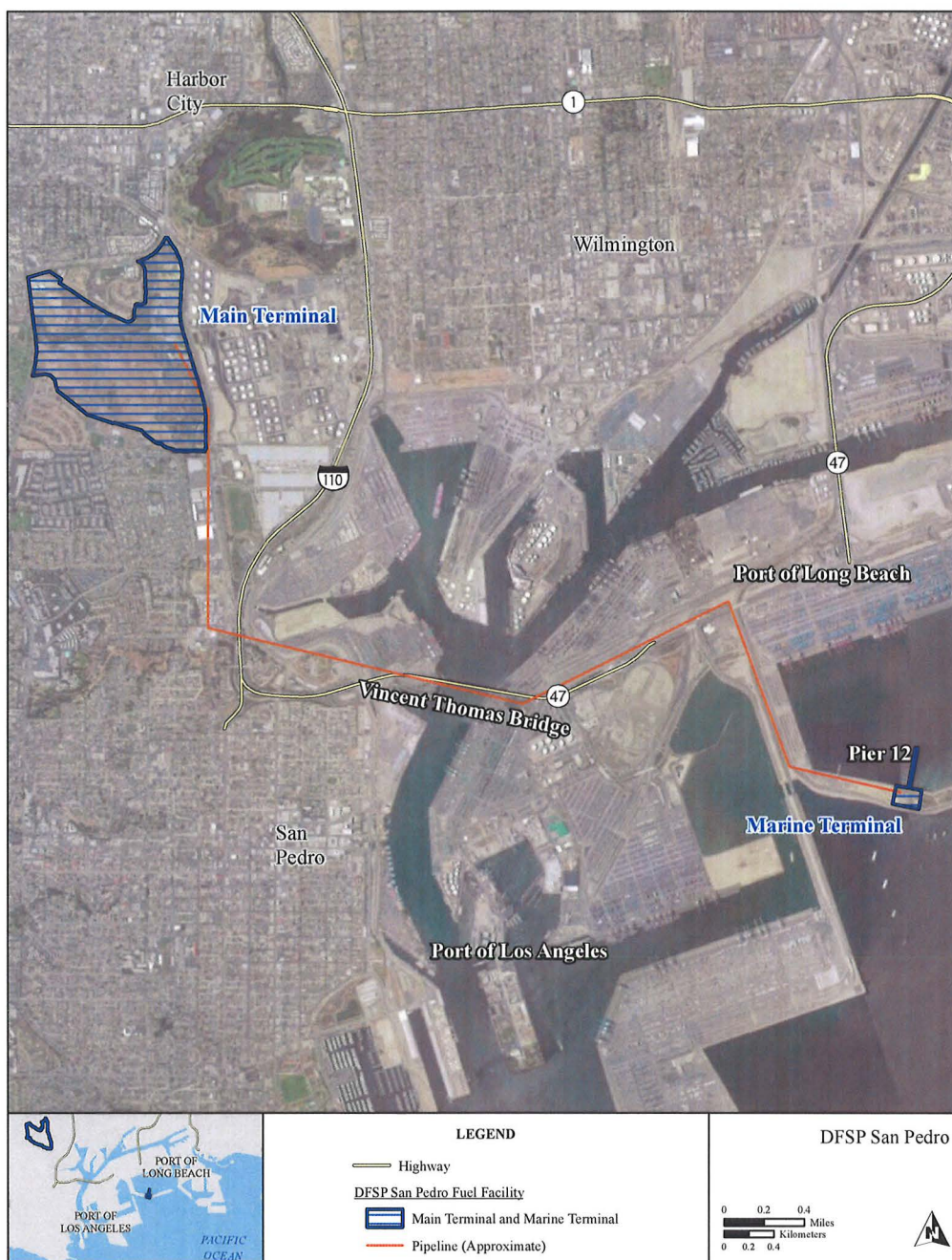
Indicates opportunity for public involvement.



Public Meeting



Defense Fuel Support Point (DFSP) San Pedro



DFSP San Pedro consists of:

- Main Terminal (331 acres)
- Marine Terminal (9 acres)
- Off-site pipelines (totaling over 15 miles)

History:

- 1942: Navy constructs the facility
- 1980: Defense Logistics Agency takes over operations; Navy still owns property
- Currently: Property in a temporary closure status

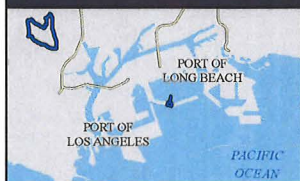
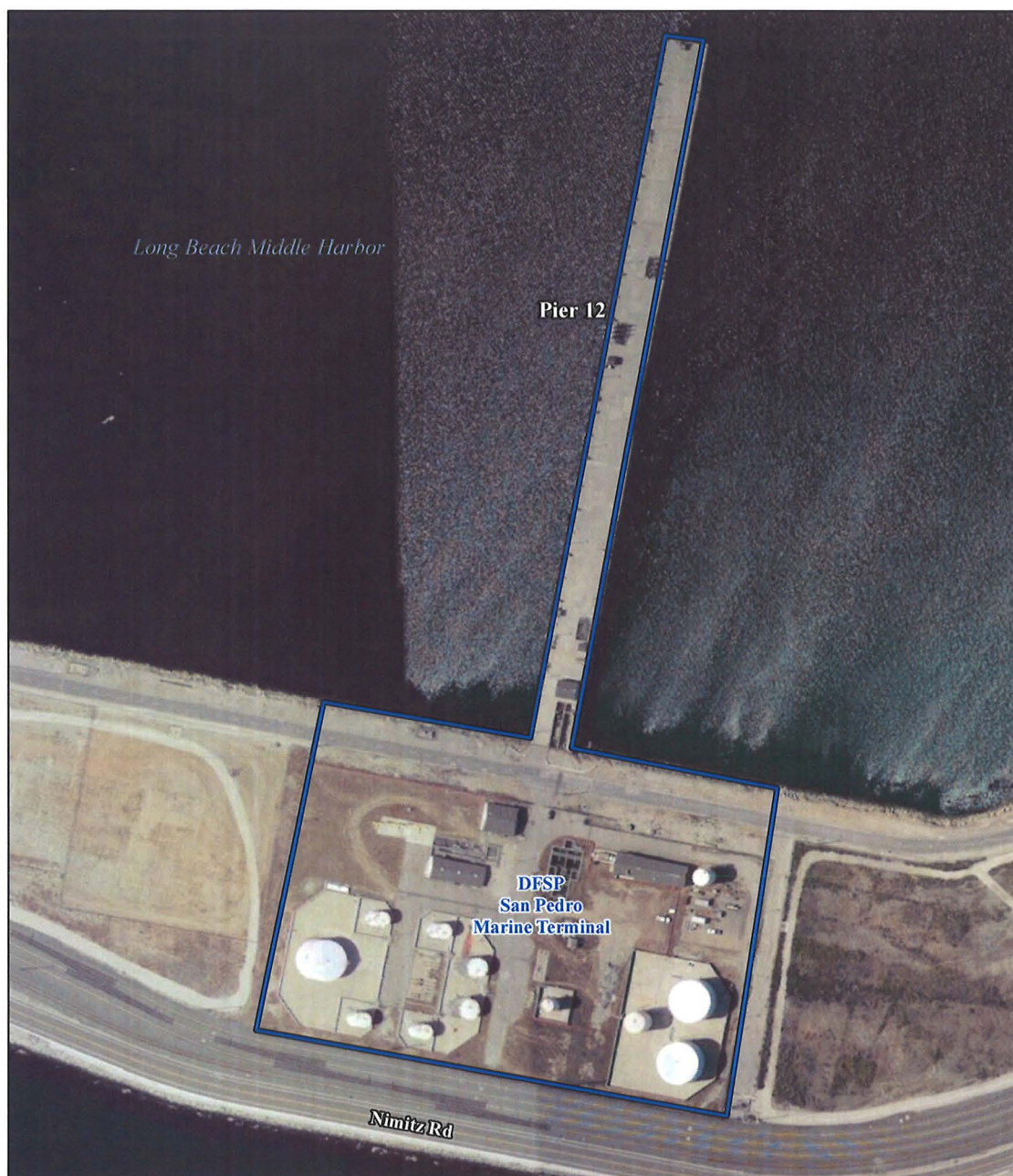


DFSP Main Terminal





DFSP Marine Terminal



LEGEND

 DFSP San Pedro Marine Terminal

Marine Terminal

0 50 100
Feet
0 25 50
Meters





Purpose and Need, Proposed Action, and Alternatives



PURPOSE AND NEED

The purpose of the Proposed Action is to partially or completely close the Defense Fuel Support Point (DFSP) San Pedro fuel facility. This includes the Main Terminal, Marine Terminal, on-site and off-site pipelines, and associated infrastructure.

The project is needed to close aging infrastructure and/or upgrade infrastructure as needed, limit environmental risk, and generate cost savings for the Department of Defense.

PROPOSED ACTION

Under the Proposed Action:

- DFSP San Pedro fuel facility would be partially or completely closed in accordance with applicable federal, state, and local laws and regulations.
- The existing Defense Logistics Agency (DLA) and Navy Host-Tenant Real Estate Agreement would be terminated.
- The Navy would continue to own DFSP San Pedro.



Aboveground storage tanks at the Main Terminal

NOT PART OF THE PROPOSED ACTION

The following items are not included as part of the Proposed Action:

- The Environmental Assessment (EA) does not evaluate property disposal issues such as potential community reuse.
- No changes are proposed with respect to the ball fields or the Los Angeles Police Department (LAPD) Shooting Range; these areas would remain in their current condition and would continue to be available for public and LAPD use.
- Pier 12 would not be demolished under any of the proposed alternatives considered in the EA.

ALTERNATIVES

The Navy has identified four action alternatives (Alternatives 1, 2, 3, and 4) for the Proposed Action. In addition to these four action alternatives, the No Action Alternative will be analyzed in this EA:

- **Alternative 1: Complete Closure with Partial Demolition**
- **Alternative 2: Complete Closure with Minimal Demolition**
- **Alternative 3: Complete Closure with Complete Demolition**
- **Alternative 4: Partial Closure with Minimal Demolition**
- **No Action Alternative: Resume Operations**

NO ACTION ALTERNATIVE

DFSP San Pedro cannot permanently or indefinitely remain in a temporary closure status, but must instead either achieve permanent regulatory closure or be returned to operational status. Therefore, while implementation of the No Action Alternative would initially leave the DFSP San Pedro facilities in their current temporary closure status, in the event of such implementation, it is assumed timely action would be taken to restore operational status.



Alternative 1: Complete Closure with Partial Demolition



Under Alternative 1, and subject to obtaining regulatory approval, the Defense Fuel Support Point (DFSP) Main Terminal, Marine Terminal, and off-site pipelines would be closed in accordance with Unified Facilities Code 3-460-01. The following actions would occur under Alternative 1:

- The Marine Terminal would be demolished; however, Pier 12 would not be demolished.
- All aboveground storage tanks would be demolished at the terminals.
- All underground storage tanks would be filled with an inert solid material and abandoned in place.
- On-site aboveground pipelines would be demolished.
- On-site underground pipelines would be abandoned in place; except approximately 9,600 linear feet of on-site underground pipeline would be demolished.
- Off-site pipelines would be abandoned in place.
- All valve boxes, pump stations/houses, and warehouses would be demolished.
- All office and administrative buildings would be placed in long-term caretaker condition.
- A Closure Plan would be prepared to describe the work that would be performed and environmental commitments:
 - If soil or groundwater contamination is found during the closure process, a follow on site investigation and restoration project would be initiated.
 - Cleanup would be negotiated with the Certified Unified Program Agency and Regional Water Quality Control Board.



Alternative 2: Complete Closure with Minimal Demolition

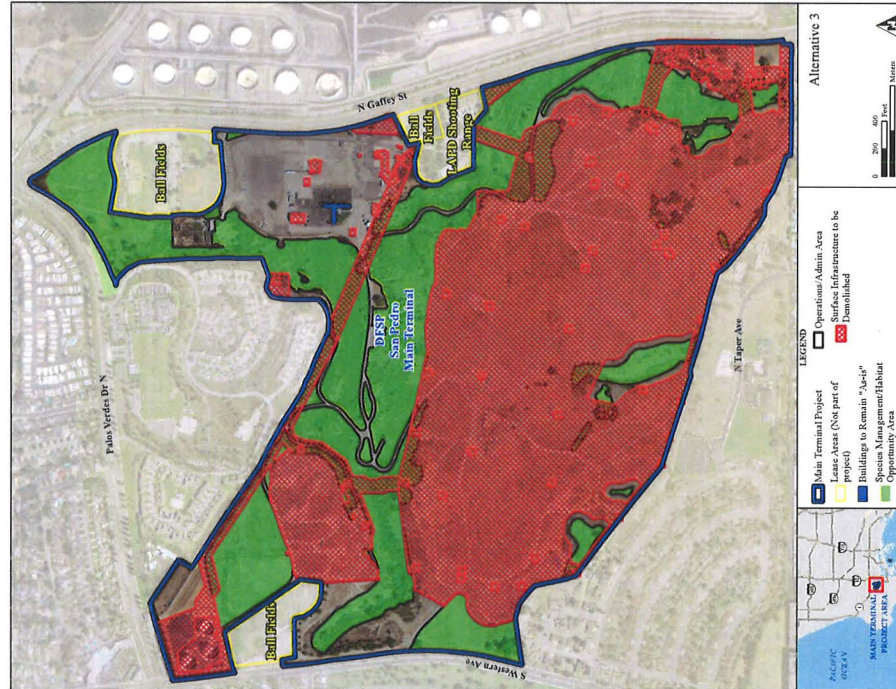


Under Alternative 2, and subject to obtaining regulatory approval, the Defense Fuel Support Point (DFSP) San Pedro Main Terminal, Marine Terminal, and off-site pipelines would be closed in accordance with Unified Facilities Code 3-460-01. Less demolition would occur under Alternative 2 than under Alternative 1. The following actions would occur under Alternative 2:

- At the Marine Terminal, all fuel equipment would be cleaned, secured, and marked Out-of-Service; no demolition would occur.
- All aboveground storage tanks (ASTs) at both the Main Terminal and the Marine Terminal would be cleaned, isolated/secured, and marked Out-of-Service; no demolition of ASTs would occur.
- All underground storage tanks would be abandoned in place.
- On-site aboveground and underground pipelines would be abandoned in place; except approximately 9,600 linear feet of on-site underground pipeline would be demolished.
- Off-site pipelines would be secured and abandoned in place.
- Miscellaneous infrastructure would be cleaned and secured (not demolished), with the exception of 12 valve boxes that would be demolished.
- All office and administrative buildings would be vacated in an "as is" condition.
- Utilities would be disconnected.
- A Closure Plan would be prepared to describe the work that would be performed and environmental commitments:
 - If soil or groundwater contamination is found during the closure process, a follow on site investigation and restoration project would be initiated.
 - Cleanup would be negotiated with the Certified Unified Program Agency and Regional Water Quality Control Board.



Alternative 3: Complete Closure with Complete Demolition



Alternative 3 is similar to Alternative 1, except that under Alternative 3, rather than a limited demolition plan, most of Defense Fuel Support Point (DFSP) San Pedro petroleum infrastructure would be demolished, subject to obtaining regulatory approval. The following actions would occur under Alternative 3:

- All DFSP San Pedro fuel facility aboveground storage tanks, underground storage tanks, on-site pipelines, pump houses, loading racks, vaults, etc. at the Main Terminal and Marine Terminal would be demolished and removed.
- Administrative and office spaces, as well as Pier 12, would not be demolished.
- Off-site pipelines would be abandoned in place.
- A Closure Plan would be prepared to describe the work that would be performed and environmental commitments:
 - If soil or groundwater contamination is found during the closure process, a follow on site investigation and restoration project would be initiated.
 - Cleanup would be negotiated with the Certified Unified Program Agency and Regional Water Quality Control Board.



Alternative 4: Partial Closure with Minimal Demolition



Under Alternative 4, and subject to obtaining regulatory approval, a portion of the Main Terminal would be permanently closed and a portion would be taken out of temporary closure status and placed into operation by the Navy. The Marine Terminal would be taken out of temporary closure status and placed into operation. Some of the off-site pipelines would be placed back into service and others would be abandoned in place. The following actions would occur as part of Alternative 4:

- The Marine Terminal (Pier 12) would be reopened and placed into operation.
- Aboveground storage tanks at both the Main Terminal and the Marine Terminal would be reopened and placed into operation.
- The concrete underground storage tanks (USTs) would be abandoned in place. The on-site pipelines associated with these concrete USTs would be abandoned in place. Approximately 9,600 linear feet of underground pipeline would be demolished along with 12 valve boxes.
- The steel USTs and their associated on-site pipelines would be reopened and placed into operation.
- Some of the previously active off-site pipelines would be reopened. These include the JP-5 and JP-8 pipelines between the Main Terminal and the Marine Terminal, and the 10-inch pipeline connected to the supplier. The remaining off-site pipelines would be abandoned in place.



Resource Areas Addressed in the Environmental Assessment (EA)

THE EA WILL ADDRESS THE FOLLOWING RESOURCE AREAS

- Biological Resources
- Cultural Resources
- Water Resources
- Geological Resources
- Visual Resources
- Coastal Resources
- Hazardous Materials and Wastes
- Environmental Justice
- Air Quality
- Transportation
- Noise
- Land Use
- Utilities and Services
- Socioeconomics
- Public Health and Safety

RESOURCE AREAS OF INTEREST

Analysis of the following areas of potential interest will be conducted as part of the EA:

Coastal California gnatcatcher (*Poliopitila californica californica*). The coastal California gnatcatcher is a federally threatened species that has been observed in the coastal sage scrub plant community at Defense Fuel Support Point (DFSP) San Pedro.



Source: Audubon: Guide to North American Birds. Photo by Joe Fuhrman/VIREO <http://www.audubon.org/field-guide/bird/california-gnatcatcher>.

Palos Verdes blue butterfly (*Glaucopsyche lygdamus palosverdesensis*). The federally endangered Palos Verdes blue butterfly occurs at DFSP San Pedro. An organizational framework for species recovery is active at DFSP San Pedro.



Source: United States Fish and Wildlife Service: National Digital Library Photo by Jane Handron <http://digitalmedia.fws.gov/cdm/search/searchterm/Palos%20Verdes%20Blue%20butterfly/order/nosort>.

TYPES OF ENVIRONMENTAL EFFECTS

- Direct Effects
- Indirect Effects
- Cumulative Effects
- Conflicts with land use plans, policies, or controls
- Short-term use of environmental versus long-term productivity
- Irreversible or irretrievable commitment of resources



Looking southeast from the Main Terminal



Habitat Types and Federally Listed Species





Public Involvement Opportunities

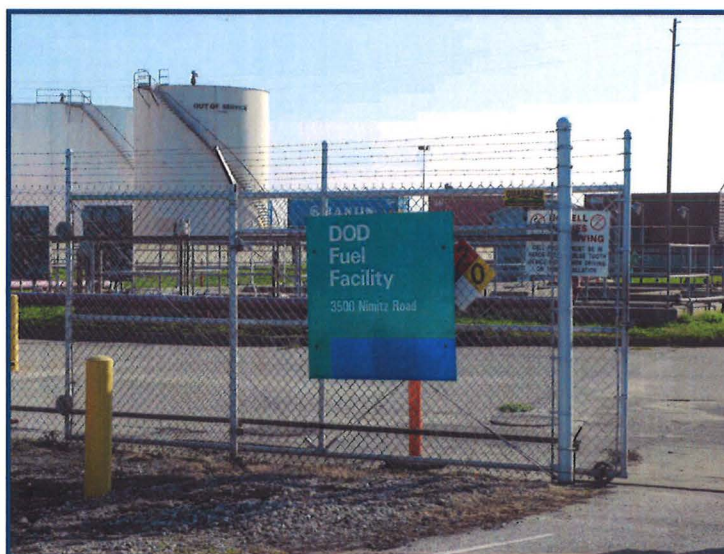


HOW DO I PROVIDE MY COMMENTS?

- ★ Use and submit the comment sheet provided tonight.
- ★ Mail written comments to:
Naval Facilities Engineering Command Southwest
DFSP San Pedro EA Project Manager
Attn: Code JE20.GB
1220 Pacific Highway
San Diego, CA 92132-5190
- ★ Email written comments to: nwssbpao@navy.mil
- ★ Comments must be emailed or postmarked by APRIL 3, 2015.

PROJECT SCHEDULE

- ★ The Draft Environmental Assessment will be available for public review (a 15-day review period) and comment later this year.
- ★ If selected, the project would be initiated in 2016.



**Thank You For Coming.
We Look Forward To Receiving Your Input!**

Notice of Intent and project description for draft MND
for Palos Verdes Reservoir Upgrades Project



THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

RECEIVED

MAR 18 2015

COMMUNITY DEVELOPMENT
DEPARTMENT

Office of the General Manager

Date: March 19, 2015

To: Distribution List/Interested Parties

From: The Metropolitan Water District of Southern California
Environmental Planning Team
700 North Alameda Street
Los Angeles, CA 90012

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for the Palos Verdes Reservoir Upgrades Project

The Metropolitan Water District of Southern California (Metropolitan) acting as Lead Agency under the California Environmental Quality Act (CEQA) has prepared a Mitigated Negative Declaration (MND) for the proposed Palos Verdes Reservoir Upgrades Project. Enclosed is a copy of the MND for the proposed project. Also enclosed is a Notice of Intent to Adopt a Mitigated Negative Declaration, which provides a brief description of the project and information on the public review period for this project.

If you have any questions, please contact Ms. Malinda Stalvey at (213) 217-5545 or mstalvey@mwdh2o.com.

(EPT No. 2011052501)

Enclosure: MND
Copy of the Notice

**Notice of Intent to Adopt Mitigated Negative Declaration for the
Palos Verdes Reservoir Upgrades Project**

Pursuant to the California Environmental Quality Act (CEQA), The Metropolitan Water District of Southern California (Metropolitan) prepared a Mitigated Negative Declaration (MND) for the Palos Verdes Reservoir Upgrades Project (Proposed Project), located within the City of Rolling Hills Estates, California. This Notice of Intent is to inform you that the MND is currently available for a 30 day public review period. In addition to making the MND available for public review, the MND is being sent to responsible, trustee, and interested agencies as part of the review process required under CEQA (Section 21092 of the Public Resources Code) and the State CEQA Guidelines (Section 15072 of the California Code of Regulations). The proposed project site is not included on any of the lists enumerated under Section 65962.5 of the Government Code (hazardous waste facilities).

Metropolitan owns and operates the Palos Verdes Reservoir (reservoir). The reservoir is a 1,108 acre-feet (360 million gallon) potable water storage reservoir, constructed in 1939 to serve as a terminal finished water storage facility for the Colorado River Aqueduct project. When in service, the reservoir serves as a terminal storage reservoir for the western section of the distribution system. The reservoir is proposed to be brought back on-line in order to provide redundancy of supply during periods of shutdown or emergency situations affecting Metropolitan's distribution system.

The reservoir is now 74 years old, the existing gunite liner has reached the end of its useful life and requires replacement. In addition, much of the original operating equipment in the tower is either in need of replacement or is functionally obsolete. In 1987, Metropolitan installed a geomembrane floating cover to preserve water quality and reduce evaporative losses from the reservoir. In 2009, when the floating cover reached the end of its useful life, the reservoir was dewatered and removed from service. The floating cover material was removed in 2011. The reservoir has not been in use since 2009.

The Proposed Project would remove the upper portion of the outlet tower down to grade, replace the valves and operating system, reline the reservoir with asphalt and a geomembrane liner, and replace the geomembrane floating cover. Additional work would include replacing the pumps and piping that feed the chemical delivery system, refurbishing the existing on-site laboratory, and removing a bulkhead to bring the reservoir back into service.

The environmental review conducted for this project was completed in accordance with CEQA guidelines and concludes that with the implementation of mitigation measures for air quality, biological resources, cultural resources, fire, noise, and traffic, the proposed Project will not have a significant effect on the environment.

Due to the time limits mandated by state law, written comments must be received by Metropolitan not later than 30 days after the start of the review period, which begins March 19, 2015 and ends April 20, 2015.

Hard copies of the MND will be available for review at the following locations:

The Metropolitan Water District of Southern California
Engineering Resource Center
700 N. Alameda Street
Los Angeles, CA 90012

Peninsula Center Library
701 Silver Spur Road
Rolling Hills Estates, CA 90274

Miraleste Public Library
29089 Palos Verdes Drive East
Rancho Palos Verdes, CA 90275

Also, a copy of the MND will be posted on Metropolitan's website at:
<http://mwdh2o.com/mwdh2o/pages/about/EnvPlanTeam/index.html>

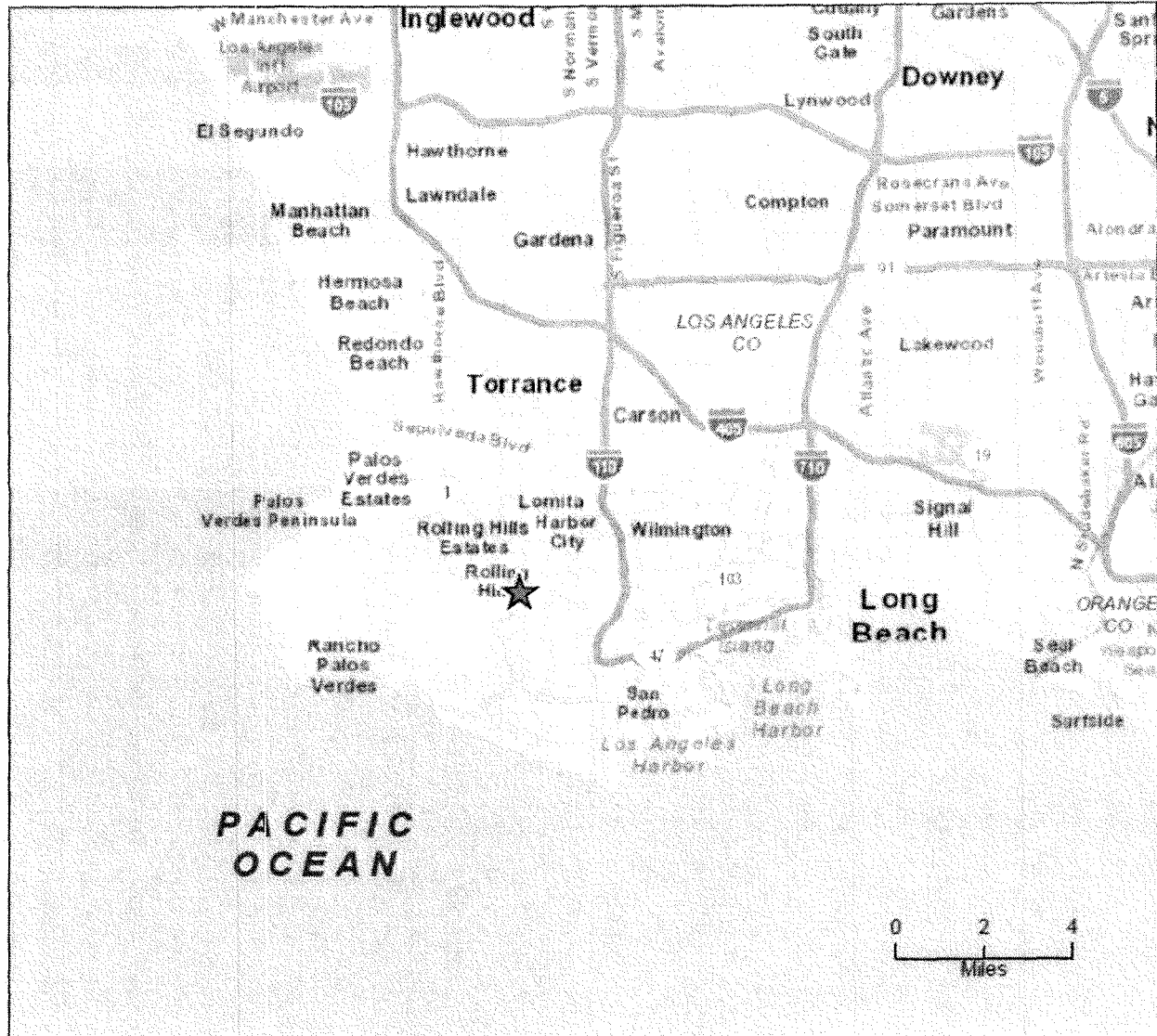
When submitting written comments to Metropolitan, please provide the name and telephone number of a contact person. Comments and questions should be directed to:

Ms. Malinda Stalvey
Environmental Planning Team
Metropolitan Water District
P.O. Box 54153
Los Angeles, California 90054

Comments may also be submitted via e-mail to: EPT@mwdh2o.com
Reference: "Palos Verdes Reservoir Upgrades Project MND" in the subject line.

If you require additional information, please contact Ms. Malinda Stalvey at 213-217-5545.

Metropolitan will notify commentators of the date, time and place of the public meeting at which Metropolitan's Board of Directors will consider the proposed project and Mitigated Negative Declaration, including comments received during the public review period. This information will also be posted on the website referenced above.



Project Location

The Metropolitan Water District of Southern California

Palos Verdes Reservoir Upgrades Project Proposed Mitigated Negative Declaration



**Metropolitan Report No. 1461
March 2015**



**Palos Verdes Reservoir
Upgrades Project**

Proposed Mitigated Negative Declaration

The Metropolitan Water District of Southern California
700 North Alameda Street
Los Angeles, California 90012

Report No. 1461

March 2015

This report is printed on 50% recycled paper.

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Appendix B	Biological Resources Assessment

SECTION 1 PROJECT DESCRIPTION

1.1 PROPOSED PROJECT BACKGROUND AND PURPOSE

The Metropolitan Water District of Southern California (Metropolitan) is comprised of 26 cities and water districts that provide drinking water to approximately 18 million people in parts of Los Angeles, Orange, San Diego, Riverside, San Bernardino and Ventura counties. The mission of Metropolitan is to provide its service area with adequate and reliable supplies of high-quality water to meet present and future needs in an environmentally and economically responsible way. Metropolitan currently delivers an average of 1.7 billion gallons of water per day to a 5,200-square-mile service area (see Figure 1).

Metropolitan owns and operates the Palos Verdes Reservoir (reservoir). The reservoir is a 1,108 ac-ft (360 million gallon) potable water storage reservoir, constructed in 1939 to serve as a terminal finished water storage facility for the Colorado River Aqueduct project (see Figure 2). Since the original construction, several improvements have occurred, which include influent pipe modifications, modifications to raise the outflow spillway elevation by 4 feet, Secondary Inlet, Secondary Outlet, valve replacements, and chemical system upgrades. In 1987, Metropolitan installed a geomembrane floating cover to preserve water quality and reduce evaporative losses from the reservoir. In 2009, when the floating cover reached the end of its useful life, the reservoir was dewatered and removed from service. The floating cover material was removed in 2011. The reservoir has not been in use since 2009. When in service, the reservoir serves as a terminal storage reservoir for the western section of the distribution system. The reservoir is proposed to be brought back on-line in order to provide redundancy of supply during periods of shutdown or emergency situations affecting Metropolitan's distribution system.

When in service, flow enters the reservoir from the Palos Verdes Feeder through an inlet structure called the Palos Verdes Reservoir Tower, or from the Second Lower Feeder via the Secondary Inlet. The Secondary Inlet consists of a weir structure that breaks incoming pressure on the Second Lower Feeder to atmospheric pressure before the water flows down a steep segment of 78-inch pipe, and down a spillway. The reservoir is positioned at the terminus of both the Palos Verdes Feeder and the Second Lower Feeder, which are interconnected to other feeders and laterals that make up the central pool configuration of Metropolitan's distribution system (see Figure 1).

The Palos Verdes Reservoir Tower was built within the reservoir embankment and the aboveground portion protrudes about 30-40 feet above the existing slope (see Figure 3). Mechanical equipment, a cylinder valve, and outlet ports are housed within this tower. Water enters the tower through the cylinder valve in the center of the tower. Prior to the installation of the floating cover, water was served through outlet ports in the tower. The outlet ports were opened and closed at any of several elevations to provide operational flexibility and improve water quality. After installation of the floating cover, the upper ports were closed and only the lowest port was used to deliver water.

When the reservoir was removed from service, a bulkhead was constructed just upstream of the tower in the meter vault to completely isolate the reservoir.

1.1.1 Purpose of the Proposed Project

The reservoir is now 74 years old, the existing gunite liner has reached the end of its useful life and requires replacement. In addition, much of the original operating equipment in the tower, including the cylinder valve, its operating system, and the multi-level operating ports either are in need of replacement or are functionally obsolete. The project would remove the upper portion of the outlet tower down to grade and replace the valves and operating system. The project also includes installation of a new floating



Metropolitan Distribution System

Figure 1



Key Project Elements

Figure 2

The Metropolitan Water District of Southern California



Palos Verdes Reservoir Tower

Figure 3

cover to replace the one removed in 2011. The spillway would be modified to ensure the new floating cover attaches in a way that ensures water quality and that current dam safety standards would be met.

Additionally, the chemical delivery system and pumps for the existing sodium hypochlorite system have reached the end of their useful life. The pumps, located in the existing tank farm, and the piping that feeds the chemical delivery system would be replaced. In addition, the existing on-site laboratory would be refurbished, providing increased bench and sink space, lab grade counters, new cabinets, new flooring and paint. The rehabilitated laboratory space would include a plumbed safety shower and eyewash station.

Lastly, the bulkhead in the existing meter vault structure would be removed and replaced with a new isolation valve and magnetic meter to bring the reservoir back in service.

The reservoir has been off-line for approximately six years. It should be noted that once completed, the proposed project would not substantially alter the operation of the reservoir from how it has been operated in the past. As described previously, the reservoir is located at the terminus of the Palos Verdes and the Second Lower Feeders and is fed from these two pipelines via gravity flow. Water delivered into this reservoir serves the demands of two member agencies, which have connections to the reservoir's second outlet. At present, water supplies to these connections are provided directly from the Palos Verdes and Second Lower Feeders, i.e. they bypass the reservoir via a subsurface pipe.

Given that the operational regime of the reservoir would not be altered by the proposed project, this document focuses on the construction aspect of the proposed project.

1.2 PROPOSED PROJECT LOCATION

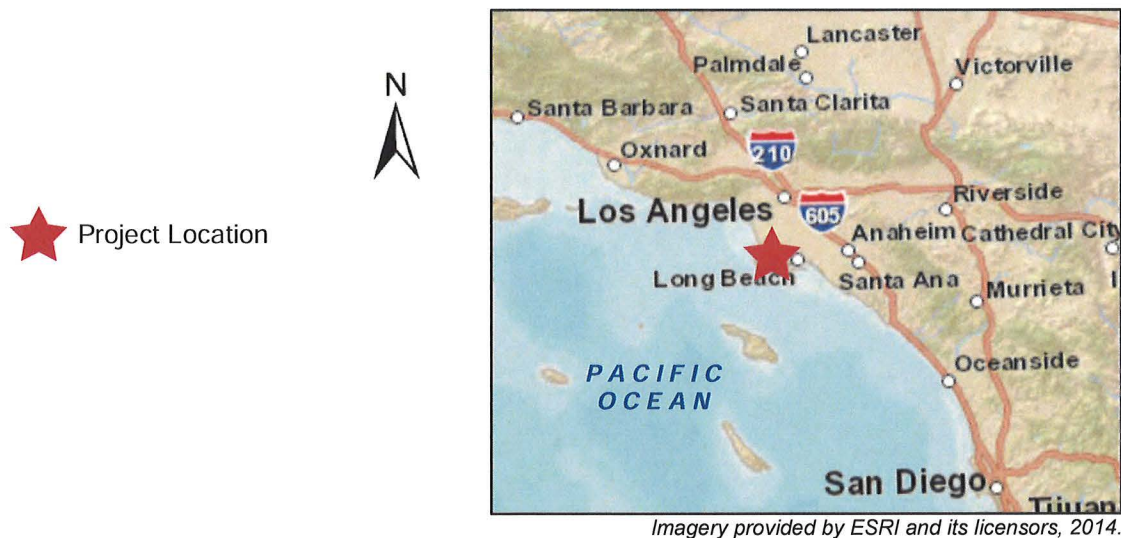
The reservoir is located at the corner of Palos Verdes Drive East and Palos Verdes Drive North in the City of Rolling Hills Estates on the Palos Verdes Peninsula in Los Angeles County, California (see Figures 4 and 5). The reservoir is located about 8 miles west of Long Beach and 22 miles south of Los Angeles. The reservoir is located immediately east of George Canyon. The general topography slopes to the east downstream of the existing reservoir embankment.

1.3 PROPOSED PROJECT CHARACTERISTICS

This proposed Initial Study-Mitigated Negative Declaration (IS-MND) examines the potential environmental impacts associated with relining the reservoir, removing the upper portion of the reservoir tower, modifying the spillway, installation of a floating cover, updating the sodium hypochlorite chemical feed system, rehabilitation of the on-site laboratory and replacing the previously installed bulkhead upstream of the reservoir with an isolation valve and a magnetic flow meter.

Once complete, operation of the proposed project would be consistent with previous operation, with water entering the reservoir via gravity flow from either the Palos Verdes or Second Lower Feeders and then distributed to meet the demands of two member agencies. As noted above, the reservoir provides storage providing redundancy of supply during periods of shutdown or emergency situations.

Each component of the proposed project is described in detail below.



Regional Location

Figure 4



Imagery provided by ESRI and its licensors, 2014.

Project Location

0 250 500 Feet



Figure 5

The Metropolitan Water District of Southern California

1.3.1 Reservoir Relining

Relining the reservoir would include demolition of the gunite lining from the perimeter curb to the reservoir floor, and then re-grading of the existing clay liner. An underdrain system would be incorporated which would consist of installing vertical trenches along the west slope, and a perimeter trench at the toe of the slope which would capture groundwater. Two trenches in the floor of the reservoir would collect any potential leakage from the geomembrane liner. These trenches would join at a central drain vault and would ultimately drain to the existing percolation pond in the eastern area of the site via new piping to be installed on the eastern end of the reservoir (Figure 2). The new reservoir liner system would consist of a geomembrane liner installed on a layer of composite drainage course, asphalt base, drainage rock and geotextile fabric on the existing clay layer. The geomembrane liner would be a 60-mil, 5-ply scrim-reinforced CSPE (Chlorsulfonated Polyethylene). The existing reservoir perimeter road would also be overlaid with a new layer of asphalt concrete.

The estimated volume of existing gunite liner concrete to be demolished and removed is approximately 6,024 cubic yards (cy) or 12,200 tons of total concrete and embedded rebar. Pieces of the demolished liner would be loaded into dump trucks and hauled off the site for disposal at an approved landfill or recycling facility. It is estimated that up to 578 loads using 12-cubic yard (cy) capacity dump trucks would be required to haul off the demolished liner.

Import of material to the site associated with relining activities would include approximately 12,000 cy of asphalt, 20,000 cy of drain rock, a geomembrane liner and composite drainage course. An estimated 385 cy of asphalt would be required to repave the access road. It is estimated that 2,380 loads using 24-ton capacity trucks along with approximately 30 flatbed truckloads would be required to import lining and access road repaving materials to the site.

During the relining activities, dewatering of the reservoir floor may be required. If groundwater seeps onto the floor of the reservoir during construction, it would be collected and pumped to the existing pond located in the eastern portion of the site, where it would percolate back into the ground.

1.3.2 Reservoir Tower Removal

The existing upper 30-40 feet of the concrete outlet tower, located at the northeast side of the reservoir, would be demolished and removed. The circular tower was constructed circa 1939 and consists of reinforced concrete walls that vary in thickness from 18 inches at the base to 10 inches at the control room floor level. The tower has a constant inside diameter of 16 feet throughout its 79 foot height. The floor of the existing outlet tower is located at an elevation (EL) of 267.0 feet, which is approximately three feet deeper than the floor of the reservoir. The control room floor inside the existing tower is located at EL 330.0 feet and is constructed with steel checker plate supported by steel framing.

The outlet tower is located within the interior 3:1 sloped-side of the reservoir (see Figure 3). The tower is designed to distribute and control the flow of water in and out of the reservoir via four port valves located at various heights and a cylinder valve at the bottom center of the tower. Most of the port valves have not been in operation since the installation of the original floating cover and would not be rehabilitated. Removal of the cylinder valve would be included as part of the proposed project.

The outlet tower also incorporates an emergency overflow spillway with a crest elevation of 324.5 feet MSL, which would be removed and replaced with a new spillway with an overflow crest at elevation

314.8 feet MSL. This would be two feet above the new maximum water surface elevation for the reservoir of 312.81 feet MSL.¹

Main structural work or items that would be included with the removal and abandonment of the outlet tower are summarized below:

- Partial removal of the outlet tower. The tower above EL 301.30 feet would be demolished and removed.
- Complete removal of the cylinder valve, float tubes, port valves, fish screen, ladders and miscellaneous hardware on the interior of the outlet tower, including the steel floor framing at the control room level and all existing electrical and Supervisory Control and Data Acquisition (SCADA) system lines.
- Complete demolition and removal of an 18" thick concrete apron slab located between EL 299.42 feet and EL 313.42 feet at the exterior perimeter of the tower.
- Complete demolition and removal of the existing floating cover attachment system around the perimeter of the tower. The system includes steel guide rails, hinged flotation mounts, and miscellaneous steel framing that provided support and variable vertical movement for the now removed original floating cover at the Outlet Tower.

It is anticipated that the demolition work would require heavy-duty mechanical equipment, such as concrete saws, pneumatic hammers, and a crane or long-reach backhoe.

The estimated volume of tower concrete to be demolished and removed is approximately 82 cy or 167 tons of concrete and embedded rebar. Pieces of the demolished tower would be loaded into dump trucks and hauled off the site for disposal at an approved landfill, or recycling facility. The valve and thimble pieces would be loaded on to flatbed trucks for haul off and salvage. It is estimated that up to eight loads using 12-cy capacity dump trucks would be required to haul off the demolished concrete, and another seven loads using flatbed trucks would be required for off-haul of the steel and demolished walkway.

Import of material to the site associated with lowering of the tower would include approximately 62 cy of concrete and 20 tons of rebar. It is estimated that seven loads using 10-cy capacity concrete trucks along with approximately two flatbed trucks would be required to import tower construction materials to the site.

1.3.3 Overflow Spillway, Secondary Inlet and Secondary Outlet Structures

The existing Overflow Spillway was constructed as part of the original Palos Verdes Reservoir construction in 1939. The spillway is located immediately north of the outlet control tower, and is directly below the footbridge that provides access to the tower. The spillway design is unique in that it consists of an open top reinforced concrete box projecting perpendicularly into the reservoir to the base of the control tower. The spillway weir therefore consists of two parallel, ungated overflow weir segments, which represent the two sides of the box (see Figure 3). Each spillway segment was originally completed to Elevation 320.5 and was 32 feet in length, giving a total effective weir crest length of 64 feet and an initial maximum design discharge capacity of 2,000 cubic feet per second. As originally constructed, the spillway controlled a reservoir with a total storage capacity of approximately 1,000-acre feet of water. In 1953, the spillway crest was raised to Elevation 324.5, which increased total reservoir storage capacity to 1,108-acre feet.

¹ MSL references refer to Mean Sea Level on the National Geodetic Vertical Datum of 1929 (NGVD 29)

In order to function properly with a new floating cover in place, the new spillway would be installed parallel to the inner face of the reservoir, as opposed to the perpendicular orientation of the existing spillway. The new spillway would be equipped with vertical bars and an air vent that would prevent the cover from being drawn into the spillway during an overflow event. Air vents over the outflow structure are recommended by the California Nevada Section American Water Works Association (AWWA) Reservoir Floating Cover Guidelines to prevent a vacuum from forming during an overflow event that could draw the floating cover into the overflow structure.

At the Secondary Inlet, the existing spillway channel would be replaced with a new inlet concrete box conduit below grade. The Secondary Inlet port would be located at the bottom of the reservoir floor. At the Secondary Outlet, the existing valves would be removed and replaced with new valves and a new concrete slab would be replaced on grade and modifications made to allow use of a geomembrane liner.

The estimated volume of material to be demolished and removed is approximately 204 cy or 412 tons. Pieces of the demolished spillway would be loaded into dump trucks and hauled off the site for disposal at an approved landfill, or recycling facility. It is estimated that up to 20 loads using 12-cy capacity dump trucks would be required to haul off the demolished concrete.

Import of material to the site associated with modifications to the spillway, Secondary Inlet and Secondary Outlet structures would include approximately 30 cy of readymix concrete, along with new piping and materials to replace the existing floating cover attachment system. It is estimated that three loads using 10-cy capacity concrete trucks along with up to 15 flatbed truckloads would be required to import materials for this component of the project.

1.3.4 Floating Cover Replacement

When in operation, the Palos Verdes Reservoir stores finished water; therefore, provision of a floating cover is required to comply with water quality regulations. As part of the proposed project, a new geomembrane floating cover would be installed to replace the cover previously removed in 2011. The floating cover would be a 45-mil, 5-ply scrim reinforced CSPE (Chlorsulfonated Polyethylene). Installation involves unrolling the geomembrane material, cutting material to fit, and field seaming using electric welding (heat seaming) or adhesives to join the seams. Once the pieces are joined, the floating cover would be inflated for testing and aeration. Approximately two gas-powered portable generators would be required for the seam welding. The installation process would require up to 150 working days.

1.3.5 Sodium Hypochlorite Pump and Piping Replacement and Laboratory Refurbishment

Sodium hypochlorite is currently stored at the site in the existing tank farm located on the eastern end of the site. When the reservoir is in service, sodium hypochlorite is used for water disinfection and is fed to the reservoir through the existing chemical feed system, which is comprised of a series of pumps and a network of pipes around the reservoir.

The proposed project would improve the reliability of the existing chemical feed system by replacing pumps and chemical delivery pipes that have reached the end of their useful life. Additionally, an Automated Process Control (APC) device and control system would be installed to provide a higher level of automation, remote control capability, and improved serviceability.

The Sodium Hypochlorite Replacement component of the proposed project would include the following elements:

- Installation of new feed pumps;
- Installation of new flow meters;
- Installation of a new Automated Process Control system;
- Replacement of the control panel and electrical updates for the chemical feed system; and
- Installation of new distribution piping.

In addition, the existing on-site laboratory would be refurbished, providing increased bench and sink space, lab grade counters, new cabinets, new flooring and paint. The rehabilitated laboratory space would include a plumbed safety shower and eyewash station to meet current safety requirements.

Approximately 28 tons of equipment would be removed. Four flatbed trucks would be required to off-haul the equipment. One flatbed truck and one load of concrete would be required for re-construction of the sodium hypochlorite facility.

1.3.6 Bulkhead Replacement

The proposed project would also include installation of an isolation valve and new magnetic meter upstream of the Palos Verdes Reservoir on the PV Feeder. This valve would be located in the existing venturi meter structure located across the street from the reservoir (see Figure 6).² Currently, the venturi meter inside this existing below grade concrete vault has been removed from service. Both ends have been temporarily bulk-headed to allow for continuous flow of water through the Palos Verdes Feeder to the service connections located downstream of the reservoir. The proposed project would include removal of the bulkhead and a venturi meter and replacement with an isolation (butterfly) valve and a new magnetic meter. A crane would be required to lower the new valve and meter into place in the subsurface concrete vault. No ground disturbance in this area would occur. This work is anticipated to require up to 7 days to complete. One flatbed truck would be required for off-haul of the equipment. Two flatbed truck trips would be required for import of bulkhead replacement equipment and materials.

See Section 1.3.8 for further details.

1.3.7 Construction Schedule

It is anticipated that construction of the proposed project would be 17 months in duration. Construction would commence in late 2015 and would be completed in early 2017. Phase 1, which includes demolition activities, removal of existing reservoir lining and relining of the reservoir, removal and installation of a new concrete spillway, installation of tower concrete cape capping, and replacement of the bulkhead would last approximately 14 months. Phase 2, which includes installation of the chemical feed system modifications and installation of the cover, would require approximately 3 months. Start up and testing of the facility would occur in late 2016/early 2017. Phases 1 and 2 and the individual elements that comprise them may overlap or be phased to some extent.

1.3.8 Construction Staging

Construction staging areas for the proposed project would be provided at the southeastern end of the embankment, which forms the crest of the dam for the reservoir as shown in Figure 6. The staging area would be located in an existing unpaved area that is currently used for drum storage and is adjacent to the

² Venturi meters are flow measurement instruments which use a converging section of pipe to give an increase in the flow velocity and a corresponding pressure drop from which the flowrate can be deduced. They have been in common use for many years, especially in the water supply industry.

existing Sodium Hypochlorite building. No trees would be removed to accommodate construction-staging activities and no grading of the construction staging areas would be required.

Replacement of the venturi meter in the upstream location of the reservoir would require a shutdown of water service. As such, the potential exists for work to be conducted 24-hours per day over a seven-day period. The limitation on the shutdown period is to prevent interruptions of water deliveries in excess of seven days to ensure customers' water demands are met. Temporary lighting would be provided to accommodate this activity during evening and nighttime hours and would be removed once work is complete.

Equipment anticipated to be used on site during construction would include the following:

- Demolition and removal of concrete:
 - concrete saws (4);
 - excavators (2);
 - bulldozers (3);
 - tractors/loaders/backhoes (2); and
 - water truck.
- Relining/Repaving activities:
 - paver (1);
 - rollers (2);
 - grader (1);
 - forklift (1); and
 - water truck.
- Construction of new spillway and tower capping:
 - tractors/loaders/backhoes (2);
 - forklift (1); and
 - water truck.

Electrical power would be provided for use by the contractors; however, small generators may be used onsite, as needed.

1.3.9 Haul Routes, Trip Generation and Workers Present On-site

All vehicles accessing the site would enter via an existing main access gate located on Palos Verdes Drive North. Trucks would then travel through the site and exit via an access gate onto Palos Verdes Drive East. See Figure 7 for a map of the proposed haul routes to and from the project site.

Table 1 shows the estimated number of truck trips that would occur during demolition and repair activities based on the estimated amount of materials to be transported on and off the site over a period of 17 months.

Table 1
Truck Trips Associated with Construction Activities

Phase	Total One-Way Trips*
Export of Demolition Waste	618
Import of Construction Materials	2,441

* Assumes a 12-cy truck

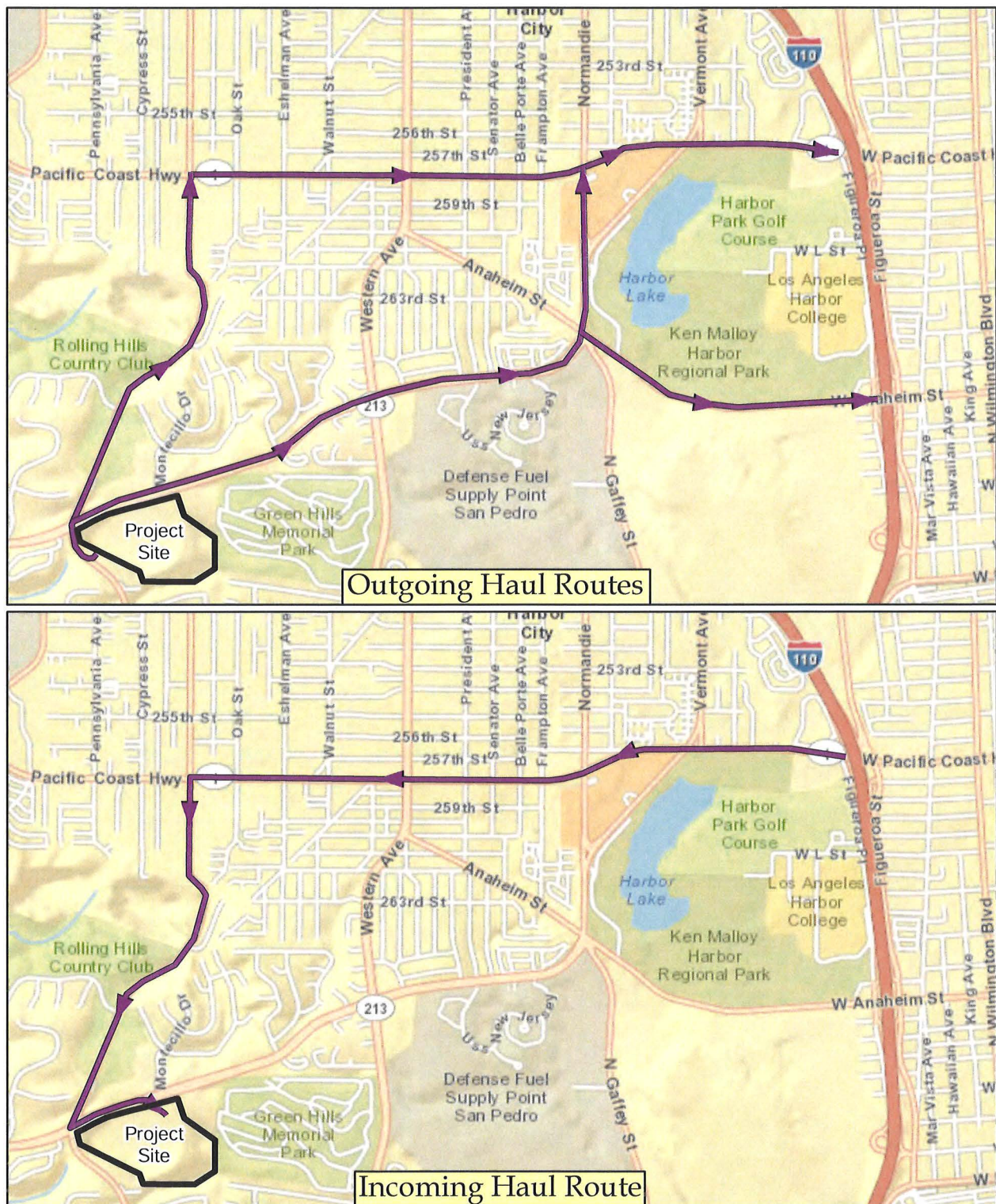


Source: CDM Smith, January 2014

Proposed Construction Staging Areas

Figure 6

The Metropolitan Water District of Southern California



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Proposed Haul Routes

Figure 7

The number of workers present on-site at any one time would range between 5 and 20, though it is possible that the various phases of the project could overlap to some extent. The number of workers anticipated to be present on-site during the various project phases is as follows:

- Demolition and removal of concrete: Approximately 17 workers;
- Relining/Repaving activities: Approximately 17 to 20 workers;
- Construction of new spillway and tower capping: Approximately 4 to 5 workers;
- Chemical feed installation and laboratory refurbishment: Approximately 11 workers;
- Cover installation: Approximately 10 to 20 workers; and
- Start-up/Testing: Approximately 4 to 5 workers.

In addition, one full-time inspector and one part-time inspector would be present at the site for the duration of the proposed project.

1.3.10 Materials and Waste Management

Construction and demolition (C&D) material generated during demolition of the reservoir lining and tower would be removed off site for disposal at a local C&D recycling facility. The closest facility to the project site that accepts inert C&D material for disposal is Chandler's Sand and Gravel located at 26311 Palos Verdes Drive East. This facility, which is located approximately one mile north of the project site, or another similar facility near the site, would be used for recycling/disposal of C&D materials. In addition, some of the pipe planned for removal is coated with Coal Tar Enamel (CTE) and would require disposal as hazardous waste at an appropriately licensed facility.

Finally, Metropolitan has a Hazardous Materials/Waste Management Program, which would be incorporated into the contractor specifications during construction activities. All materials and fuel storage within the staging areas would be managed using standard Best Management Practices (BMP). These BMPs would include the following to reduce the potential for spills associated with the proposed project:

- Storage of all construction materials and debris originating from the project in a manner to preclude their uncontrolled entry to soils or water;
- Storage of potentially-contaminating materials and wastes in covered, leak-proof containers;
- Location of storage areas away from heavy traffic areas and protected from rainfall infiltration;
- Storage of potentially-contaminating materials on a surface that prevents spills from permeating the ground surface and in an area secure from unauthorized entry at all times; and
- Storage of incompatible materials separately from each other.

Waste management measures would include proper handling, packaging, transporting and disposal of all hazardous waste brought on site or generated on site through incidental use, including but not limited to aerosol spray cans, empty vehicle fluids and cleaning cans. In addition, materials containing asbestos, PCBs and lead have been identified on the site and would be removed as part of the demolition phase of the project. Specific BMPs for the handling, removal and disposal of wastes containing these materials would be implemented as part of the proposed project. In all instances, the contractor would be required to use a licensed hazardous waste hauler to transport these types of wastes to the disposal site.

Development and implementation of a Stormwater Pollution and Prevention Plan (SWPPP) would also be required during construction of the proposed project. In addition, the contractor's construction supervisors and equipment operators would be required to attend pre-construction meetings with the Engineer and any designated Mitigation Monitor to ensure compliance with the environmental measures and requirements specified within the contractor's specifications.

1.4 PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED FOR SUBSEQUENT ACTIONS

- California Regional Water Quality Control Board – Los Angeles Region
- State Water Resources Control Board, Division of Drinking Water
- California Division of Safety of Dams

SECTION 2 INITIAL STUDY

This document is a proposed Draft Initial Study and Mitigated Negative Declaration (IS-MND), which addresses the potential environmental effects resulting from the proposed project.

2.1 LEGAL AUTHORITY AND FINDINGS

This IS-MND was prepared in accordance with the *California Environmental Quality Act (CEQA) Guidelines* and relevant provisions of CEQA of 1970, as amended.

Initial Study. Section 15063 of the *CEQA Guidelines* describes an Initial Study as a preliminary method for analyzing the potential environmental consequences of a project. The purposes of an Initial Study include:

- (1) Providing the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration;
- (2) Enabling the Lead Agency to modify a project during the planning stage by mitigating adverse impacts prior to preparation of CEQA documentation, thus avoiding the need to prepare an EIR; and
- (3) Providing documentation of the factual basis for the finding in a Mitigated Negative Declaration that the significant environmental impacts of a project have been mitigated to a less-than-significant level.

Negative Declaration or Mitigated Negative Declaration. Section 15070 of the *CEQA Guidelines* states that a public agency shall prepare a Negative Declaration or Mitigated Negative Declaration for a project subject to CEQA when:

- (a) The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment; or
- (b) The Initial Study identified potentially significant effects but:
 1. Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed Mitigated Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and
 2. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

An IS-MND may be used to satisfy the requirements of CEQA when a proposed project would have no significant unmitigable effects on the environment. As discussed further in subsequent sections of this document, implementation of the proposed project would not result in any significant effects on the environment that cannot be reduced to below a level of significance with the mitigation measures included herein.

2.2 IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

The following sections of this IS-MND provide discussions of the possible environmental effects of the proposed project for specific issue areas as identified on the CEQA Environmental Checklist Form in Appendix G of the *CEQA Guidelines*. For each issue area, potential effects are discussed and evaluated.

A “significant effect on the environment” is defined by Section 15382 of the *CEQA Guidelines* as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.” According to the *CEQA Guidelines*, “an economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

Following the evaluation of each environmental effect determined to be potentially significant is a discussion of mitigation measures and the residual effects or level of significance remaining after the implementation of the measures.

2.3 INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM

- | | |
|--|--|
| 1. Project Title: | Palos Verdes Reservoir Upgrades Project |
| 2. Lead Agency Name and Address | The Metropolitan Water District of Southern California
700 North Alameda Street
Los Angeles, California 90012 |
| 3. Contact Person and Phone Number | Malinda Stalvey (213) 217-5545 |
| 4. Project Location | The City of Rolling Hills Estates, south of Palos Verdes Drive North, east of Palos Verdes Drive East, north of residences along Spinning Wheel Lane and Carriage Drive, and west of Rolling Hills Covenant Church and Green Hills Memorial Park (see Figure 6). |
| 5. Project Sponsor’s Name and Address | The Metropolitan Water District of Southern California
700 North Alameda Street
Los Angeles, California 90012 |
| 6. General Plan Land Use Designation | Open Space / Cultural Resources Overlay |
| 7. Description of Project | See Project Characteristics in Section 1 of this document |
| 8. Surrounding Land Uses and Setting | See Project Location in Section 1 of this document |
| 9. Other Agencies Whose Approval May Be Required | California Regional Water Quality Control Board
California Department of Public Health
California Division of Safety of Dams |

2.4 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this proposed project, involving at least one impact that could be lessened to a level of insignificance through incorporation of mitigation.

- | | | |
|--|---|--|
| ☐ Aesthetics | ☐ Agriculture Resources | ☒ Air Quality |
| ☒ Biological Resources | ☒ Cultural Resources | ☐ Geology / Soils |
| ☐ Greenhouse Gas Emissions | ☒ Hazards & Hazardous Materials | ☐ Hydrology / Water Quality |
| ☐ Land Use / Planning | ☐ Mineral Resources | ☒ Noise |
| ☐ Population / Housing | ☐ Public Services | ☐ Recreation |
| ☒ Transportation/Traffic | ☐ Utilities / Service Systems | |

2.5 DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION would be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" 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 is required, but it must analyze only the effects that remain to be addressed.
- ☐ I 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

3/16/15
Date

Deirdre West
Printed Name

Manager, Environmental Planning Team
Title