



● **Board of Directors**
Water Planning and Stewardship Committee

12/13/2016 Board Meeting

7-5

Subject

Adopt CEQA determination and authorize entering into a Local Resources Program agreement with Los Angeles Department of Water and Power for the Terminal Island Recycled Water Expansion Project

Executive Summary

Authorization is requested to enter into a Local Resources Program (LRP) agreement with Los Angeles Department of Water and Power (LADWP) for the Terminal Island Recycled Water Expansion Project (Project). The Project would provide up to 8,000 acre-feet per year (AFY) of recycled water for landscape irrigation, industrial, and seawater intrusion barrier injection purposes around Los Angeles Harbor area. The Project would help Metropolitan to achieve its LRP goals and meet its legislative mandates.

Details

Authorization is requested to enter into a Local Resources Program (LRP) agreement with Los Angeles Department of Water and Power (LADWP) to provide financial incentives for the proposed Project. The Project would provide up to 8,000 acre-feet per year of new recycled water for landscape irrigation, industrial, and seawater intrusion barrier injection purposes around Los Angeles Harbor area. LADWP would own and operate the Project, which is expected to begin deliveries in the fall of 2018.

In May 2012, Metropolitan and LADWP entered into the LRP agreement No. 123035 for the Harbor Industrial Recycled Water Project to provide recycled water to customers in the Los Angeles Harbor area. That project, approved by the Board, was never built. Instead, LADWP changed the scope of work of that project significantly and prepared new environmental documentation, which is part of this board letter. As a result, LADWP is requesting to rescind the LRP agreement No. 123035 and enter into a new agreement for the subject Project.

The Project, described in [Attachment 1](#), complies with LRP criteria adopted by the Board. Key terms that would be incorporated into the proposed agreement, subject to approval in form by the General Counsel, include the following:

1. Pay for performance – LRP financial incentives would only be paid for recycled water delivered by the proposed project for beneficial use;
2. Sliding scale incentives up to \$340 per acre-foot, calculated annually, based on actual project unit cost above Metropolitan's prevailing water rate;
3. Termination for nonperformance if construction does not commence within two years of agreement execution or recycled water deliveries are not realized within four years of agreement execution; and
4. Reduction in Metropolitan's contract commitment if the project falls short of production targets measured in four-year intervals throughout the agreement term.

In October 2014, the Board authorized staff to pursue 63,000 AFY of water under LRP, which was the remaining of 174,000 AFY goal set in 2007. Since then, the Board approved four projects with a potential yield of 16,150 AFY. Four additional projects are now under consideration. If the Board approves all four projects, they would collectively produce up to 8,800 AFY under LRP, which leaves 38,050 AFY for future projects.

Since inception of LRP in 1982, Metropolitan has provided financial assistance for the production of over 3.3 million AF of recycled water and recovered groundwater. These programs, which benefit all member agencies regardless of project location, help to increase regional water supply reliability, reduce demands for imported water supplies, decrease the burden on the district's infrastructure and reduce system costs, and free up conveyance capacity to the benefit of all system users. In addition, these programs help Metropolitan meet its legislative mandates under SB 60 to expand water conservation, recycling, and groundwater storage and replenishment measures. Metropolitan incentivized member agencies to produce about 226,000 acre-feet last fiscal year.

Policy

By Minute Item 49923, dated October 14, 2014, the Board adopted Local Resources Program refinements including a goal of 63,000 acre-feet per year of new production.

California Environmental Quality Act (CEQA)

CEQA determination for Option #1:

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the Los Angeles Department of Water and Power (LADWP), acting as Lead Agency, prepared and processed a Final Environmental Impact Report (EIR) for a portion of the proposed project. The Harbor Refineries Recycled Water Pipeline Project EIR was certified and the project approved by the Lead Agency on October 20, 2009. The Lead Agency also approved the Findings of Fact (findings), the Statement of Overriding Considerations (SOC), and the Mitigation Monitoring and Reporting Program (MMRP). Subsequent to that time, LADWP proposed to commence negotiations with Metropolitan as related to the LRP agreement. This new information constituted a minor modification to the originally approved project. As the Lead Agency, LADWP prepared an Addendum to the EIR (Addendum) and approved the proposed project modification on January 27, 2012. In addition, the full build-out of the Advanced Water Purification Facilities at the Terminal Island Water Reclamation Plant is included in this LRP application for which the Lead Agency filed a Notice of Exemption, dated April 10, 2013. Also included in this LRP application, are seven additional pipeline segments for which the Lead Agency filed four Notices of Exemption, all dated April 20, 2016.

Metropolitan, as a Responsible Agency under CEQA, is required to certify that it has reviewed and considered the information in the Notices of Exemption and certified EIR and Addendum and adopt the Lead Agency's findings, SOC, and MMRP prior to approval of the formal terms and conditions for the proposed agreement. The environmental documentation is included as [Attachment 2](#).

The CEQA determination is: Review and consider the information provided in the Lead Agency's approved CEQA documents and adopt the Lead Agency's findings, SOC, and MMRP related to the proposed action.

CEQA determination for Option #2:

None required

Board Options

Option #1

Review and consider the information provided in the Lead Agency's approved CEQA documents and adopt the Lead Agency's findings, SOC, and MMRP related to the proposed action, and

Authorize the General Manager to enter into a Local Resources Program agreement for the Terminal Island Recycled Water Expansion Project with Los Angeles Department of Water and Power for up to 8,000 AFY of recycled water under terms included in this letter.

Fiscal Impact: Metropolitan's maximum financial obligation would total \$68 million based on a project yield of 200,000 acre-feet over 25 years. These incentive payments are factored into Metropolitan's rate projections and would be included in future budgets.

Business Analysis: The project would help Metropolitan to achieve its LRP goals and meet its legislative mandates, while reducing the district's system costs.

Option #2

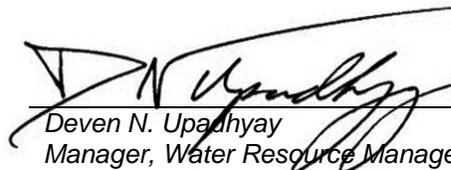
Do not authorize execution of an LRP agreement for the subject Project.

Fiscal Impact: None

Business Analysis: Metropolitan would consider other projects and it may take longer to meet the LRP goals.

Staff Recommendation

Option #1



 Deven N. Upadhyay
 Manager, Water Resource Management

11/28/2016

Date



 Jeffrey Knightlinger
 General Manager

11/28/2016

Date

Attachment 1 – Terminal Island Recycled Water Expansion Project – Project Description

Attachment 2 – Terminal Island Recycled Water Expansion Project – Environmental Documentation

TERMINAL ISLAND RECYCLED WATER EXPANSION PROJECT

Project Description

Overview

The Terminal Island Recycled Water Expansion Project (Project) will be owned and operated by the Los Angeles Department of Water and Power (LADWP). The Project will convey approximately 8,000 acre-feet per year of recycled water to customers around Los Angeles Harbor area.

Project Facilities

The Project (as shown in Figure 1) will install approximately 16,000 feet of recycled water distribution pipelines and necessary appurtenances, retrofit several customer's sites for recycled water use, and expand recycled water production capacity at the Terminal Island Water Reclamation Plant Advanced Water Purification Facility to 12 million gallons per day to serve customers for irrigation, industrial, and seawater intrusion barrier injection purposes. The on-site retrofit costs, if paid by LADWP, are eligible costs under this Agreement.

Source of Water

Source water for the Project will be tertiary treated recycled water supplied by the Terminal Island Water Reclamation Plant.

End Users

The Project will deliver recycled water to approximately nine end users plus future users in the Los Angeles Harbor area.

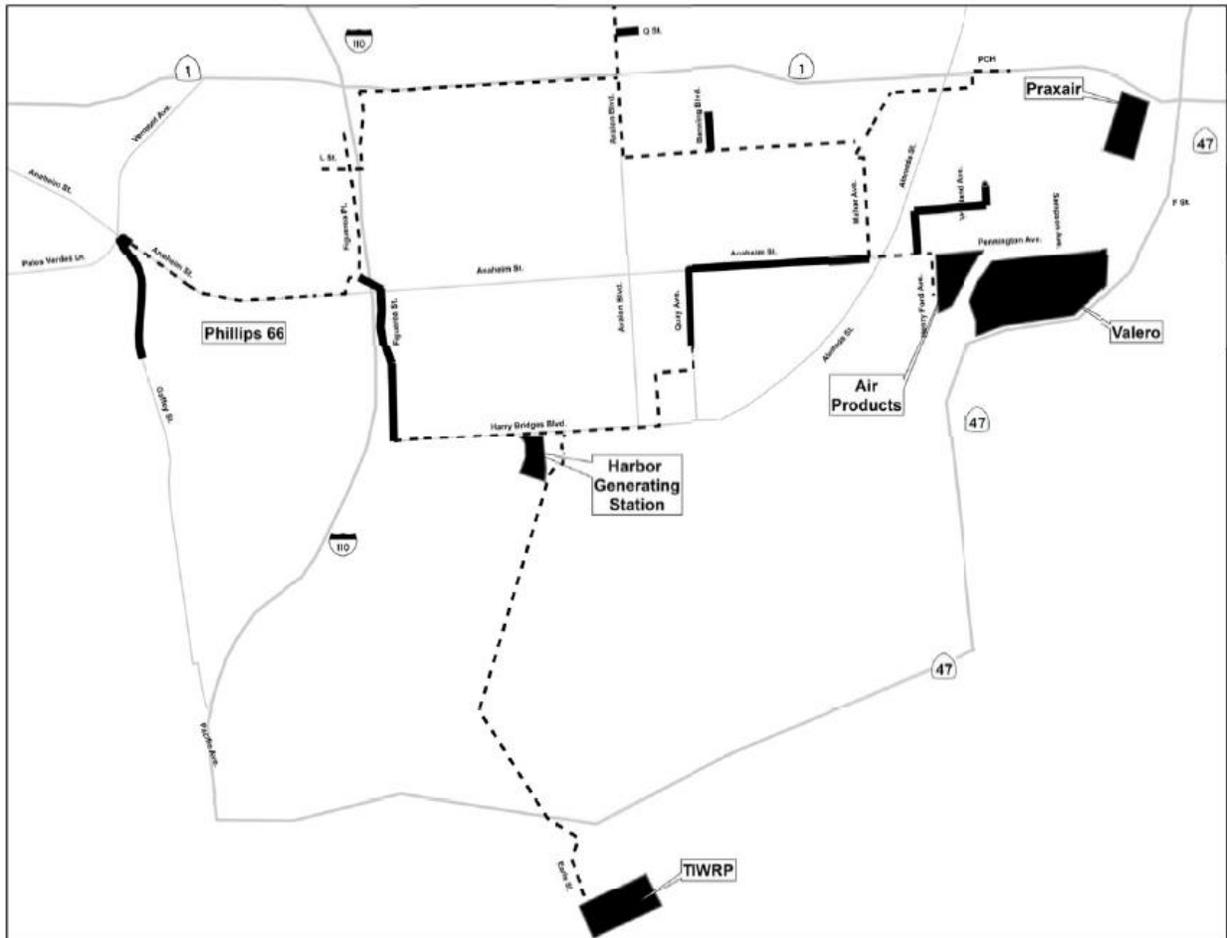
Points of Connection

Project facilities begin at the connection to an existing recycled water distribution pipeline and end at the following points of connection:

- Each end-user
- Sewer, storm drain, channel and potable system interties
- LADWP's existing recycled water systems

Figure 1

TERMINAL ISLAND RECYCLED WATER EXPANSION PROJECT





**Final Environmental Impact Report for the
Harbor Refineries Recycled Water Pipeline Project**
State Clearinghouse No. 2008121093



Los Angeles Department of Water and Power ■ October 6, 2009

**Final Environmental Impact Report
Harbor Refineries Recycled Water Pipeline Project,
Los Angeles, California**



Los Angeles Department of Water and Power
Environmental Planning and Assessment
111 North Hope Street, Room 1044
Los Angeles, CA 90012
213.367.0610

Contact: Shilpa Gupta, Project Manager

Technical Assistance Provided by:

Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 92602
714.508.4100

October 6, 2009

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Mitigation Monitoring Plan

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Statement of Overriding Considerations

Responses to Comments

SECTION 1: PURPOSE

In accordance with Section 15088 of the State of California Environmental Quality Act (CEQA) Guidelines, the Los Angeles Department of Water and Power (LADWP), as the lead agency, has evaluated the comments received on the Draft EIR. The responses to the comments, Mitigation Monitoring Plan, Errata, and Draft EIR comprise the Final EIR for use by LADWP in its review of the proposed project.

This Response to Comments document is organized as follows:

- **Section 1 - Introduction.**
- **Section 2 - List of Commentors.** Provides a list of the agencies, organizations, and individuals that commented on the Draft EIR.
- **Section 3 - Response to Comments.** Includes a copy of the letters received and provides responses to comments on environmental issues describing the disposition of the issues, explaining the EIR analysis, supporting the EIR conclusions, and/or providing information or corrections as appropriate. This section is organized with a copy of the comment letter followed with the corresponding responses.

SECTION 2: LIST OF COMMENTORS

Two comment letters were received on the Draft EIR. A list of the public agencies that provided comments on the Draft EIR is presented below. Each comment has been assigned a code. Individual comments within each communication have been numbered so comments can be cross-referenced with responses. Section 3, Responses to Comments, includes the text of the comment letters followed by the corresponding response.

COMMENTOR	CODE
State Water Resources Control Board, September 8, 2009	A
Governor’s Office of Planning and Research, September 9, 2009.....	B

SECTION 3: RESPONSE TO COMMENTS

The comment letters reproduced in the following pages follow the same organization as used in Sections 2’s List of Commentors.



Linda S. Adams
Secretary for
Environmental Protection

Division of Financial Assistance
1001 I Street, Sacramento, California 95814 • (916) 341-5700
Mailing Address: P.O. Box 944212 • Sacramento, California 94244-2120
FAX (916) 341-5707 • <http://www.waterboards.ca.gov>



Arnold Schwarzenegger
Governor

SCW

SEP 8 2009

Ms. Shilpa Gutpa
Los Angeles Department of Water and Power
City of Los Angeles
111 North Hope Street, Room 1044
Los Angeles, CA, 90012

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Letter A
Page 1 of 4

Dear Ms. Gutpa:

ENVIRONMENTAL IMPACT REPORT (EIR) FOR LOS ANGELES DEPARTMENT OF WATER AND POWER (DEPARTMENT); HARBOR REFINERIES RECYCLED WATER PIPELINE PROJECT (PROJECT); LOS ANGELES COUNTY; STATE CLEARINGHOUSE NO. 2008121093

We understand the Department may be pursuing Clean Water State Revolving Fund (CWSRF) financing for this Project (CWSRF No. 06-5491-110). As a funding agency and a state agency with jurisdiction by law to preserve, enhance, and restore the quality of California's water resources, the State Water Resources Control Board (State Water Board) is providing the following information for the environmental document prepared for the Project.

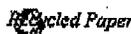
Please provide us with the following documents applicable to the proposed Project if seeking CWSRF or other State Water Board funding: (1) Two copies of the draft and final EIR, (2) the resolution certifying the EIR, adopting the Mitigation Monitoring and Reporting Program (MMRP) and the Statement of Overriding Considerations (SOC), if applicable, and making California Environmental Quality Act (CEQA) findings, (3) all comments received during the review period and the Department's response to those comments, (4) the adopted MMRP, and (5) the Notice of Determination filed with the Governor's Office of Planning and Research, State Clearinghouse. In addition, we would appreciate notice of any hearings or meetings held regarding environmental review of any projects to be funded by the State Water Board.

Letter A-1

The CWSRF Program is partially funded by the U.S. Environmental Protection Agency (USEPA) and requires additional "CEQA-Plus" environmental documentation and review. Four enclosures are included that further explain the environmental review process and additional federal requirements in the CWSRF Program. The State Water Board is required to consult directly with agencies responsible for implementing federal environmental laws and regulations. Any environmental issues raised by federal agencies or their representatives will need to be resolved prior to State Water Board approval of a CWSRF funding commitment for the proposed Project. For further information on the CWSRF Program, please contact Ms. Michelle L. Jones at (916) 341-6983.

It is important to note that prior to a CWSRF funding commitment, projects are subject to provisions of the Federal Endangered Species Act and must obtain approval from the U.S. Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NMFS) for any potential effects to special status species.

California Environmental Protection Agency



Ms. Shilpa Gupta

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SEP 8 2009

Please be advised that the State Water Board can consult with USFWS, and/or NMFS on behalf of the Department regarding all federal special-status species the Project has the potential to impact. The Department will need to identify whether the Project will involve any direct effects from construction activities, or indirect effects, such as growth inducement, that may affect federally-listed threatened, endangered, or candidate species that are known, or have a potential to occur on-site, in the surrounding areas, or in the service area.

In addition, CWSRF projects must comply with federal laws pertaining to cultural resources, specifically Section 106 of the National Historic Preservation Act (NHPA). The State Water Board has been delegated responsibility for carrying out the requirements of Section 106 under a Nationwide Programmatic Agreement executed for the CWSRF Program by the USEPA, the Advisory Council on Historic Preservation, and the National Conference of State Historic Preservation Officers.

As stated above, the State Water Board has responsibility for ensuring compliance with Section 106, and the State Water Board Cultural Resources Officer (CRO) consults directly with the California State Historic Preservation Officer (SHPO). SHPO consultation is initiated when sufficient information is provided by the CWSRF applicant for projects having potential impacts to cultural resources. Please contact State Water Board CRO Ms. Cookie Hirn at (916) 341-5690, to find out more about the requirements, and any questions on beginning the Section 106 compliance process, as applicable. Note that the Department will need to identify the Area of Potential Effects (APE), including construction, staging areas, and depth of any excavation.

Letter A-1
cont

Please provide the CRO with a copy of a current records search, including maps that show all recorded sites and surveys in relation to the APE for the Project area. The APE is three dimensional, and includes all areas that may be affected by the Project. The APE includes the surface area and extends below ground to the depth of any Project excavations. The records search request should be made for an area larger than the APE. The appropriate area varies for different projects, but should be drawn large enough to provide information on what types of sites may exist in the vicinity.

Native American and Interested Party Consultation is required for Section 106 compliance:

- Project descriptions and maps should be sent to the Native American Heritage Commission (NAHC). The NAHC will provide a list of Native American tribes and individuals that are culturally affiliated with the Project areas and recommend they all be contacted.
- Project descriptions and maps should be sent to everyone on the list provided by the NAHC, asking for information on the Project areas.
- Similar letters should be sent to local historical organizations.
- Follow-up contact should be made by phone, if possible, and a phone log should be included.

California Environmental Protection Agency

Ms. Shilpa Gupta

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SEP 8 2009

Comments from the NAHC, local tribes, and historical organizations affiliated with the project area, as well as District response to these comments should be included in the submittal to the CRO. The NAHC can be contacted at:

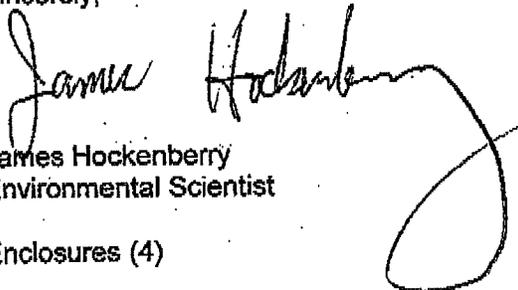
915 Capitol Mall, Room 364
Sacramento, CA 95814
(916) 653-4082

Following are specific comments on the Department's EIR:

- 1) The MMRP in the EIR's Executive Summary indicates that the cultural resources are less than significant, and yet on the EIR's checklist the impacts to cultural resources are significant and require mitigation measures. Please amend the MMRP in the Executive Summary to adjust the level of significance for cultural resource impacts.
- 2) The EIR states that there are significant environmental impacts to cultural resources, transportation, noise, air quality, climate change, and hazardous materials. Despite mitigation measures, these impacts cannot be reduced to a level of insignificance, and therefore, an SOC needs to be prepared, substantiated and adopted. Please provide the SOC in the Final EIR for the aforementioned significant impacts.
- 3) A Section 106 Report is needed if pursuing CWSRF financing.
- 4) Section 4, Environmental Impact Assessment, Page 4-28, checklist items (a) and (b) essentially states that there will be "no impact" to habitat or sensitive species. Please identify whether there has been any consultation with the California Department of Fish and Game (CDFG) or the USFWS for concurrence on these findings. If so, provide copies of the correspondences.
- 5) Section 4, Environmental Impact Assessment, Page 4-28, checklist item (c) essentially states that "Permits for crossing Dominguez Channel will be required from both the U. S. Army Corp of Engineers and the CDFG." Please identify the status of these permits and provide copies.

Thank you again for the opportunity to review the Department's EIR. If you have any questions or concerns, please feel free to contact me at (916) 341-5686, or by email at JHockenberry@waterboards.ca.gov, or contact Lowell Jarvis by email at LJarvis@waterboards.ca.gov

Sincerely,



James Hockenberry
Environmental Scientist

Enclosures (4)

cc: See next page

Letter A-1
cont

Letter A-2

Letter A-3

Letter A-4

Letter A-5

Letter A-6

Letter A-7

Ms. Shilpa Gupta

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SEP 8 2009

cc: State Clearinghouse
(Re: SCH# 200812093)
P.O. Box 3044
Sacramento, CA 95812-3044

California Environmental Protection Agency



State Water Resources Control Board (Letter A)

Response to Comment A-1

The commentor correctly indicates that the LADWP may pursue Clean Water State Revolving Fund (CWSRF) financing for the project and provides detailed information regarding CWSRF requirements. At the time of the preparation of this document, a final decision has not been reached regarding whether CWSRF financing would be a component of the project funding. However, if CWSRF financing is pursued, LADWP would comply with all applicable requirements, including those identified in the comment. The comment does not directly address the adequacy of the Draft EIR and no further response is required.

Response to Comment A-2

The commentor indicates that the Mitigation Monitoring and Reporting Program (MMRP) in the Draft EIR's Executive Summary inaccurately identifies impacts associated with Cultural Resources. The MMRP is a separate document from the Draft EIR and is not included in the Draft EIR's Executive Summary. For purposes of this response, it is assumed that the commentor is referring to the Executive Summary's Table ES-1, Summary of Environmental Impacts and Mitigation Measures. Table ES-1 correctly identifies that the project would result in potentially significant impacts associated with archeological and paleontological resources. Additionally, Table ES-1 includes mitigation measures MM CR-2, MM CR-3a, MM CR-3b, and MM CR-3c to reduce impacts associated with cultural resources. Finally, Table ES-1 accurately reflects the conclusions in Draft EIR Section 3.2, Cultural Resources, that the impacts would be reduced to less than significant with the incorporation of mitigation measures. Because Table ES-1 properly characterizes the impacts to cultural resources based on the corresponding section in the Draft EIR, no revisions to Table ES-1 are required, and no further response is needed.

Response to Comment A-3

The commentor correctly indicates that the Draft EIR identifies impacts that would be significant and unavoidable where feasible mitigation is not available to reduce the impacts to less than significant. However, the Draft EIR only identifies such significant and unavoidable impacts for issues associated with noise and traffic. As indicated in the Draft EIR's Executive Summary, no significant and unavoidable impacts would occur associated with cultural resources, air quality, climate change, or hazardous materials, contrary to what was stated in the comment. LADWP is required under CEQA to adopt a Findings of Fact and Statement of Overriding Consideration, copies of which will be provided to the commentor after the documents are adopted.

Response to Comment A-4

See response A-1. As discussed above, if CWSRF financing is pursued, LADWP would comply with all applicable requirements, including those identified in the comment. The comment does not directly relate to the adequacy of the Draft EIR and no revisions are necessary.

**Los Angeles Department of Water and Power
Harbor Refineries Recycled Water Pipeline Project
Final EIR**

Response to Comment A-5

Issues related to biological resources were addressed in the Initial Study/Notice of Preparation (IS/NOP) prepared for the project and included in Draft EIR appendices. As indicated in the IS/NOP, the project would not occur in close proximity to sensitive habitat or species and no significant impacts would occur. Consultation with the California Department of Fish and Game (CDFG) and/or the United States Army Corps of Engineers (USACE) was unnecessary. As such, the agencies were not consulted. However, the CDFG and USACE were provided copies of the IS/NOP and neither agency issued comments on the adequacy of the environmental analysis.

Response to Comment A-6

At the time of the preparation of this Final EIR, no formal action has been taken on behalf of LADWP pursuant to an USACE or CDFG permit. LADWP will provide documentation of such permits to the commentor, once the permits are acquired.

Response to Comment A-7

The contact information for the commentor is noted.



STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

September 9, 2009

Letter B
Page 1 of 2

Shilpa Gupta
City of Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

Subject: Harbor Refineries Recycled Water Pipeline Project
SCH#: 2008121093

Dear Shilpa Gupta:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 8, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

Letter B-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

Enclosures
cc: Resources Agency

SCH# 2008121093
Project Title Harbor Refineries Recycled Water Pipeline Project
Lead Agency Los Angeles, City of

Type EIR Draft EIR
Description The Project is the construction of ~60,000 ft (11.4 miles) of 36 inch (or smaller) recycled water pipelines and associated structures such as maintenance hotels, flow meters, air/vacuum valves, blow-off assemblies, isolation valves, water sampling stations, and vaults. The Project will be constructed in order to provide recycled water produced by the West Basin Municipal Water District's Carson Regional Water Recycling Plan, to various industrial and irrigation customers in the Carson and Los Angeles Harbor Area. Los Angeles Department of Water and Power will construct the recycled water pipelines up to the property boundaries adjacent to the appropriate metering devices for each potential customer. The pipeline will be installed in the ground beneath existing city streets. Installation of the pipeline would be accomplished using open trench excavations. 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 horizontal directional drilling.

Lead Agency Contact

Name Shilpa Gupta
Agency City of Los Angeles Department of Water and Power
Phone (213) 367 0610 **Fax**
email
Address 111 North Hope Street, Room 1044
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Carson
Region
Lat / Long 33° 47' 57" N / 118° 15' 50" W
Cross Streets Avalon Boulevard, Pacific Coast Hwy, Wilmington Boulevard, Lomita Boulevard
Parcel No.
Township 4S **Range** 13W **Section** **Base** Torrance

Proximity to:

Highways 405,110,47
Airports No
Railways BNSF
Waterways Dominguez Channel
Schools Banning, Carson, Wilmington
Land Use

Project Issues Air Quality; Archaeologic-Historic; Cumulative Effects; Noise; Solid Waste; Toxic/Hazardous; Traffic/Circulation

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Game, Region 5; Department of Parks and Recreation; Caltrans, District 7; Department of Health Services; Integrated Waste Management Board; State Water Resources Control Board, Clean Water Program; State Water Resources Control Board, Division of Water Quality; State Water Resources Control Board, Division of Water Rights; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 07/22/2009 **Start of Review** 07/22/2009 **End of Review** 09/08/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.

Governor's Office of Planning and Research (Letter B)

Response to Comment B-1

The commenting agency indicates that the Draft EIR was circulated to selected State agencies for review and that the project has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA requirements. No further response is required.

SECTION 4: ERRATA

No modifications to the Draft Environmental Impact Report have been made; therefore, no errata text is needed.

Mitigation Monitoring Plan

Section	Mitigation Measure	Method of Implementation	Timing of Implementation	Group/Person Responsible for Implementation	Verification of Completion	
					Date	Initial
Air Quality	<p>MM AQ-2a. In addition to compliance with SCAQMD Regulation 402 (Fugitive Dust), the Construction Manager/Contractor will implement the following dust control measures for all Excavation and shoring activities:</p> <p>Expediently replace ground cover in disturbed areas. Water disturbed surfaces at least 3 times per day. All stockpiles shall be covered</p>	<p>Verify inclusion in project specifications; Site inspection</p>	<p>Prior to the start of excavation and shoring activities</p>	<p>Project Engineer and Construction Manager</p>		
Air Quality	<p>MM AQ-2b. Prior to the start of construction, the LADWP will draft a Construction Emission Reduction Plan (Plan) that details implementation of this measure, including discussions on feasibility and the degree of implementation of specific Plan components. The construction manager shall keep a copy of the Plan on-site during construction and shall implement the components of the Plan. The Plan shall demonstrate a reduction in maximum daily NOx emissions from the excavation and shoring phase such that the emissions will not exceed the SCAQMD's LST thresholds. The primary method of achieving emission reductions is reducing the maximum equipment use hours to occur on any one day at any one location of excavation and shoring. Total on-site (off-road equipment) horse power-hours (hp*h) allowed to occur at any one location to will be restricted to 13,825 or less.</p>	<p>Approval of the Emission Reduction Plan; Site inspection</p>	<p>Prior to the start of construction.</p>	<p>Project Engineer</p>		

Section	Mitigation Measure	Method of Implementation	Timing of Implementation	Group/Person Responsible for Implementation	Verification of Completion	
					Date	Initial
Air Quality	MM AQ-3a. During project construction, construction equipment will be properly maintained at an offsite location; maintenance shall include proper tuning and timing of engines. Equipment maintenance records and data sheets of equipment design specifications shall be kept at that location.	Verify inclusion in project specifications; Site inspection	Prior to the start of, and during construction	Construction Manager		
Air Quality	MM AQ-3b. In addition to the requirements of MM AQ-2b, LADWP shall incorporate into the Construction Emission Reduction Plan (Plan) a demonstration that the maximum daily activity that would occur for the project in the region (a summation of all construction site emissions) would not exceed the SCAQMD's regional NOx threshold of 100 lbs/day. Below is a menu of specific measures that may be included in the Plan to reduce total daily NOx emissions. The measures may be used singly or together to reduce the NOx impact to less than significant: <ul style="list-style-type: none"> All construction diesel engines, which have a rating of 50 hp or more, shall meet, at a minimum, the Tier 2 California Emission Standards for Off-Road Compression-Ignition Engines as specified in California Code of Regulations, Title 13, Section 2423(b)(1) unless LADWP determines that such engine is not available or feasible for a particular type of equipment. In the event a Tier 2 engine is not available for any off-road engine larger than 50 hp, that engine shall be a Tier 1 engine, if available and feasible. In the event a Tier 1 engine is not available for any off-road engine larger than 50 hp, then that engine shall be a 1996 or newer engine. The LADWP may grant relief from this requirement 	Approval of the Emission Reduction Plan; Site inspection	Prior to the start of, and during construction.	Project Engineer and Construction Manager		

**Los Angeles Department of Water and Power
Harbor Refineries Recycled Water Pipeline Project
Final EIR**

Section	Mitigation Measure	Method of Implementation	Timing of Implementation	Group/Person Responsible for Implementation	Verification of Completion	
					Date	Initial
	<p>for that engine if compliance with this requirement is infeasible.</p> <ul style="list-style-type: none"> • To the extent that equipment and technology is available and cost-effective, the LADWP is encouraged to use NOX catalyst, and retrofit existing engines in construction equipment. This measure applies to all construction equipment, including portable diesel powered equipment holding a valid permit with the SCAQMD or ARB. As to assist the construction manager in identifying engines that implement this measure, equipment that implements the measure shall have clearly visible tags. • To the extent feasible, utilize alternative fueled equipment instead of diesel-powered equipment. If biodiesel is selected as an alternative fuel, the construction manager shall ensure that appropriate NOx reduction additives are utilized, as biodiesel alone would increase NOx emissions. • During project construction, onsite electrical hook ups shall be provided to utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators. To the extent that equipment and technology is available and cost-effective, the LADWP is encouraged to use electrically driven equipment instead of fossil-fueled engines. • During project construction, restrict idling of construction equipment onsite to 5 minutes or less, unless idling is necessary for equipment use. • To the extent practicable, construction management techniques such as timing construction to occur 					

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	outside the ozone season of May through October shall be employed, or equipment use shall be scheduled to limit unnecessary concurrent operation.					
Cultural Resources	<p>MM CR-2. A cultural resources discovery plan shall be prepared and implemented prior to the start of construction. The discovery plan will consist of the following components:</p> <ul style="list-style-type: none"> The Contractor/Construction Manager shall ensure that a cultural and paleontological discovery plan and training program shall be implemented prior to the start of construction. The discovery plans will outline procedures for identification and treatment of either cultural resources or paleontological resources found along the routes during construction. The training program will be prepared by a trained archaeologist and paleontologist and shall consist of a brief PowerPoint presentation (or other approved presentation method) for all construction personnel. The emphasis of the training is to educate all construction personnel on the potential archaeological and paleontological resources that could be found on the project during excavation and the proper procedures for dealing with resources if encountered. Should resources be identified during construction, work shall cease in the immediate area (within 100 feet) and a qualified archaeologist shall be notified to determine if the resource is significant. Work shall not continue until the qualified archaeologist makes a determination. If a significant resource is encountered, the steps outlined in the archaeological discovery plan shall be followed. Prior to the commencement of construction activities, a qualified archaeologist shall review all construction 	<p>Approval of Cultural Resources Discovery Plan</p> <p>Site inspection;</p> <p>Letter of review by qualified archeologist</p>	Prior to the start of construction	Project Engineer and Construction Manager		

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	<p>plans to determine the amount of subsurface disturbance in the construction right of way. This shall be accomplished through a review of existing drawings of utilities currently in place, referenced against the location of the new recycled water pipeline. If no drawings are available, the qualified archaeologist shall make assessments during construction “potholing” activities to determine if undisturbed cultural resources are present or potentially present.</p> <ul style="list-style-type: none"> • If it is determined that intact soils are present along portions of the route with a high potential for buried archaeological resources as shown in Exhibit 3.2-1, as identified through MM CR-2.b, a qualified archaeologist shall be present for excavation activities in those specific areas. If significant resources are encountered, the procedures outlined in the archaeological discovery plan shall be followed, before construction can continue. If no significant resources are encountered after 25 percent of one of the high potential areas has been excavated, the project archaeologist can reduce or eliminate archaeological monitoring at the location. 					

Section	Mitigation Measure	Method of Implementation	Timing of Implementation	Group/Person Responsible for Implementation	Verification of Completion	
					Date	Initial
Cultural Resources	MM CR-3a. Prior to the start of construction, a qualified paleontologist shall review all construction plans to determine the amount of subsurface disturbance in the construction right of way. This shall be accomplished through a review of existing drawings of utilities currently in place, referenced against the location of the new recycled water pipeline. If no drawings are available, the qualified paleontologist shall make assessments during construction “potholing” activities to determine if undisturbed cultural resources are present or potentially present.	Approval of Cultural Resources Discovery Plan Site inspection; Letter of review by qualified archeologist	Prior to the start of construction.	Project Engineer		
	MM CR-3b. If it is determined by the paleontologist that suitable intact soils are present along portions of the route with a high potential for buried paleontological resources as shown in Exhibit 3.2-1, as identified in MM CR3a, a qualified paleontologist shall be present for excavation activities in those specific areas. If significant resources are encountered, the procedures outlined in the discovery plan (MM CR2.a) shall be followed, before construction can continue. If no significant resources are encountered after 25 percent of one of the high potential areas has been excavated, the project paleontologist can reduce or eliminate monitoring at the location.	Review and approval of cultural resources discovery plan; Site inspection;	Prior to the start of ,and during construction	Project Engineer		
Cultural Resources	MM CR-3c. In the case that fossil remains are encountered, all recovered fossil remains shall be prepared to the point of identification and to the lowest taxonomic level possible. The remains shall be curated, catalogued, and the corresponding geologic and geographic site data archived and all items transferred to the appropriate museum repository,	Review and approval of cultural resources discovery plan; Site inspection; Catalogue of collected fossils prepared by a qualified	Following discovery of fossil remains	LADWP Waterworks Engineer		

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	preferably to the Los Angeles County Natural History Museum.	paleontologist. Deposit receipt of collected fossils from a museum.				
Noise	MM NOI-1a. During all construction activities associated with the project, the construction Contractor/Construction Manager shall ensure that, unless granted a variance or an exemption from the applicable City, construction activities shall not occur between the hours of 8:00 p.m. and 7:00 am Monday through Friday, between the hours of 6:00 p.m. and 8:00 a.m. on Saturday, nor at any time on Sunday or a national holiday where a construction work area is within 500 feet of a noise-sensitive land use.	Verify inclusion in project specifications; Site inspection	Prior to the start of construction	Project Engineer and Construction Manager		
Noise	MM NOI-1b. Prior to the commencement of construction activities, the Contractor/Construction Manager shall prepare a construction schedule that will ensure that construction shall be completed as rapidly as possible while minimizing potential cumulative construction noise impacts and accommodating particularly noise-sensitive periods for nearby land uses.	Verify inclusion in project specifications; Site inspection	Prior to the start of construction	Project Engineer and Construction Manager		

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					Date	Initial
Noise	MM NOI-1c. During all construction activities, the Contractor/Construction Manager shall ensure that the quietest construction equipment available shall be used. Where possible, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used rather than pneumatic power. If compressors powered by diesel or gasoline engines are used, they shall be enclosed or have baffles to help abate noise levels.	Verify inclusion in project specifications; Site inspection	Prior to the start of, and during construction	Construction Manager		
Noise	MM NOI-1d. During all construction activities, the Contractor/Construction Manager shall ensure that all construction equipment shall be properly maintained.	Verify inclusion in project specifications; Site inspection	Prior to the start of, and during construction	Construction Manager		
Noise	MM NOI-1e. During all construction activities, the Contractor/Construction Manager shall ensure that all equipment shall be equipped with suitable exhaust and air-intake silencers in proper working order.	Verify inclusion in project specifications; Site inspection	Prior to the start of, and during construction	Construction Manager		
Noise	MM NOI-1f. During all construction activities, the Contractor/Construction Manager shall ensure that noisy equipment shall be operated only when necessary, and shall be switched off when not in use.	Verify inclusion in project specifications; Site inspection	Prior to the start of, and during construction	Construction Manager		
Noise	MM NOI-1g. During all construction activities in residential neighborhoods, the Contractor/Construction Manager shall ensure that where feasible, temporary barriers shall be employed around noisy equipment when it is located within 500 feet of a sensitive receptor. To maximize the effectiveness of the barriers they shall break the line-of site between the equipment and the noise-sensitive receptor(s) and shall be located as close as practicable to either the noise source or the	Verify inclusion in project specifications; Site inspection	Prior to the start of, and during construction	Project Engineer and Construction Manager		

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	receptor. Where the barrier does not enclose the equipment on multiple sides, the length of the barrier shall be substantially greater than its height to provide effective performance. The barriers shall be constructed of an acoustical blanket material that provides a minimum sound transmission class (STC) of 28.					
Noise	MM NOI-1h. During all construction activities, the Contractor/Construction Manager shall ensure that construction employees are trained in the proper operation and use of the equipment in order to minimize noise levels.	Verify inclusion in project specifications; Site inspection	Prior to the start of, and during construction	Construction Manager		
Noise	MM NOI-1i. Prior to the commencement of construction activities, the Contractor/Construction Manager shall ensure that construction employees shall be required to participate in training programs related to project-specific noise requirements, specifications, and equipment operations. The construction employees shall also receive onsite training related to the noise-specific issues and sensitive areas adjacent to the pipeline route.	Verify inclusion in project specifications; Site inspection	Prior to the start of construction	Project Engineer and Construction Manager		
Noise	MM NOI-1j. Staging sites shall be located on properties restricted to industrial and commercial uses only.	Verify the location of the staging sites in relation to MM NOI-1j	Prior to the start of construction	Project Engineer		
Noise	MM NOI-1k. Staging sites shall not be located within 500 feet of a sensitive receptor. Where this is not possible, the Contractor/Construction Manager shall ensure that noise barriers are erected, or ensure that existing structures provide adequate noise barriers between the staging site and the sensitive receptor(s).	Verify the location of the staging sites in relation to MM NOI-1k; Site inspection	Prior to the start of construction	Project Engineer		

Section	Mitigation Measure	Method of Implementation	Timing of Implementation	Group/Person Responsible for Implementation	Verification of Completion	
					Date	Initial
Noise	MM NOI-1l. During all construction activities, the Contractor/Construction Manager shall ensure that stationary noise sources such as generators and compressors shall be positioned as far away as possible from noise sensitive areas.	Verify inclusion in project specifications; Site inspection	Prior to the start of, and during construction	Construction Manager		
Noise	MM NOI-1m. During all construction activities, the Contractor/Construction Manager shall ensure that construction equipment is stored in the construction zone while in use in order to eliminate noise associated with repeated transportation of the equipment to and from the site.	Verify inclusion in project specifications; Site inspection	Prior to the start of, and during construction	Construction Manager		
Noise	MM NOI-1n. Prior to the commencement of construction activities, the Contractor/Construction Manager shall ensure that public notice is given regarding construction which identifies the location and dates of construction, and the name and phone number of the contractor’s contact person in case of complaints. One contact person shall be assigned to the pipeline project. The public notice shall encourage the residents to contact this person rather than the police in case of complaint. Residents shall also be kept informed of any changes to the schedule. The designated contact person shall be available on a mobile phone. If a complaint is received, the contact person shall take whatever reasonable steps are necessary to resolve the complaint. If possible, a member of the construction team shall also travel to the complainant’s location to understand the nature of the disturbance.	Verify that public notice is given regarding construction in accordance with MM NOI-1n	Prior to the start of construction	Project Engineer and Construction Manager		

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					Date	Initial
Noise	MM NOI-1o. Prior to the commencement of construction activities, the LADWP Waterworks Engineer shall prepare a haul route plan for the construction of the project. Haul routes shall be on major arterial roads in industrial and commercial areas. Where haul routes must occur on major arterial roads in residential areas, such routes shall be subject to the review and approval of the local jurisdiction wherein the haul route will occur.	Review and approval of haul route plan.	Prior to the start of construction	Project Engineer		
Noise	MM NOI-2a. During construction activities, in order to avoid potential building damage associated with construction vibration, the Contractor/Construction Manager shall ensure that heavy equipment (backhoes, dozers, graders, loaders, etc.) shall not be operated within 15 feet of any existing building. If the required distance cannot be maintained then the following measures shall be implemented: a.) Qualified structural and/or geotechnical engineers shall review the peak particle velocities estimated in this report, and determine if there are any risks to the building, including possible risks from dynamic soil settlement induced by the vibration. If the structural or geotechnical engineers identify any potential risks, they shall take all necessary steps to protect the building including, but not limited to, photographing and/or videotaping the building in order to provide a record of the existing conditions before construction. b.) If considered appropriate by a qualified structural engineer or geotechnical engineer, an engineer shall be on-site during the construction activities and perform such tests and observations as are	Verify inclusion in project specifications; Review construction plans relative to peak particle velocities; Site inspection	Prior to the start of, and during construction	LADWP Waterworks Engineer; Project Geotechnical and Structural Engineer		

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	necessary to ensure the structural stability of the building. This may include vibration measurements obtained inside or outside of the c.) building.					
Transportation and Traffic	MM TRAN-1a. Directional capacity (westbound in the a.m. peak and eastbound in the p.m. peak) should be considered in roadway closure planning. The provision of the original one-way capacity of the affected roadway (in number of travel lanes) in the peak direction, while providing a reduced number of travel lane for the opposite direction of traffic flow, would help to alleviate any potential traffic impacts during construction if construction-period roadway LOS would be unacceptable.	Verify inclusion in project specifications; Site inspection	Prior to the start of construction	Project Engineer		
Transportation and Traffic	MM TRAN-1b. There are bicycle lanes located along Avalon Boulevard between 246th Street to the north and L Street to the south. Closure of these lanes in addition to the on-street parking could be necessary during Project construction. If these lanes are closed, direct alternates should be provided during construction. If provision of alternate routes is not feasible, bicycle route closure signs shall be posted at the next major intersections to the north and south of the construction area.	Verify inclusion in project specifications; Site inspection	Prior to the start of construction	Project Engineer		
Transportation and Traffic	MM TRAN-1c. Left-turn lanes and other approach lanes (as feasible) should be maintained in close vicinity to major intersections along the proposed project route.	Verify inclusion in project specifications; Site inspection	Prior to the start of construction	Project Engineer		

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Transportation and Traffic	MM TRAN-1d. In residential areas where roadway widths are narrow, one lane should be maintained for reversible traffic flow. Additionally, access to residential driveways should be maintained.	Verify inclusion in project specifications; Site inspection	Prior to the start of construction	Project Engineer		
Transportation and Traffic	MM TRAN-1e. Marked pedestrian crosswalks should be maintained, especially when a school or transit stop is located nearby. There are schools located on Avalon Boulevard, Carson Street, L Street, Mahar Avenue, and Pacific Coast Highway. All crosswalks should be relocated temporarily, immediately beyond the construction work area in accordance with applicable safety regulations.	Verify inclusion in project specifications; Site inspection	Prior to the start of construction	Project Engineer		
Transportation and Traffic	MM TRAN-1f. If a mid-block crosswalk would result from a temporary crosswalk replacement, the crosswalk should be closed completely and pedestrians should be routed to another intersection leg.	Verify inclusion in project specifications; Site inspection	Prior to the start of construction	Project Engineer		
Transportation and Traffic	MM TRAN-1g. The study area has major industrial uses that generate sizeable levels of truck traffic, especially within the southern end of the study area (adjacent to the Port of Los Angeles). Where physical mitigation measures cannot be provided on roadway segments that would operate at LOS E or F during construction, peak-hour restrictions (6:00 to 9:00 a.m. and 3:30 to 7:00 p.m.) on construction activity would be necessary.	Verify inclusion in project specifications; Site inspection	Prior to the start of construction	Project Engineer and Construction Manager		

Section	Mitigation Measure	Method of Implementation	Timing of Implementation	Group/Person Responsible for Implementation	Verification of Completion	
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Transportation and Traffic	MM TRAN-7a. During all construction activities, temporary replacement bus stops shall be established in portions of the project alignment where bus stop closures are required to accommodate project construction. The temporary bus stops shall be located along wide portions of the roadway where the maximum number of travel lanes can be accommodated during construction.	Verify inclusion in project specifications; Site inspection	Prior to the start of, and during construction	Project Engineer and Construction Manager		

Findings of Fact in Support of Findings for Significant Environmental Effects of the Harbor Refineries Recycled Water Pipeline Project

SECTION 1: INTRODUCTION

The California Environmental Quality Act (CEQA) Public Resources Code Section 21081, and the CEQA Guidelines Section 15091 provide that:

“No public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings:

- a. Changes or alterations have been required in, or incorporated into, the project, which mitigate or avoid the significant effects on the environment.
- b. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
- c. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final environmental impact report.”

Because the Harbor Refineries Recycled Water Pipeline Project Environmental Impact Report (EIR) identified significant effects that may occur as a result of the project, and in accordance with the provisions of CEQA and CEQA Guidelines, the Los Angeles Department of Water (LADWP) and Power hereby adopts these findings as part of the approval of the Harbor Refineries Recycled Water Pipeline Project and related applications.

The LADWP has prepared an EIR for the approximately 11.4-mile recycled water pipeline project in accordance with CEQA and CEQA Guideline requirements. The EIR analyzes the environmental effects of the project, which implements construction and operation of a recycled water pipeline in the cities of Carson and Los Angeles, within the Los Angeles Harbor area. At a public hearing held on October 6, 2009, the Board of Commissioners found the EIR to be adequate in accordance with CEQA procedures and certified the EIR.

After adopting this Statement of Findings of Fact, the Los Angeles Department of Water and Power Board of Commissioners can approve the Harbor Refineries Recycled Water Pipeline Project. All subsequent approvals, mitigation implementation, and regulatory agreements and permits will be reviewed based on the documentation in the EIR.

Project Objectives

The objectives of the project are to:

- Improve the reliability of the City of Los Angeles' water supply through increased recycled water use.
- Comply with the City of Los Angeles and the Los Angeles Department of Water and Power action plan titled "Securing L.A.'s Water Supply" outlining the steps to sustain a reliable water supply to meet current and future demand.
- Construct the necessary infrastructure to convey recycled water to the various industrial and irrigation customers in the Los Angeles Harbor Area.
- Provide recycled water to some of the City of Los Angeles' largest water customers, and where feasible, switch their potable water use with recycled water use.

SECTION 2: MITIGATED ADVERSE IMPACTS

The potential significant adverse impacts that would be mitigated are listed in the following sections. LADWP finds that with the exception of Noise, and Transportation and Traffic for short-term construction impacts, all potential adverse impacts would be mitigated to a level that is considered less than significant after implementation of the mitigation measures.

Air Quality

Significant Impact - Air Quality Plan

Emissions of NO_x, PM₁₀, PM_{2.5}, during construction activities would exceed the South Coast Air Quality Management District (SCAQMD) regional significance thresholds.

Finding

Changes or alterations have been required in, or incorporated into, the project, which mitigate to a level of insignificance or avoid the significant effects on the environment.

Facts in Support of the Finding

The significant effect has been eliminated or lessened to a level that is less than significant by the following mitigation measures, which are identified in the Final EIR and incorporated into the project:

Mitigation Measures

MM AQ-2a In addition to compliance with SCAQMD Regulation 402 (Fugitive Dust), the Construction Manager/Contractor will implement the following dust control measures for all Excavation and shoring activities:

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- a.) Expeditiously replace ground cover in disturbed areas.
- b.) Water disturbed surfaces at least 3x per day.
- c.) All stockpiles shall be covered

MM AQ-2b Prior to the start of construction, the LADWP will draft a Construction Emission Reduction Plan (Plan) that details implementation of this measure, including discussions on feasibility and the degree of implementation of specific Plan components. The construction manager shall keep a copy of the Plan on-site during construction and shall implement the components of the Plan. The Plan shall demonstrate a reduction in maximum daily NO_x emissions from the excavation and shoring phase such that the emissions will not exceed the SCAQMD's LST thresholds. The primary method of achieving emission reductions is reducing the maximum equipment use hours to occur on any one day at any one location of excavation and shoring. Total on-site (off-road equipment) horse power-hours (hp*h) allowed to occur at any one location to will be restricted to 13,825 or less.

MM AQ-3a During project construction, construction equipment will be properly maintained at an offsite location; maintenance shall include proper tuning and timing of engines. Equipment maintenance records and data sheets of equipment design specifications shall be kept at that location.

MM AQ-3b In addition to the requirements of MM AQ-2b, LADWP shall incorporate into the Construction Emission Reduction Plan (Plan) a demonstration that the maximum daily activity that would occur for the project in the region (a summation of all construction site emissions) would not exceed the SCAQMD's regional NO_x threshold of 100 lbs/day. Below is a menu of specific measures that may be included in the Plan to reduce total daily NO_x emissions. The measures may be used singly or together to reduce the NO_x impact to less than significant:

- All construction diesel engines, which have a rating of 50 hp or more, shall meet, at a minimum, the Tier 2 California Emission Standards for Off-Road Compression-Ignition Engines as specified in California Code of Regulations, Title 13, Section 2423(b)(1) unless LADWP determines that such engine is not available or feasible for a particular type of equipment. In the event a Tier 2 engine is not available for any off-road engine larger than 50 hp, that engine shall be a Tier 1 engine, if available and feasible. In the event a Tier 1 engine is not available for any off-road engine larger than 50 hp, then that engine shall be a 1996 or newer engine. The LADWP may grant relief from this requirement for that engine if compliance with this requirement is infeasible.

- To the extent that equipment and technology is available and cost-effective, the LADWP is encouraged to use NOX catalyst, and retrofit existing engines in construction equipment. This measure applies to all construction equipment, including portable diesel powered equipment holding a valid permit with the SCAQMD or ARB. As to assist the construction manager in identifying engines that implement this measure, equipment that implements the measure shall have clearly visible tags.
- To the extent feasible, utilize alternative fueled equipment instead of diesel-powered equipment. If biodiesel is selected as an alternative fuel, the construction manager shall ensure that appropriate NOx reduction additives are utilized, as biodiesel alone would increase NOx emissions.
- During project construction, onsite electrical hook ups shall be provided to utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators. To the extent that equipment and technology is available and cost-effective, the LADWP is encouraged to use electrically driven equipment instead of fossil-fueled engines.
- During project construction, restrict idling of construction equipment onsite to 5 minutes or less, unless idling is necessary for equipment use.
- To the extent practicable, construction management techniques such as timing construction to occur outside the ozone season of May through October shall be employed, or equipment use shall be scheduled to limit unnecessary concurrent operation.

Mitigation measures MM AQ-2a, MM AQ-2b, MM AQ-3a, and MM AQ-3b would provide for dust control measures and would reduce emissions related to construction equipment to a level that would ensure that the project would not violate the SCAQMD's regional significance thresholds. Therefore, impacts to the Air Quality Plan would be mitigated to a less than significant level.

Significant Impact - Air Quality Standards

Emissions of NO_x, PM₁₀, PM_{2.5}, during construction activities would exceed localized significance thresholds.

Finding

Changes or alterations have been required in, or incorporated into, the project, which mitigate to a level of insignificance or avoid the significant effects on the environment.

Facts in Support of the Finding

The significant effect has been eliminated or lessened to a level that is less than significant by the following mitigation measures, which are identified in the Final EIR and incorporated into the project:

Mitigation Measures

- MM AQ-2a** In addition to compliance with SCAQMD Regulation 402 (Fugitive Dust), the Construction Manager/Contractor will implement the following dust control measures for all Excavation and shoring activities:
- a.) Expeditiously replace ground cover in disturbed areas.
 - b.) Water disturbed surfaces at least 3x per day.
 - c.) All stockpiles shall be covered
- MM AQ-2b** Prior to the start of construction, the LADWP will draft a Construction Emission Reduction Plan (Plan) that details implementation of this measure, including discussions on feasibility and the degree of implementation of specific Plan components. The construction manager shall keep a copy of the Plan on-site during construction and shall implement the components of the Plan. The Plan shall demonstrate a reduction in maximum daily NO_x emissions from the excavation and shoring phase such that the emissions will not exceed the SCAQMD's LST thresholds. The primary method of achieving emission reductions is reducing the maximum equipment use hours to occur on any one day at any one location of excavation and shoring. Total on-site (off-road equipment) horse power-hours (hp*h) allowed to occur at any one location to will be restricted to 13,825 or less.

Mitigation measures MM AQ-2a and MM AQ-2b would provide for dust control measures and would reduce emissions related to construction equipment to a level that would ensure that the project would not exceed localized significance thresholds. Therefore, impacts related to air quality standards would be mitigated to a less than significant level.

Significant Impact - Criteria Pollutant

Emissions of NO_x during construction activities would exceed the SCAQMD regional emission threshold.

Finding

Changes or alterations have been required in, or incorporated into, the project, which mitigate to a level of insignificance or avoid the significant effects on the environment.

Facts in Support of the Finding

The significant effect has been eliminated or lessened to a level that is less than significant by the following mitigation measures, which are identified in the Final EIR and incorporated into the project:

Mitigation Measures

- MM AQ-3a** During project construction, construction equipment will be properly maintained at an offsite location; maintenance shall include proper tuning and timing of engines. Equipment maintenance records and data sheets of equipment design specifications shall be kept at that location.
- MM AQ-3b** In addition to the requirements of MM AQ-2b, LADWP shall incorporate into the Construction Emission Reduction Plan (Plan) a demonstration that the maximum daily activity that would occur for the project in the region (a summation of all construction site emissions) would not exceed the SCAQMD's regional NO_x threshold of 100 lbs/day. Below is a menu of specific measures that may be included in the Plan to reduce total daily NO_x emissions. The measures may be used singly or together to reduce the NO_x impact to less than significant:
- All construction diesel engines, which have a rating of 50 hp or more, shall meet, at a minimum, the Tier 2 California Emission Standards for Off-Road Compression-Ignition Engines as specified in California Code of Regulations, Title 13, Section 2423(b)(1) unless LADWP determines that such engine is not available or feasible for a particular type of equipment. In the event a Tier 2 engine is not available for any off-road engine larger than 50 hp, that engine shall be a Tier 1 engine, if available and feasible. In the event a Tier I engine is not available for any off-road engine larger than 50 hp, then that engine shall be a 1996 or newer engine. The LADWP may grant relief from this requirement for that engine if compliance with this requirement is infeasible.
 - To the extent that equipment and technology is available and cost-effective, the LADWP is encouraged to use NO_x catalyst, and retrofit existing engines in construction equipment. This measure applies to all construction equipment, including portable diesel powered equipment holding a valid permit with the SCAQMD or ARB. As to assist the construction manager in identifying engines that implement this measure, equipment that implements the measure shall have clearly visible tags.
 - To the extent feasible, utilize alternative fueled equipment instead of diesel-powered equipment. If biodiesel is selected as an alternative fuel, the construction manager shall ensure that appropriate NO_x reduction additives are utilized, as biodiesel alone would increase NO_x emissions.

- During project construction, onsite electrical hook ups shall be provided to utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators. To the extent that equipment and technology is available and cost-effective, the LADWP is encouraged to use electrically driven equipment instead of fossil-fueled engines.
- During project construction, restrict idling of construction equipment onsite to 5 minutes or less, unless idling is necessary for equipment use.
- To the extent practicable, construction management techniques such as timing construction to occur outside the ozone season of May through October shall be employed, or equipment use shall be scheduled to limit unnecessary concurrent operation.

Mitigation measures MM AQ-3a and MM AQ-3b would provide for dust control measures and would reduce emissions related to construction equipment to a level that would ensure that the project would not cumulatively result in a violation of SCAQMD's regional significance thresholds for criteria pollutants. Therefore, impacts to the criteria pollutants would be mitigated to a less than significant level.

Cultural Resources

Significant Impact - Archeological Resources

The potential for impacts to significant cultural resources is considered high within certain portions of the project area, due to the presence of previously recorded resources within the immediate vicinity of the project area. Areas of high potential for subsurface prehistoric resources include the area along Avalon Boulevard between Carson Street and Sepulveda Boulevard and the area along Anaheim Street between the Harbor Freeway and Vermont Avenue. During construction activities, there is a high probability that intact subsurface deposits could be uncovered, though any of these resources could have been significantly damaged by previous construction activities. This potential is high within undisturbed or minimally disturbed portions of the project area and significantly lower in areas that have been subject to extensive historic-utility construction.

Finding

Changes or alterations have been required in, or incorporated into, the project, which mitigate to a level of insignificance or avoid the significant effects on the environment.

Facts in Support of the Finding

The significant effect has been eliminated or lessened to a level that is less than significant by the following mitigation measures, which are identified in the Final EIR and incorporated into the project:

Mitigation Measures

- MM CR-2** A cultural resources discovery plan shall be prepared and implemented prior to the start of construction. The discovery plan will consist of the following components:
- a. The Contractor/Construction Manager shall ensure that a cultural and paleontological discovery plan and training program shall be implemented prior to the start of construction. The discovery plans will outline procedures for identification and treatment of either cultural resources or paleontological resources found along the routes during construction. The training program will be prepared by a trained archaeologist and paleontologist and shall consist of a brief PowerPoint presentation (or other approved presentation method) for all construction personnel. The emphasis of the training is to educate all construction personnel on the potential archaeological and paleontological resources that could be found on the project during excavation and the proper procedures for dealing with resources if encountered. Should resources be identified during construction, work shall cease in the immediate area (within 100 feet) and a qualified archaeologist shall be notified to determine if the resource is significant. Work shall not continue until the qualified archaeologist makes a determination. If a significant resource is encountered, the steps outlined in the archaeological discovery plan shall be followed.
 - b. Prior to the commencement of construction activities, a qualified archaeologist shall review all construction plans to determine the amount of subsurface disturbance in the construction right of way. This shall be accomplished through a review of existing drawings of utilities currently in place, referenced against the location of the new recycled water pipeline. If no drawings are available, the qualified archaeologist shall make assessments during construction “potholing” activities to determine if undisturbed cultural resources are present or potentially present.
 - c. If it is determined that intact soils are present along portions of the route with a high potential for buried archaeological resources as shown in Exhibit 3.2-1, as identified through MM CR-2.b, a qualified archaeologist shall be present for excavation activities in those specific areas. If significant resources are encountered, the procedures outlined in the archaeological

discovery plan shall be followed, before construction can continue. If no significant resources are encountered after 25 percent of one of the high potential areas has been excavated, the project archaeologist can reduce or eliminate archaeological monitoring at the location.

Mitigation measure MM CR-2 would provide for a cultural resources Discovery Plan, which would implement procedures for identification and treatment of either cultural resources or paleontological resources found along the routes during construction. Additionally, the Discovery Plan would identify the potential for undiscovered archeological resources and provide for archeological monitoring in areas where certain potential for undiscovered resources would exist. Therefore, impacts related to archaeological resources would be mitigated to a less than significant level.

Significant Impact - Paleontological Resource or Geologic Feature

The potential for impacts to significant paleontological resources is considered high within certain portions of the project area, due to the presence of previously discovered resources within the vicinity of the project area, certain project area soils also have the potential to contain such resources. Construction-related earth-moving activities associated with the proposed project may impact undiscovered paleontological resources. This potential is high within undisturbed or minimally disturbed portions of the project area and significantly lower in areas that have been subject to extensive historic-utility construction.

Finding

Changes or alterations have been required in, or incorporated into, the project, which mitigate to a level of insignificance or avoid the significant effects on the environment.

Facts in Support of the Finding

The significant effect has been eliminated or lessened to a level that is less than significant by the following mitigation measures, which are identified in the Final EIR and incorporated into the project:

Mitigation Measures

- MM CR-3a** Prior to the start of construction, a qualified paleontologist shall review all construction plans to determine the amount of subsurface disturbance in the construction right of way. This shall be accomplished through a review of existing drawings of utilities currently in place, referenced against the location of the new recycled water pipeline. If no drawings are available, the qualified paleontologist shall make assessments during construction “potholing” activities to determine if undisturbed cultural resources are present or potentially present.
- MM CR-3b** If it is determined by the paleontologist that suitable intact soils are present along portions of the route with a high potential for buried paleontological resources as

shown in Exhibit 3.2-1, as identified in MM CR-3a, a qualified paleontologist shall be present for excavation activities in those specific areas. If significant resources are encountered, the procedures outlined in the discovery plan (MM CR-2a) shall be followed, before construction can continue. If no significant resources are encountered after 25 percent of one of the high potential areas has been excavated, the project paleontologist can reduce or eliminate monitoring at the location.

MM CR-3c In the case that fossil remains are encountered, all recovered fossil remains shall be prepared to the point of identification and to the lowest taxonomic level possible. The remains shall be curated, catalogued, and the corresponding geologic and geographic site data archived and all items transferred to the appropriate museum repository, preferably to the Los Angeles County Natural History Museum.

Mitigation measure MM CR-3a to MM CR-3c would ensure that paleontological resources would not be disturbed during construction activities and that any paleontological resources that may be encountered will be preserved.

Traffic

Significant Impact - Conflict with Alternative Transportation

The roadway lane closures associated with construction of the project will result in temporary closures of bicycle lanes along the project alignment. Construction along the project alignment would also result in temporary disruptions to bus services including Metro, LADOT Dash and Commuter Express, City of Carson North/South shuttle and Circuit, Torrance Transit, and Gardenia Municipal Service.

Finding

The significant effect has been eliminated or lessened to a level that is less than significant by the following mitigation measures, which are identified in the Final EIR and incorporated into the project:

Facts in Support of the Finding

Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Mitigation Measures

MM TRAN-1b There are bicycle lanes located along Avalon Boulevard between 246th Street to the north and L Street to the south. Closure of these lanes in addition to the on-street parking could be necessary during Project construction. If these lanes are closed, direct alternates should be provided during construction. If provision of alternate

routes is not feasible, bicycle route closure signs shall be posted at the next major intersections to the north and south of the construction area.

MM TRAN-7a During all construction activities, temporary replacement bus stops shall be established in portions of the project alignment where bus stop closures are required to accommodate project construction. The temporary bus stops shall be located along wide portions of the roadway where the maximum number of travel lanes can be accommodated during construction.

Mitigation measure MM TRAN-1b and MM TRAN-7a would ensure that construction activities associated with the implementation of the proposed project would not conflict with existing alternative transportation.

SECTION 3: SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Noise

Significant Impact - Noise Level in Excess of Standards

Construction activities will require the short-term use of heavy equipment within the construction area, which would result in the exposure of persons to noise levels in excess of the standards established in the local noise ordinance.

Finding

Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts in Support of the Finding

Project construction would require the implementation of construction activities, including ground preparation, trenching, pipe installation, and backfilling. In certain locations, directional drilling and/or pipe jacking would occur. For each of these activities, the use of heavy equipment will be necessary in order to implement the project.

Only the No Project/No Development Alternative could avoid the non-mitigable noise impact. The Delores Street Alignment Alternative and the Main Street Alignment Alternative would both increase the total length of the construction area, thereby increasing the use of noise-generating construction equipment.

Mitigation Measures

The following mitigation measures would be implemented to reduce the severity of the impact associated with construction noise. However, the resulting noise level after the incorporation of the mitigation would still exceed the daytime and nighttime thresholds of significance. No other feasible mitigation measures are available to reduce this impact. The remaining significant adverse impact is

considered to be acceptable in light of the Statement of Overriding Considerations provided herein as Attachment A.

- MM NOI-1a** During all construction activities associated with the project, the construction Contractor/Construction Manager shall ensure that, unless granted a variance or an exemption from the applicable City, construction activities shall not occur between the hours of 8:00 p.m. and 7:00 am Monday through Friday, between the hours of 6:00 p.m. and 8:00 a.m. on Saturday, nor at any time on Sunday or a national holiday where a construction work area is within 500 feet of a noise-sensitive land use.
- MM NOI-1b** Prior to the commencement of construction activities, the Contractor/Construction Manager shall prepare a construction schedule that will ensure that construction shall be completed as rapidly as possible while minimizing potential cumulative construction noise impacts and accommodating particularly noise-sensitive periods for nearby land uses.
- MM NOI-1c** During all construction activities, the Contractor/Construction Manager shall ensure that the quietest construction equipment available shall be used. Where possible, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used rather than pneumatic power. If compressors powered by diesel or gasoline engines are used, they shall be enclosed or have baffles to help abate noise levels.
- MM NOI-1d** During all construction activities, the Contractor/Construction Manager shall ensure that all construction equipment shall be properly maintained.
- MM NOI-1e** During all construction activities, the Contractor/Construction Manager shall ensure that all equipment shall be equipped with suitable exhaust and air-intake silencers in proper working order.
- MM NOI-1f** During all construction activities, the Contractor/Construction Manager shall ensure that noisy equipment shall be operated only when necessary, and shall be switched off when not in use.
- MM NOI-1g** During all construction activities in residential neighborhoods, the Contractor/Construction Manager shall ensure that where feasible, temporary barriers shall be employed around noisy equipment when it is located within 500 feet of a sensitive receptor. To maximize the effectiveness of the barriers they shall break the line-of site between the equipment and the noise-sensitive receptor(s) and shall be located as close as practicable to either the noise source or the receptor. Where the barrier does not enclose the equipment on multiple sides, the length of the barrier

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shall be substantially greater than its height to provide effective performance. The barriers shall be constructed of an acoustical blanket material that provides a minimum sound transmission class (STC) of 28.

- MM NOI-1h** During all construction activities, the Contractor/Construction Manager shall ensure that construction employees are trained in the proper operation and use of the equipment in order to minimize noise levels.
- MM NOI-1i** Prior to the commencement of construction activities, the Contractor/Construction Manager shall ensure that construction employees shall be required to participate in training programs related to project-specific noise requirements, specifications, and equipment operations. The construction employees shall also receive onsite training related to the noise-specific issues and sensitive areas adjacent to the pipeline route.
- MM NOI-1j** Staging sites shall be located on properties restricted to industrial and commercial uses only.
- MM NOI-1k** Staging sites shall not be located within 500 feet of a sensitive receptor. Where this is not possible, the Contractor/Construction Manager shall ensure that noise barriers are erected, or ensure that existing structures provide adequate noise barriers between the staging site and the sensitive receptor(s).
- MM NOI-1l** During all construction activities, the Contractor/Construction Manager shall ensure that stationary noise sources such as generators and compressors shall be positioned as far away as possible from noise sensitive areas.
- MM NOI-1m** During all construction activities, the Contractor/Construction Manager shall ensure that construction equipment is stored in the construction zone while in use in order to eliminate noise associated with repeated transportation of the equipment to and from the site.
- MM NOI-1n** Prior to the commencement of construction activities, the Contractor/Construction Manager shall ensure that public notice is given regarding construction which identifies the location and dates of construction, and the name and phone number of the contractor's contact person in case of complaints. One contact person shall be assigned to the pipeline project. The public notice shall encourage the residents to contact this person rather than the police in case of complaint. Residents shall also be kept informed of any changes to the schedule. The designated contact person shall be available on a mobile phone. If a complaint is received, the contact person shall take whatever reasonable steps are necessary to resolve the complaint. If possible, a

member of the construction team shall also travel to the complainant's location to understand the nature of the disturbance.

MM NOI-1o Prior to the commencement of construction activities, the LADWP Waterworks Engineer shall prepare a haul route plan for the construction of the project. Haul routes shall be on major arterial roads in industrial and commercial areas. Where haul routes must occur on major arterial roads in residential areas, such routes shall be subject to the review and approval of the local jurisdiction wherein the haul route will occur.

Significant Impact - Temporary or Periodic Increase in Ambient Noise Levels

During project construction, the combined noise levels associated with construction activities will be at least 26 dB higher than existing ambient levels at all of the measurement locations along the proposed pipeline route. As these increases exceed the thresholds of 10 dB for daytime construction and 5 dB for nighttime construction, a significant impact associated temporary or periodic noise increases would occur, though existing conditions noise levels currently exceed noise standards for ambient noise.

Finding

Specific, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts in Support of the Finding

Project construction would require the implementation of construction activities, including ground preparation, trenching, pipe installation, and backfilling. In certain locations, directional drilling and/or pipe jacking would occur. For each of these activities, the use of heavy equipment will be necessary in order to implement the project.

Only the No Project/No Development Alternative could avoid the non-mitigable noise impact. The No Project/No Development Alternative would not meet any of the Project Objectives identified in the Draft EIR. The Delores Street Alignment Alternative and the Main Street Alignment Alternative would both increase the total length of the construction area, thereby increasing the use of noise-generating construction equipment.

Mitigation Measures

The following mitigation measures would be implemented to reduce the severity of the impact associated with construction noise. However, the resulting noise level after the incorporation of the mitigation would still exceed the daytime and nighttime thresholds of significance. No other feasible mitigation measures are available to reduce this impact. The remaining significant adverse impact is considered to be acceptable in light of the Statement of Overriding Considerations provided herein as Attachment A.

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- MM NOI-1a** During all construction activities associated with the project, the construction Contractor/Construction Manager shall ensure that, unless granted a variance or an exemption from the applicable City, construction activities shall not occur between the hours of 8:00 p.m. and 7:00 am Monday through Friday, between the hours of 6:00 p.m. and 8:00 a.m. on Saturday, nor at any time on Sunday or a national holiday where a construction work area is within 500 feet of a noise-sensitive land use.
- MM NOI-1b** Prior to the commencement of construction activities, the Contractor/Construction Manager shall prepare a construction schedule that will ensure that construction shall be completed as rapidly as possible while minimizing potential cumulative construction noise impacts and accommodating particularly noise-sensitive periods for nearby land uses.
- MM NOI-1c** During all construction activities, the Contractor/Construction Manager shall ensure that the quietest construction equipment available shall be used. Where possible, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used rather than pneumatic power. If compressors powered by diesel or gasoline engines are used, they shall be enclosed or have baffles to help abate noise levels.
- MM NOI-1d** During all construction activities, the Contractor/Construction Manager shall ensure that all construction equipment shall be properly maintained.
- MM NOI-1e** During all construction activities, the Contractor/Construction Manager shall ensure that all equipment shall be equipped with suitable exhaust and air-intake silencers in proper working order.
- MM NOI-1f** During all construction activities, the Contractor/Construction Manager shall ensure that noisy equipment shall be operated only when necessary, and shall be switched off when not in use.
- MM NOI-1g** During all construction activities in residential neighborhoods, the Contractor/Construction Manager shall ensure that where feasible, temporary barriers shall be employed around noisy equipment when it is located within 500 feet of a sensitive receptor. To maximize the effectiveness of the barriers they shall break the line-of site between the equipment and the noise-sensitive receptor(s) and shall be located as close as practicable to either the noise source or the receptor. Where the barrier does not enclose the equipment on multiple sides, the length of the barrier shall be substantially greater than its height to provide effective performance. The barriers shall be constructed of an acoustical blanket material that provides a minimum sound transmission class (STC) of 28.

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- MM NOI-1h** During all construction activities, the Contractor/Construction Manager shall ensure that construction employees are trained in the proper operation and use of the equipment in order to minimize noise levels.
- MM NOI-1i** Prior to the commencement of construction activities, the Contractor/Construction Manager shall ensure that construction employees shall be required to participate in training programs related to project-specific noise requirements, specifications, and equipment operations. The construction employees shall also receive onsite training related to the noise-specific issues and sensitive areas adjacent to the pipeline route.
- MM NOI-1j** Staging sites shall be located on properties restricted to industrial and commercial uses only.
- MM NOI-1k** Staging sites shall not be located within 500 feet of a sensitive receptor. Where this is not possible, the Contractor/Construction Manager shall ensure that noise barriers are erected, or ensure that existing structures provide adequate noise barriers between the staging site and the sensitive receptor(s).
- MM NOI-1l** During all construction activities, the Contractor/Construction Manager shall ensure that stationary noise sources such as generators and compressors shall be positioned as far away as possible from noise sensitive areas.
- MM NOI-1m** During all construction activities, the Contractor/Construction Manager shall ensure that construction equipment is stored in the construction zone while in use in order to eliminate noise associated with repeated transportation of the equipment to and from the site.
- MM NOI-1n** Prior to the commencement of construction activities, the Contractor/Construction Manager shall ensure that public notice is given regarding construction which identifies the location and dates of construction, and the name and phone number of the contractor's contact person in case of complaints. One contact person shall be assigned to the pipeline project. The public notice shall encourage the residents to contact this person rather than the police in case of complaint. Residents shall also be kept informed of any changes to the schedule. The designated contact person shall be available on a mobile phone. If a complaint is received, the contact person shall take whatever reasonable steps are necessary to resolve the complaint. If possible, a member of the construction team shall also travel to the complainant's location to understand the nature of the disturbance.
- MM NOI-1o** Prior to the commencement of construction activities, the LADWP Waterworks Engineer shall prepare a haul route plan for the construction of the project. Haul

routes shall be on major arterial roads in industrial and commercial areas. Where haul routes must occur on major arterial roads in residential areas, such routes shall be subject to the review and approval of the local jurisdiction wherein the haul route will occur.

Significant Impact - Excessive Groundborne Vibration

Construction activities will require the short-term use of heavy equipment within the construction area, which would result in the exposure of persons to noise levels in excess of the standards established in the local noise ordinance.

Finding

Since the ambient noise levels of the area exceed current thresholds, additional mitigation measures may not decrease the levels to under thresholds...(something like this). Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts in Support of the Finding

Project construction would require the implementation of construction activities, including ground preparation, trenching, pipe installation, and backfilling. In certain locations, directional drilling and/or pipe jacking would occur. For each of these activities, the use of heavy equipment will be necessary in order to implement the project, which would generate groundborne vibration.

Only the No Project/No Development Alternative could avoid the non-mitigable noise impact associated with groundborne vibration. The No Project/No Development Alternative would not meet any of the Project Objectives identified in the Draft EIR. The Delores Street Alignment Alternative and the Main Street Alignment Alternative would both increase the total length of the construction area, thereby increasing the use of vibration-generating construction equipment.

Mitigation Measures

The following mitigation measures would be implemented to reduce the severity of the impact associated with groundborne vibration. However, the resulting groundborne vibration levels after the incorporation of the mitigation would still exceed the applicable thresholds of significance. No other feasible mitigation measures are available to reduce this impact. The remaining significant adverse impact is considered to be acceptable in light of the Statement of Overriding Considerations provided herein as Attachment A.

MM NOI-2a During construction activities, in order to avoid potential building damage associated with construction vibration, the Contractor/Construction Manager shall ensure that heavy equipment (backhoes, dozers, graders, loaders, etc.) shall not be operated

within 15 feet of any existing building. If the required distance cannot be maintained then the following measures shall be implemented:

- a. Qualified structural and/or geotechnical engineers shall review the peak particle velocities estimated in this report, and determine if there are any risks to the building, including possible risks from dynamic soil settlement induced by the vibration. If the structural or geotechnical engineers identify any potential risks, they shall take all necessary steps to protect the building including, but not limited to, photographing and/or videotaping the building in order to provide a record of the existing conditions before construction.
- b. If considered appropriate by a qualified structural engineer or geotechnical engineer, an engineer shall be on-site during the construction activities and perform such tests and observations as are necessary to ensure the structural stability of the building. This may include vibration measurements obtained inside or outside of the building.

Traffic

Significant Impact - Traffic Increase

Construction activities associated with the proposed project would require the temporary closures of travel lanes which would significantly impact five arterial roadways within the project area.

Although four of the five arterial roadway segments are operating at an acceptable LOS, by reducing the roadway capacity by up to three lanes, the potential for significant impacts are high with roadway operations likely decreasing to unacceptable LOS (values of E or F). Because project construction would result in congestion along affected roadway segments and intersections, a significant impact associated with project construction would occur.

Finding

Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts in Support of the Finding

The proposed Project would involve construction primarily within existing roadways in order to meet the objectives identified for the project. LADWP will prepare worksite traffic control and detour plans prior to the start of construction in order to ensure that unified plans are in place for lane closures and detours. Because the project would be constructed sequentially, impacts associated with specific roadways would be relatively short in duration (several weeks to a few months).

Only the No Project/No Development Alternative would avoid the impact associated with traffic increase along project area roadways. The No Project/No Development Alternative would not achieve any of the project objectives. The Delores Street Alignment Alternative and the Main Street

Alignment Alternative would avoid traffic impacts to a portion of Avalon Boulevard, though each of these alternatives would lengthen the total area of construction. Because the Delores Street Alignment Alternative and the Main Street Alignment Alternative would avoid a portion of Avalon Boulevard, an overall reduction in this impact associated with traffic increase would occur, though the impact would remain significant and unavoidable.

Mitigation Measures

The following mitigation measures would be implemented to reduce the severity of the impact associated with traffic. However, the resulting traffic increase after the incorporation of the mitigation would still exceed the thresholds of significance. No other feasible mitigation measures are available to reduce this impact. The remaining significant adverse impact is considered to be acceptable in light of the Statement of Overriding Considerations provided herein as Attachment A.

- MM TRAN-1a** Directional capacity (westbound in the a.m. peak and eastbound in the p.m. peak) should be considered in roadway closure planning. The provision of the original one-way capacity of the affected roadway (in number of travel lanes) in the peak direction, while providing a reduced number of travel lane for the opposite direction of traffic flow, would help to alleviate any potential traffic impacts during construction if construction-period roadway LOS would be unacceptable.
- MM TRAN-1b** There are bicycle lanes located along Avalon Boulevard between 246th Street to the north and L Street to the south. Closure of these lanes in addition to the on-street parking could be necessary during Project construction. If these lanes are closed, direct alternates should be provided during construction. If provision of alternate routes is not feasible, bicycle route closure signs shall be posted at the next major intersections to the north and south of the construction area.
- MM TRAN-1c** Left-turn lanes and other approach lanes (as feasible) should be maintained in close vicinity to major intersections along the proposed project route.
- MM TRAN-1d** In residential areas where roadway widths are narrow, one lane should be maintained for reversible traffic flow. Additionally, access to residential driveways should be maintained.
- MM TRAN-1e** Marked pedestrian crosswalks should be maintained, especially when a school or transit stop is located nearby. There are schools located on Avalon Boulevard, Carson Street, L Street, Mahar Avenue, and Pacific Coast Highway. All crosswalks should be relocated temporarily, immediately beyond the construction work area in accordance with applicable safety regulations.

- MM TRAN-1f** If a mid-block crosswalk would result from a temporary crosswalk replacement, the crosswalk should be closed completely and pedestrians should be routed to another intersection leg.
- MM TRAN-1g** The study area has major industrial uses that generate sizeable levels of truck traffic, especially within the southern end of the study area (adjacent to the Port of Los Angeles). Where physical mitigation measures cannot be provided on roadway segments that would operate at LOS E or F during construction, peak-hour restrictions (6:00 to 9:00 a.m. and 3:30 to 7:00 p.m.) on construction activity would be necessary.

Significant Impact - Level of Service Standards

Temporary lane closures would occur during the construction of the proposed project and would result in congestion along affected roadway segments and intersections. The lane closures associated with the construction would temporarily exceed the level of service (LOS) for five arterial roadways within the project area, and several smaller area roadways. Exceeding the LOS established for these roadways would result in a significant impact associated with this issue.

Finding

Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts in Support of the Finding

The proposed Project would involve construction primarily within existing roadways in order to meet the objectives identified for the project. LADWP will prepare worksite traffic control and detour plans prior to the start of construction in order to ensure that unified plans are in place for lane closures and detours. Because the project would be constructed sequentially, impacts associated with specific roadways would be relatively short in duration (several weeks to a few months).

Only the No Project/No Development Alternative would avoid the impact associated with parking capacity along project area roadways. The No Project/No Development Alternative would not achieve any of the project objectives. The Delores Street Alignment Alternative and the Main Street Alignment Alternative would avoid traffic impacts to a portion of Avalon Boulevard, though each of these alternatives would lengthen the total area of construction. Because the Delores Street Alignment Alternative and the Main Street Alignment Alternative would avoid a portion of Avalon Boulevard, an overall reduction in this impact associated with traffic would occur, though the impact to parking capacity would remain significant and unavoidable.

Mitigation Measures

The following mitigation measures would be implemented to reduce the severity of the impact associated with traffic. However, the resulting impact to roadway levels of service after the

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incorporation of the mitigation would still exceed the thresholds of significance. No other feasible mitigation measures are available to reduce this impact. The remaining significant adverse impact is considered to be acceptable in light of the Statement of Overriding Considerations provided herein as Attachment A.

- MM TRAN-1a** Directional capacity (westbound in the a.m. peak and eastbound in the p.m. peak) should be considered in roadway closure planning. The provision of the original one-way capacity of the affected roadway (in number of travel lanes) in the peak direction, while providing a reduced number of travel lane for the opposite direction of traffic flow, would help to alleviate any potential traffic impacts during construction if construction-period roadway LOS would be unacceptable.
- MM TRAN-1b** There are bicycle lanes located along Avalon Boulevard between 246th Street to the north and L Street to the south. Closure of these lanes in addition to the on-street parking could be necessary during Project construction. If these lanes are closed, direct alternates should be provided during construction. If provision of alternate routes is not feasible, bicycle route closure signs shall be posted at the next major intersections to the north and south of the construction area.
- MM TRAN-1c** Left-turn lanes and other approach lanes (as feasible) should be maintained in close vicinity to major intersections along the proposed project route.
- MM TRAN-1d** In residential areas where roadway widths are narrow, one lane should be maintained for reversible traffic flow. Additionally, access to residential driveways should be maintained.
- MM TRAN-1e** Marked pedestrian crosswalks should be maintained, especially when a school or transit stop is located nearby. There are schools located on Avalon Boulevard, Carson Street, L Street, Mahar Avenue, and Pacific Coast Highway. All crosswalks should be relocated temporarily, immediately beyond the construction work area in accordance with applicable safety regulations.
- MM TRAN-1f** If a mid-block crosswalk would result from a temporary crosswalk replacement, the crosswalk should be closed completely and pedestrians should be routed to another intersection leg.
- MM TRAN-1g** The study area has major industrial uses that generate sizeable levels of truck traffic, especially within the southern end of the study area (adjacent to the Port of Los Angeles). Where physical mitigation measures cannot be provided on roadway segments that would operate at LOS E or F during construction, peak-hour

restrictions (6:00 to 9:00 a.m. and 3:30 to 7:00 p.m.) on construction activity would be necessary.

Even with the implementation of the mitigation measures identified above and the preparation of worksite traffic control and detour plans, this impact would be significant and unavoidable during various construction phases, albeit for relatively short time periods (several weeks to a few months) at some or all of the work areas.

Significant Impact - Parking Capacity

During construction, curbside parking will be reduced in various work areas to accommodate the construction of the project. Impacts associated with temporary parking are significant and unavoidable, as demand may exceed supply within on-street parking areas in the immediate vicinity of the work areas. The reduction in parking capacity will be temporary and is expected to last from a few weeks up to a few months, depending on the work area under construction.

Finding

Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts in Support of the Finding

Only the No Project/No Development Alternative would avoid the impact associated with parking capacity along project area roadways. The No Project/No Development Alternative would not achieve any of the project objectives. The Delores Street Alignment Alternative and the Main Street Alignment Alternative would avoid traffic impacts to a portion of Avalon Boulevard, though each of these alternatives would lengthen the total area of construction. Because the Delores Street Alignment Alternative and the Main Street Alignment Alternative would avoid a portion of Avalon Boulevard, an overall reduction in this impact associated with traffic would occur, though the impact to parking capacity would remain significant and unavoidable.

Mitigation Measures

No feasible mitigation measures are available to reduce the severity of this impact. The remaining significant adverse impact is considered to be acceptable in light of the Statement of Overriding Considerations provided herein as Attachment A.

Statement of Overriding Considerations

The California Environmental Quality Act (CEQA) requires the decision-making or the Lead agency, in this case the LADWP, to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If LADWP approves the project, which will result in the occurrence of significant effects identified in the final EIR that are not avoided or substantially lessened, LADWP must state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. Such reasons are included in the “statement of overriding considerations.”

Section 15093 of the CEQA Guidelines establishes the following requirements for a statement of overriding considerations: CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse effects, the adverse environmental effects may be considered “acceptable.”

- d.) When the lead agency approves a project which will result in the occurrence of significant effects, which are identified in the final EIR, but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support the action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- e.) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings pursuant to Section 15091.

The LADWP proposes to approve the Harbor Refineries Recycled Water Pipeline Project although temporary, but significant unavoidable adverse noise and traffic impacts, as follows, have been identified in the EIR.

Noise

Construction activities will require the short-term use of heavy equipment within the construction area, which would result in the exposure of persons to noise levels in excess of the standards established in the local noise ordinance. During project construction, the combined noise levels associated with construction activities will be at least 26 dB higher than existing ambient levels at all of the measurement locations along the proposed pipeline route. The existing ambient levels exceed the established thresholds. Construction activities will require the short-term use of heavy equipment

within the construction area, which would result in the exposure of persons to noise levels in excess of the standards established in the local noise ordinance.

Transportation and Traffic

Construction activities associated with the proposed project would require the temporary closures of travel lanes, which would significantly impact five arterial roadways within the project area. Although four of the five arterial roadway segments are operating at an acceptable LOS, by reducing the roadway capacity by up to three lanes, the potential for significant impacts are high with roadway operations likely decreasing to unacceptable LOS (values of E or F). Because project construction would result in congestion along affected roadway segments and intersections, a significant impact associated with project construction would occur.

Temporary lane closures would occur during the construction of the proposed project and would result in congestion along affected roadway segments and intersections. The lane closures associated with the construction would temporarily exceed the level of service (LOS) for five arterial roadways within the project area, and several smaller area roadways. Exceeding the LOS established for these roadways would result in a significant impact associated with this issue.

During construction, curbside parking will be reduced in various work areas to accommodate the construction of the project. Impacts associated with temporary parking are significant and unavoidable, as demand may exceed supply within on-street parking areas in the immediate vicinity of the work areas. The reduction in parking capacity will be temporary and is expected to last from a few weeks up to a few months, depending on the work area under construction.

Even though these adverse impacts are not reduced to a level considered less than significant, the Los Angeles Department of Water and Power Board of Commissioners finds that these short-termed, but significant unmitigated environmental impacts are outweighed by the benefits of the Harbor Refineries Recycled Water Pipeline Project, as summarized below:

Environmental, Social, and Economic Considerations:

1. Improve the reliability of the City of Los Angeles water supply through increased recycled water use.

The project would replace a portion of the use of domestic water for industrial, commercial, and irrigation customers in the Los Angeles Harbor area. In 2007, several factors converged to create water shortages from all major sources of domestic water in the City of Los Angeles. Among the factors impacting the City's water supply are: a reduced snowpack in the Eastern Sierra, where Los Angeles historically receives the greatest share of its water supply, a drought in the City of Los Angeles, the current environmental crisis in the Delta which has led to a federal court decision that result in up to one-third less supply for the region, and uncertain climate change

impacts that threaten traditional water supplies. Because the construction and operation of the project would allow customers to replace or supplement their current use of domestic water, the City of Los Angeles would achieve an overall reduction in its reliance on imported water sources. Additionally, the proposed project would decrease energy consumption by 63,643,673 kWh by utilizing the recycled water treated at a nearby facility instead of using domestic water from various sources, including imported water.

2. Comply with the City of Los Angeles and the Los Angeles Department of Water and Power action plan titled "Securing L.A.'s Water Supply" outlining the steps to sustain a reliable water supply to meet current and future demand.

In May of 2008, Los Angeles Mayor Antonio R. Villaraigosa and the Los Angeles Department of Water and Power released a document entitled "Securing L.A.'s Water Supply." The document provides steps that the City 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. The construction and operation of the proposed Refineries Recycled Water Pipeline Project would comply with this strategy by displacing existing potable supplies with recycled water. The proposed project would conserve approximately 9,300 acre-feet of water, accounting for 19 percent of the Mayor's overall goal for recycled water.

3. Construct the necessary infrastructure to convey recycled water to the various industrial and irrigation customers in the Los Angeles Harbor Area.

There is not sufficient infrastructure currently available to convey recycled water to the large industrial, commercial, and irrigation customers in the Los Angeles Harbor area. The construction and operation of the project would allow various existing domestic water customers to utilize recycled water to replace and/or supplement their water use.

4. Provide recycled water to some of the City of Los Angeles' largest water customers, and where feasible, switch their potable water use into recycled water use.

The Los Angeles Harbor area, including the immediate vicinity of the project alignment, includes several of the City of Los Angeles' largest water customers, including numerous oil refineries and manufacturing facilities. The current use of domestic water at these locations for non-potable purposes would be replaced and/or supplemented by the conveyance of recycled water through the operation of the Harbor Refineries Recycled Water Pipeline Project.

The Los Angeles Department of Water and Power Board of Commissioners, having reviewed and considered the information contained in the EIR, has balanced the foregoing project benefit considerations against the unavoidable environmental impacts and risks identified in the EIR, and concludes that such impacts and risks are outweighed by the benefits. The Board of

**Los Angeles Department of Water and Power
Harbor Refineries Recycled Water Pipeline Project
Final EIR**

Commissioners finds that the foregoing project benefits override the significant and unavoidable environmental impacts of the project.

In conclusion, the Board of Commissioners finds that any residual effects on the environment attributable to the project, which are found to be unavoidable in the preceding Findings of Fact, are acceptable due to the overriding concerns set forth in this Statement of Overriding Considerations.

**ADDENDUM TO ENVIRONMENTAL IMPACT REPORT FOR THE HARBOR
REFINERIES RECYCLED WATER PIPELINE PROJECT
State Clearinghouse No. 2008121093**

**Prepared by
Los Angeles Department of Water and Power
111 N Hope Street
Los Angeles, CA 90012**

1. Introduction:

The Harbor Refineries Recycled Water Pipeline Project (Project) is an 11.4-mile recycled water pipeline project in the Cities of Carson and Los Angeles, within the Los Angeles Harbor area. The Los Angeles Department of Water and Power (LADWP) has prepared an Environmental Impact Report (EIR) in accordance with CEQA and CEQA guidelines. The EIR analyzed and identified the environmental effects of the construction and operation of the Project. The LADWP Board of Commissioners found the EIR to be adequate in accordance with CEQA procedures, adopted the findings as part of the approval of the Project, and certified the EIR on October 20, 2009.

2. Project Modification Description:

Since the approval of the original project (as described in Section 1 above), two project modifications have occurred, 1) a minor technical addition that needs to be addressed within the context of CEQA and the State CEQA Guidelines, and 2) the Project's relationship to the proposed construction of a nitrification treatment facility by the West Basin Municipal Water District (West Basin).

Minor Technical Addition: LADWP is proposing a minor technical addition to obtain financial assistance for the approved Project through the competitive Local Resources Program (LRP) that is administered by The Metropolitan Water District of Southern California (Metropolitan). The LRP provides a funding mechanism to public and private water utilities to encourage local development of recycled water and recovered groundwater. This funding mechanism emphasizes cost-efficiency to Metropolitan, while timing new production according to regional water supply needs. Metropolitan provides assistance of up to \$250 per acre-foot of production to its partners within Metropolitan's service area for agreement terms up to 25 years. A competitive Request for Proposal process is conducted periodically, dependent on the need to meet the targets established in the Integrated Resources Plan (IRP)¹.

¹ Metropolitan's Integrated Resource Plan (IRP) identifies goals for a diverse mix of local and imported water resource elements optimized to meet future supply reliability in a cost-effective manner. The IRP sets initial targets for resource development that the region must achieve for water supply reliability through the year 2020. IRP studies show reduced long-term costs to the

Key objectives of the LRP are to:

1. Assist local projects that improve regional water supply reliability and avoid or defer Metropolitan capital expenditures;
2. Emphasize cost-effective participation in developing local water resources;
3. Schedule project production to meet periodically updated IRP local resource targets; and
4. Minimize administrative cost and complexity.

As part of a consortium of agencies participating in the LRP process, LADWP is proposing to partner with Metropolitan ("proposed minor technical addition") in conjunction with the Project. As the Lead Agency, LADWP has prepared this addendum to the previously certified EIR in support of its discretionary action to comply with CEQA and the State CEQA Guidelines. For this minor technical addition, Metropolitan will act as a Responsible Agency.

Nitrification Treatment Facility: To produce recycled water for the Project's industrial and irrigation customers, West Basin needs to construct nitrification treatment facilities for the Carson Regional Water Recycling Plant (Carson Plant). On August 24, 1998, the West Basin Municipal Water District's (West Basin) Board of Directors approved a Mitigated Negative Declaration for the Carson Regional Water Recycling Facilities for phased expansion (SCH# 98071067), which included the construction of ammonia removal treatment units. As the "Lead Agency" for the Carson Plant, West Basin prepared an addendum to the original Mitigated Negative Declaration pursuant to the provisions of CEQA, because the proposed nitrification treatment facilities are not exactly the same as those identified in the 1998 Initial Study. On October 13, 2010, West Basin Board of Directors approved the addendum.

3. Minor Technical Addition:

Since partnering in the original project would require a discretionary action by the Lead Agency's decision making body, it is necessary to clarify the text in the EIR as originally prepared by the Lead Agency. This addendum has been prepared to address this minor change in the Effects Found Not to Be Significant section of the EIR.

In light of the foregoing discussion in the project description, starting on page 1-3, in section 1.2.2 Effects Found Not to Be Significant in the EIR, after the text discussing Utilities and Service Systems, the following text is hereby added:

Financial Assistance

In January 2012, LADWP submitted the proposal on the Project to Metropolitan. As the Responsible Agency, Metropolitan's Board of Directors will review and consider the

region when local resources are developed due to downsizing or deferral of Metropolitan's capital improvements, reduction in operating costs for importation, treatment and distribution, and reduction in costs for developing alternative regional supplies. These benefits are realized by all Metropolitan member agencies through improved regional water supply reliability.

proposal and environmental documentation prepared by LADWP in determining whether or not to approve financial assistance for the project within the Local Resources Program (LRP) administrative process.

The proposed minor technical addition (i.e., a partnership with Metropolitan in the LRP for the Harbor Refineries Recycled Water Pipeline Project) would be consistent with Metropolitan's commitment to develop LRP activities that would increase water supply reliability and avoid or defer Metropolitan capital expenditures. The proposed minor technical addition would have up to a 25-year term as negotiated between the Lead Agency and Metropolitan.

This minor technical change and further clarification to the original project does not affect water supplies or water quality within the Lead Agency's service area. Instead, the proposed minor technical addition is an administrative and fiscal action. For Metropolitan, the proposed minor technical addition would be beneficial in terms of being consistent with the objectives of the LRP. Accordingly, this activity would not result in a tangible change in the physical environment.

Therefore, no impact would result from the implementation of the proposed minor technical addition.

4. Basis for Preparation of Addendum:

Section 15164(a) of the State CEQA Guidelines states "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

The proposed addition to the original project would not result in a tangible change in the physical environment. As the Lead Agency for the proposed minor technical addition, LADWP is issuing this addendum in accordance with the State CEQA Guidelines (Section 15164). The minor textual additions provided herein are not considered to 1) constitute a substantial change in the project as originally proposed by the LADWP, 2) lead to substantial changes in the circumstances under which the project is undertaken, or 3) constitute new information of substantial importance. Accordingly, an addendum was prepared as opposed to a negative declaration or a subsequent environmental impact report.


Signature

1/27/2012
Date

Charles C. Holloway

Manager, Environmental Assessment and Planning

Printed Name

Title

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

CITY CLERK'S USE

ORIGINAL FILED

OCT 23 2009

LOS ANGELES, COUNTY CLERK

DOCUMENT FILED
City Clerk's Office
No: 2009-047-
Certified by [Signature]
Date: OCT 21 2009

NOTICE OF DETERMINATION

(Article V, Section 7; Article VI, Section 11 City CEQA Guidelines)

Public Resources Code Section 21152(A) requires local agencies to submit this information to the County Clerk. The filing of this notice starts a 30-day statute of limitations on court challenges to the approval of the project pursuant to Public Resources Code Section 21167. Failure to file the notice results in the statute of limitations being extended to 180 days.		
LEAD CITY AGENCY AND ADDRESS: Los Angeles Department of Water and Power 111 N. Hope Street, Room 1044 Los Angeles, CA 90012		COUNCIL DISTRICT 15
PROJECT TITLE: (Including its common name, if any) Harbor Refineries Recycled Water Pipeline Project		CASE NO.: EIR-WP-044-08
PROJECT DESCRIPTION AND LOCATION: The Los Angeles Department of Water and Power (LADWP) is proposing the construction of approximately 60,000 feet (11.4 miles) of 36-inch (or smaller) recycled water pipelines and associated structures in conjunction with the West Basin Municipal Water District (WBMWD). The pipeline would be installed in the ground beneath existing city streets using open trench excavations. The purpose of the project is to replace potable water with treated recycled water for large industrial and commercial customers, allowing the conservation of potable water for residential uses. The proposed pipeline would convey recycled water, treated to California Department of Public Health (CDPH) Title 22 water quality standards and further treated by nitrification processes, to various LADWP and WBMWD customers for irrigation and industrial uses.		
CONTACT PERSON: Shilpa Gupta	STATE CLEARINGHOUSE NUMBER: 2008121093	TELEPHONE (213) 367-0610
This is to advise that on October 20, 2009 the Los Angeles Department of Water and Power Board of Commissioners approved the above described project and has made the following determinations:		
SIGNIFICANT EFFECT	<input checked="" type="checkbox"/>	Project will have a significant effect on the environment. Project will not have a significant effect on the environment.
MITIGATION MEASURES	<input checked="" type="checkbox"/>	Mitigation measures were made a condition of project approval. Mitigation measures were not made a condition of project approval.
OVERRIDING CONSIDERATION	<input checked="" type="checkbox"/>	Statement of Overriding Considerations was adopted. Statement of Overriding Considerations was not adopted. Statement of Overriding Considerations was not required.
ENVIRONMENTAL IMPACT REPORT	<input checked="" type="checkbox"/>	An Environmental Impact Report was prepared for the project and may be examined at the Office of the City Clerk. An Environmental Impact Report was not prepared for the project.
NEGATIVE DECLARATION		A Mitigated Negative Declaration was prepared for the project and may be examined at the Office of the City Clerk. A Negative Declaration was not prepared for the project.
SIGNATURE: <i>Charles C. Holloway</i> Charles Holloway	TITLE: Manager of Environmental Planning & Assessment	DATE: 10/20/09
DISTRIBUTION: Part 1 - County Clerk Part 2 - City Clerk Part 3 - Agency Record Part 4 - Resp. State Agency		

Customer payment(s):
 Check #1126 \$2,843.25
 Check #1131 \$2,768.25
 Total \$2,843.25

Fee Qty Total
 \$2,768.25 1
 \$75.00 1
 Total \$2,843.25

Cashier: M. FISHER
 * 2 0 0 9 1 0 2 3 0 5 0 0 0 8 *
 Friday, October 23, 2009 1:46 PM

Los Angeles County Registrar / Recorder
 12400 Imperial Highway, Norwalk, CA
 (800)201-8999
 Business Filings
 NORWALK



State of California—The Resources Agency
 DEPARTMENT OF FISH AND GAME

2009 ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIPT# **385794**
 STATE CLEARING HOUSE # (if applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY **L.A. Dept of Water and Power** DATE **10-23-09**
 COUNTY/STATE AGENCY OF FILING **L.A.C.C** DOCUMENT NUMBER
 PROJECT TITLE **Harbor Refineries Recycled water pipeline**
 PROJECT APPLICANT NAME **Shulpa Gupta** PHONE NUMBER **213 (367) 0610**
 PROJECT APPLICANT ADDRESS **111 N. Hope St** ROOM **1004** CITY **Los Angeles** STATE **Ca** ZIP CODE **90012**

PROJECT APPLICANT (Check appropriate box):
 Local Public Agency School District Other Special District State Agency Private Entity

CHECK APPLICABLE FEES:
 Environmental Impact Report \$2,768.25 \$ **2,768.25**
 Negative Declaration \$1,993.00 \$
 Application Fee Water Diversion (State Water Resources Control Board Only) \$850.00 \$
 Projects Subject to Certified Regulatory Programs \$941.25 \$
 County Administrative Fee ~~\$50.00~~ \$ **75.00**
 Project that is exempt from fees
 Notice of Exemption
 DFG No. Effect Determination (Form Attached)
 Other \$

PAYMENT METHOD:
 Cash Credit Check Other
 TOTAL RECEIVED \$ **2843.25**

SIGNATURE **x [Signature]** TITLE

CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: April 10, 2013

To: Michael J. Sarullo, Division Engineer
Environmental Engineering Division
MS 623

From: Jim Doty, Environmental Affairs Officer *Maria E. Martin for*
Environmental Management Group

Subject: Terminal Island Water Reclamation Plant Advanced Water Purification
Facilities Ultimate Expansion – CIP 5233 (W.O. SZT11341)
CEQA Notice of Exemption

Following your request for environmental documentation, we have determined that this project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Class 11 exemptions under CEQA (State CEQA Guidelines Sections 15311) as well as a Class 11, Category 6 exemption under the City of LA CEQA Guidelines. Class 11 exemptions under CEQA as well as the City of LA CEQA Guidelines allow for the construction of structures accessory to existing uses, including industrial uses. The attached Notice of Exemption serves as your record that CEQA review has been completed and it should be retained in the official project file.

This determination is based on the information submitted to us by your office and on our subsequent investigation. Please review the enclosed notice carefully. If the notice incompletely or inaccurately describes the project, the City could be vulnerable to legal challenges. If you think there may be inconsistencies, or if the project description changes, please contact this office for a re-evaluation of the project's exempt status.

The Notice of Exemption may be filed with the Los Angeles County Clerk after the project is approved or a determination is made to carry out the project. Filing with the County Clerk is not usually required but has the advantage of limiting legal challenges to a 35-day period. Without the filing, legal challenges can be filed up to 180 days following commencement of the project. The filing is subject to a \$75 filing fee, which your office will be expected to provide. If you want EMG to file the notice with the County Clerk, please let us know immediately after the project is approved or a determination is made to carry out the project. Project approval can occur in any of several actions, such as authorization to: proceed beyond the pre-design stage, acquire rights of way, expend funds for construction, or advertise for construction bids.

Should you have questions or concerns regarding this notice, please contact me at (213) 485-5759 or Jim.Doty@lacity.org.

JED/___:CEQA NOE Transmittal Memo

Enclosure: Notice of Exemption

7-5
 CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
 CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
 (Articles II and III – City CEQA Guidelines)

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, California, 90650, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21167(d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project.

LEAD CITY AGENCY AND ADDRESS: Environmental Management Group Los Angeles City Engineer 1149 S. Broadway, MS 939 Los Angeles, CA 90015	COUNCIL DISTRICT 15
PROJECT TITLE: Terminal Island Water Reclamation Plant Advanced Water Purification Facility (AWPF) Ultimate Expansion (W.O. SZT11341)	LOG REFERENCE T.G. Page 824 – E4

PROJECT LOCATION:
 Terminal Island Water Reclamation Plant (TIWRP), 445 Ferry Street, San Pedro, California

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
 The proposed project involves the full build-out of the Advanced Water Purification Facilities (AWPF) at the Terminal Island Water Reclamation Plant (TIWRP). Components of the planned AWPF include: Microfiltration (MF) Influent pumps (2) adjacent to existing MF influent pumps; MF Expansion (100% increase) immediately adjacent to the existing MF area under a new canopy structure; Reverse Osmosis (RO) Trains (2) immediately adjacent to the existing RO Trains under a new canopy structure; and Equalization Tank (2.5 MG) constructed north of the MF Influent pumps on the Plant. With implementation of the above improvements at TIWRP the export of reclaimed water from TIWRP would increase from a maximum of 5 million gallons per day (mgd) to a maximum of 12 mgd.

CONTACT PERSON Jim Doty	TELEPHONE NUMBER (213) 485-5759
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EXEMPT STATUS: (Check One)	CITY CEQA GUIDELINES	STATE CEQA GUIDELINES
<input type="checkbox"/> MINISTERIAL	Art. II, Sec. 2.b	Sec. 15268
<input type="checkbox"/> DECLARED EMERGENCY	Art. II, Sec. 2.a(1)	Sec. 15269(a)
<input type="checkbox"/> EMERGENCY PROJECT	Art. II, Sec. 2.a(2)(3)	Sec. 15269(b)(c)
<input type="checkbox"/> GENERAL EXEMPTION	Art. II, Sec. 1	Sec. 15061(b)(3)
<input checked="" type="checkbox"/> CATEGORICAL EXEMPTION*	Art. III, Sec. 1 Class <u>11</u> Cat. <u>6</u>	Sec. <u>15311</u>
<input type="checkbox"/> STATUTORY*	Art. _____	Sec. _____

* See Public Resources Code Sec. 21080 and set forth state and city guidelines provisions.

JUSTIFICATION FOR PROJECT EXEMPTION:
 The project involves the construction of a new equalization tank and the placement of additional equipment and pumps at the existing TIWRP, a publicly owned sewage treatment facility. Implementation of the improvements will further treat existing wastewater at the plant in order to facilitate increased use of reclaimed water and decreased use of potable water. Class 11, Category 6 of the City CEQA Guidelines (Section 15311 of State CEQA Guidelines) allows for the construction of structures accessory to existing uses, including industrial uses.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE:  Jim Doty	TITLE: Environmental Affairs Officer Environmental Management Group	DATE: 4-10-13
FEE: \$75.00 _____	RECEIPT NO.	REC'D BY
DATE		DATE

CATEGORICAL EXEMPTION NARRATIVE

I. PROJECT DESCRIPTION

Proposed Project

The proposed project involves the full build-out of the Advanced Water Purification Facilities (AWPF) at the Terminal Island Water Reclamation Plant (TIWRP). Components of the planned AWWP, shown in Attachment 1, include:

- Microfiltration (MF) Influent pumps (2) adjacent to existing MF influent pumps
- MF Expansion (100% increase) immediately adjacent to the existing MF area under a new canopy structure
- Reverse Osmosis (RO) Trains (2) immediately adjacent to the existing RO Trains under a new canopy structure
- Equalization Tank (2.5 MG) constructed north of the MF Influent pumps on the Plant

With implementation of the above improvements at TIWRP the export of reclaimed water from TIWRP would increase from a maximum of 5 million gallons per day (mgd) to a maximum of 12 mgd.

Construction

Construction activities associated with the planned improvements at TIWRP would begin in October 2014 and would be complete in March 2017. The project would be constructed as design-build, and the likely construction phases would include:

- Mobilization: Approximately 1 month in duration
- Demolition: Minimal demolition would be required; the only areas to be demolished are facilities located on the proposed site for the equalization tank; all other areas where equipment will be placed are currently vacant and ready for construction of canopies and placement of equipment.
- Civil/Structural/Electrical: Pads for equipment and new tank and then electrical connections and hookups when equipment is installed
- Equipment Package Installation: Equipment packages would be delivered to TIWRP and assembled in place.
- Commissioning/Start-up

Throughout construction, equipment anticipated to be utilized would include one bulldozer, one backhoe, one crane, one concrete pump, one zoom boom, one scissor-lift, one sky track, and multiple dump trucks.

Existing Conditions

Currently TIWRP exports approximately 5 mgd of reclaimed water to the recycled water distribution system. The existing user of this reclaimed water is Dominguez Gap; water is injected directly underground to replenish the underground aquifer. Existing infrastructure maintained and operated by the City of Los Angeles Department of Water and Power (DWP) transports the reclaimed water from TIWRP to the injection wells for the Dominguez Gap. Additionally, pipeline infrastructure is in

place to periodically provide reclaimed water to the Harbor Generating Station for cooling purposes.

Future Conditions

Upon implementation of the AWP improvements, TIWRP will export up to 12 mgd of reclaimed water. The intended users of this reclaimed water include Dominguez Gap, as well as Machado Lake, the Harbor Generating Station, Harbor Irrigation and potential future industrial users. Reclaimed water would be transported to each of these users through a distribution operated and maintained by DWP. It is anticipated that reclaimed water would be distributed as follows:

- **Dominguez Gap** – Dominguez Gap will receive a total of 8 mgd for groundwater injection through the existing pipeline distribution system.
- **Machado Lake** – Machado Lake will receive a total of 1.5 mgd through both existing pipelines and an additional pipeline distribution system planned as part of the Machado Lake project.
- **Harbor Generating Station** – The Harbor Generating Station will receive a total of 0.5 mgd of reclaimed water, for use in tower cooling. Existing infrastructure is in place to transport this water from TIWRP to HSG; no new facilities would be required to provide this water service.
- **Harbor Irrigation** – Harbor Irrigation will receive a total of 0.5 mgd of reclaimed water for irrigation purposes through both existing pipelines as well as a pipeline distribution system planned as part of San Pedro Waterfront improvements.
- **Industrial Users** – At this time, no specific industrial users have been identified; however, the remaining 1.5 mgd of reclaimed water exported from TIWRP after ultimate expansion of the AWP could be provided to industrial users. Pipeline distribution systems to identified future users will be considered by DWP, the reclaimed water service provider, at the future users are identified.

II. PROJECT HISTORY

TIWRP is a City of Los Angeles owned and operated wastewater treatment plant located on approximately 21 acres on leased land on Terminal Island in the Port of Los Angeles. The treatment plant has been in operation at its present location since 1933. Many of the treatment facilities at TIWRP were constructed in 1977. The last major treatment facilities constructed at the plant were the tertiary filters and were completed in 1996. The plant has been providing secondary treatment since 1980 and tertiary treatment since 1996. The plant is currently providing tertiary treatment to a sewage flow of 17 mgd; the plant has a design capacity to treat an average of 30 mgd and a peak design flow of 50 mgd. The majority of the wastewater treated at TIWRP (approximately 60 percent) is from industrial/commercial sources within San Pedro, Wilmington, Terminal Island and portions of Harbor City.

In 2001, TIWRP constructed an Advanced Water Treatment Facility (AWTF), as well as a pipeline distribution network, to route approximately 5 mgd of reclaimed water to the Dominguez Gap for use in groundwater replenishment. Additionally, pipeline infrastructure to provide reclaimed water to the Harbor Generating Station was constructed. To accommodate future phases of expansion of reclaimed water distribution, at the time of constructing the AWTF and the pipeline distribution network, a pipeline for the harbor channel crossing sized to accommodate 30 mgd was constructed so that no additional harbor crossings would be required as part of future phases.

III. ENVIRONMENTAL REVIEW

The project involves the construction of a new equalization tank and the placement of additional equipment and pumps at the existing TIWRP, a publicly owned sewage treatment facility. Implementation of the improvements will further treat existing wastewater at the plant in order to facilitate increased use of reclaimed water and decreased use of potable water. Class 11, Category 6 of the City CEQA Guidelines (Section 15311 of State CEQA Guidelines) allows for the construction of structures accessory to existing uses, including industrial uses.

1. Location. Classes 3, 4, 5, 6 and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its impact on the environment may be significant in a particularly sensitive environment. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The project is located at, and entirely within, an existing water reclamation plant. Planned improvements, including the construction and use of the 2.5 mg equalization tank, will occur at TIWRP. TIWRP is located in a heavily industrialized area in San Pedro in the City of Los Angeles. Project implementation would place new equipment and the equalization tank on currently unutilized portions of the plant. The placement of this new equipment, and construction and use of the equalization tank would not pose new hazards to the public or the environment, as they would be located internal to the plant, which is currently in operation and is closed to the general public. Therefore, this exception has no application here.

2. Cumulative Impact. This exception applies when, although a particular project may not have a significant impact, the cumulative impact of successive projects of the same type in the same place, over time is significant.

The proposed project involves the ultimate expansion of the Advanced Water Purification Facilities at TIWRP. Facility improvements will occur entirely within the facility and once improvements are implemented, the treatment plant will continue to process the same capacity of wastewater; however additional reclaimed water will be exported from the site for use by Los Angeles Department of Water and Power (LADWP). The use of reclaimed water will ultimately decrease the demand for, and use of, potable water by LADWP because the reclaimed water supply will be increased. Therefore, adverse cumulative impacts associated with the ultimate expansion of the Advanced Water Purification Facilities will not occur. This exception has no application here.

3. Significant Effect. This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.

The project site is located within a designated tsunami area, a liquefaction area, and within the Coastal Zone; however, all improvements will occur within the existing TIWRP, which is currently in operation as a water reclamation plant. Implementation of the project would result in the placement of equipment and the construction and use of a 2.5 mg equalization tank; the project would not increase the quantity of wastewater processed at TIWRP. The project would merely enhance the treatment of reclaimed water so that additional reclaimed water supplies are exported from the site through existing pipelines operated by LADWP. Project implementation would not result in new or increased hazards to the public or the environment, would not change environmental impacts in the event of tsunami, and the liquefaction potential will be taken into consideration in the engineering and construction of the equalization tank. Therefore, this exception has no application here.

4. Scenic Highway. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

The project site is not within sight of any state designated scenic highway. Therefore, this exception has no application here.

5. Hazardous Waste Site. This exception applies when a project is located on a site listed as a hazardous waste site under Government Code Section 65962.5.

As of March 28, 2013, the State Department of Toxic Substances Control has three listed sites within the immediate proximity of TIWRP (Envirostor at www.envirostor.dtsc.ca.gov). These sites and the reason(s) for listing include:

- CA Shipbuilding Corp – A military evaluation of this site is required; site investigations have been inactive since 2005.
- Naval Air Base – A military evaluation of this site has been completed; a No Further Action determination was issued in September 2007.
- Terminal Island Bar Balance A – A military evaluation of this site is required; site investigations have been inactive since 2005.

None of the listed sites are at the treatment plant itself; therefore concrete repairs will not affect ongoing remediation activities at these listed sites. As such, this exception has no application here.

6. Historical Resources. This exception applies when a project may cause a substantial adverse change in the significance of a historical resource.

No historical resources are involved in the project or located within the vicinity of the project site. Therefore, this exception has no application here.



COUNTY CLERK'S USE

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CITY CLERK'S USE
 COUNTY FILED
 City Clerk's Office
 ID: NE-16-0024W
 Certified by: BGC
 Date: 4/20/16

NOTICE OF EXEMPTION

(City CEQA Guidelines)

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21168(d), the filing of this notice starts a 35-day statute of limitations on Court challenges to the approval of the project. Failure to file the notice results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY AND ADDRESS: Los Angeles Department of Water and Power (LADWP) 111 N. Hope Street, Room 1044 Los Angeles, CA 90012	COUNCIL DISTRICT 15 – Joe Buscaino
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PROJECT TITLE Phillips 66 Recycled Water Extension	LOG REFERENCE N/A
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PROJECT LOCATION

The Phillips 66 Recycled Water Extension will be located in the San Pedro neighborhood of the Los Angeles Harbor along West Anaheim Street and North Gaffey Street.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

The Phillips 66 Recycled Water Extension will consist of approximately 3,180 linear feet of 24-inch diameter ductile iron pipeline along West Anaheim Street and North Gaffey Street. The Phillips 66 Extension will connect to the western terminus of the existing 24 inch diameter recycled water pipeline along West Anaheim Street and traverse northwest until the intersection of West Anaheim Street and North Gaffey Street. The Phillips 66 Extension will then traverse south along North Gaffey Street for 2,400 linear feet until it reaches the Phillips 66 connection point. The Phillips 66 Extension will deliver recycled water for industrial uses at Phillips 66

CONTACT PERSON Nadia Parker	AREA CODE 213	TELEPHONE NUMBER 367-1745	EXT. 4
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EXEMPT STATUS: (Check One)

<input type="checkbox"/> MINISTERIAL	CITY CEQA GUIDELINES Art. II, Sec. 2b	STATE EIR GUIDELINES Sec. 15073
<input type="checkbox"/> DECLARED EMERGENCY	Art. II, Sec. 2a(1)	Sec. 15071(a)
<input type="checkbox"/> EMERGENCY PROJECT	Art. II, Sec. 2a(2) & (3)	Sec. 15071(b) & (c)
<input type="checkbox"/> GENERAL EXEMPTION	Art. II, Sec. 1	Sec. 15060
<input type="checkbox"/> CATEGORICAL EXEMPTION	Art. III, Sec. 1	Sec. 15100
<input checked="" type="checkbox"/> OTHER (See Public Resources Code Sec. 21080.21 and set forth state and city guidelines provision)		

JUSTIFICATION FOR PROJECT EXEMPTION:

In accordance with the California Environmental Quality Act (CEQA) it has been determined that the installation of a pipeline of less than a mile in length is exempt pursuant to the Statutory Exemption described in section 15282(k) of the CEQA guidelines set forth in Section 21080.21 of the Public Resources Code, as long as the project does not exceed one mile in length.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE <i>Charles C. Holloway</i> Charles C. Holloway	TITLE: Manager of Environmental Assessment	DATE 4/20/2016
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FEE: \$75.00	RECEIPT NO.	REC'D BY	DATE
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LOS ANGELES, COUNTY CLERK

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COUNTY CLERK'S USE

CITY OF LOS ANGELES
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 LOS ANGELES, CALIFORNIA 90012
 CALIFORNIA ENVIRONMENTAL QUALITY ACT

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 City Clerk's Office
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 Certified by Egg
 Date: 4/20/16

NOTICE OF EXEMPTION

(City CEQA Guidelines)

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LEAD CITY AGENCY AND ADDRESS: Los Angeles Department of Water and Power (LADWP) 111 N. Hope Street, Room 1044 Los Angeles, CA 90012	COUNCIL DISTRICT 15 - Joe Buscaino
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PROJECT TITLE Banning High School Recycled Water Extension	LOG REFERENCE N/A
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PROJECT LOCATION
 The Banning High School Recycled Water Extension will be located in the Wilmington neighborhood of the Los Angeles Harbor, along East Q Street between North Avalon Boulevard and Broad Avenue.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
 The Banning High School Extension will consist of approximately 280 linear feet of 6-inch diameter ductile iron pipeline along East Q Street, between North Avalon Boulevard and Broad Avenue. The Banning Park Extension will connect to the existing 24-inch diameter recycled water pipeline along North Avalon Boulevard to deliver recycled water for irrigation uses at Banning High School.

CONTACT PERSON Nadia Parker	AREA CODE 213	TELEPHONE NUMBER 367-1745	EXT.
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EXEMPT STATUS: (Check One)

<input type="checkbox"/> MINISTERIAL	CITY CEQA GUIDELINES Art. II, Sec. 2b	STATE EIR GUIDELINES Sec. 15073
<input type="checkbox"/> DECLARED EMERGENCY	Art. II, Sec. 2a(1)	Sec. 15071(a)
<input type="checkbox"/> EMERGENCY PROJECT	Art. II, Sec. 2a(2) & (3)	Sec. 15071(b) & (c)
<input type="checkbox"/> GENERAL EXEMPTION	Art. II, Sec. 1	Sec. 15060
<input type="checkbox"/> CATEGORICAL EXEMPTION	Art. III, Sec. 1	Sec. 15100
<input checked="" type="checkbox"/> OTHER (See Public Resources Code Sec. 21080.21 and set forth state and city guidelines provision)		

JUSTIFICATION FOR PROJECT EXEMPTION:
 In accordance with the California Environmental Quality Act (CEQA) it has been determined that the installation of a pipeline of less than a mile in length is exempt pursuant to the Statutory Exemption described in section 15282(k) of the CEQA guidelines set forth in Section 21080.21 of the Public Resources Code, as long as the project does not exceed one mile in length.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE <i>Charles C. Holloway</i> Charles C. Holloway	TITLE: Manager of Environmental Assessment	DATE 4/20/2016
FEE: \$75.00	RECEIPT NO.	REC'D BY
		DATE

DISTRIBUTION: (1) County Clerk (2) City Clerk (3) Agency Record
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 LOS ANGELES, COUNTY CLERK

COUNTY CLERK'S USE

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 Date: 4/20/16

NOTICE OF EXEMPTION

(City CEQA Guidelines)

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21168(d), the filing of this notice starts a 35-day statute of limitations on Court challenges to the approval of the project. Failure to file the notice results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY AND ADDRESS: Los Angeles Department of Water and Power (LADWP) 111 N. Hope Street, Room 1044 Los Angeles, CA 90012	COUNCIL DISTRICT 15 – Joe Buscaino
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PROJECT TITLE Dominguez Gap Seawater Intrusion Barrier 2 nd Recycled Water Connection	LOG REFERENCE N/A
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PROJECT LOCATION
 The DGBP Extension will be located in the Wilmington neighborhood of the Los Angeles Harbor and run along Cristobal Avenue, East Opp Street, and North Goodrich Avenue.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
 The DGBP Extension will be located in the Wilmington neighborhood of the Los Angeles Harbor. The DGBP Extension will consist of approximately 2,960 linear feet of 24-in diameter ductile iron pipeline along Cristobal Avenue, East Opp Street, and North Goodrich Avenue. The DGBP Extension will connect to the existing 20-in diameter recycled water pipeline along East Anaheim Street and traverse north along Cristobal Avenue, east along East Opp Street, and north along North Goodrich Avenue. The DGBP Extension will deliver recycled water for seawater intrusion barrier uses at the Dominguez Gap Seawater Intrusion Barrier.

CONTACT PERSON Nadia Parker	AREA CODE TELEPHONE NUMBER EXT. 213 367-1745
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EXEMPT STATUS: (Check One)

<input type="checkbox"/> MINISTERIAL	CITY CEQA GUIDELINES Art. II, Sec. 2b	STATE EIR GUIDELINES Sec. 15073
<input type="checkbox"/> DECLARED EMERGENCY	Art. II, Sec. 2a(1)	Sec. 15071(a)
<input type="checkbox"/> EMERGENCY PROJECT	Art. II, Sec. 2a(2) & (3)	Sec. 15071(b) & (c)
<input type="checkbox"/> GENERAL EXEMPTION	Art. II, Sec. 1	Sec. 15060
<input type="checkbox"/> CATEGORICAL EXEMPTION	Art. III, Sec. 1	Sec. 15100
<input checked="" type="checkbox"/> OTHER (See Public Resources Code Sec. 21080.21 and set forth state and city guidelines provision)		

JUSTIFICATION FOR PROJECT EXEMPTION:
 In accordance with the California Environmental Quality Act (CEQA) it has been determined that the installation of a pipeline of less than a mile in length is exempt pursuant to the Statutory Exemption described in section 15282(k) of the CEQA guidelines set forth in Section 21080.21 of the Public Resources Code, as long as the project does not exceed one mile in length.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE <i>Charles C. Holloway</i> Charles C. Holloway	TITLE: Manager of Environmental Assessment	DATE 4/20/2016
FEE: \$75.00	RECEIPT NO.	REC'D BY
		DATE

DISTRIBUTION: (1) County Clerk (2) City Clerk (1) Agency Record
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COUNTY CLERK'S USE

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 LOS ANGELES, CALIFORNIA 90012
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CITY CLERK'S USE
 DOCUMENT FILED
 City Clerk's Office
 No. NE 16-023-WP
 Certified by EGG
 Date: 4/20/16

NOTICE OF EXEMPTION

(City CEQA Guidelines)

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21168(d), the filing of this notice starts a 35-day statute of limitations on Court challenges to the approval of the project. Failure to file the notice results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY AND ADDRESS: Los Angeles Department of Water and Power (LADWP) 111 N. Hope Street, Room 1044 Los Angeles, CA 90012	COUNCIL DISTRICT 15 – Joe Buscaino
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PROJECT TITLE Banning Park Recycled Water Extension	LOG REFERENCE N/A
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PROJECT LOCATION

The Banning Park Recycled Water Extension will be located in the Wilmington neighborhood of the Los Angeles Harbor, along North Banning Boulevard between East L Street and East M Street.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

The Banning Park Extension will consist of approximately 850 linear feet of 8-inch diameter ductile iron pipeline along North Banning Boulevard, between East L Street and East M Street. The Banning Park Extension will connect to an existing 24-in diameter recycled water pipeline along East L Street to deliver recycled water for irrigation uses at Banning Park.

CONTACT PERSON Nadia Parker	AREA CODE 213	TELEPHONE NUMBER 367-1745	EXT.
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EXEMPT STATUS: (Check One)

<input type="checkbox"/> MINISTERIAL	CITY CEQA GUIDELINES Art. II, Sec. 2b	STATE EIR GUIDELINES Sec. 15073
<input type="checkbox"/> DECLARED EMERGENCY	Art. II, Sec. 2a(1)	Sec. 15071(a)
<input type="checkbox"/> EMERGENCY PROJECT	Art. II, Sec. 2a(2) & (3)	Sec. 15071(b) & (c)
<input type="checkbox"/> GENERAL EXEMPTION	Art. II, Sec. 1	Sec. 15060
<input type="checkbox"/> CATEGORICAL EXEMPTION	Art. III, Sec. 1	Sec. 15100
<input checked="" type="checkbox"/> OTHER (See Public Resources Code Sec. 21080.21 and set forth state and city guidelines provision)		

JUSTIFICATION FOR PROJECT EXEMPTION:

In accordance with the California Environmental Quality Act (CEQA) it has been determined that the installation of a pipeline of less than a mile in length is exempt pursuant to the Statutory Exemption described in section 15282(k) of the CEQA guidelines set forth in Section 21080.21 of the Public Resources Code, as long as the project does not exceed one mile in length.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE <i>Charles C. Holloway</i> Charles C. Holloway	TITLE: Manager of Environmental Assessment	DATE 4/20/2016
FEE: \$75.00	RECEIPT NO.	REC'D BY
		DATE

DISTRIBUTION: (1) County Clerk (2) City Clerk (3) Agency Record Form Gen. 153 (9/91) (Appendix A)

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