COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: C-1

January 6, 2009

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

ADOPT AND ADVERTISE
ENHANCEMENT OF GROUNDWATER RECHARGE FACILITIES
SAN GABRIEL RIVER COASTAL BASIN SPREADING GROUNDS
PUMP STATION AND PIPELINE
CITY OF PICO RIVERA
(SUPERVISORIAL DISTRICT 1)
(3 VOTES)

SUBJECT

This action is to approve the project and adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the construction of a pump station and storm water transfer facilities to enhance groundwater recharge capabilities in the City of Pico Rivera, authorize the Chief Engineer of the Los Angeles County Flood Control District or her designee to enter into cooperative agreements with the Water Replenishment District of Southern California, call for bids, and adopt the plans and specifications.

IT IS RECOMMENDED THAT YOUR BOARD ACTING AS THE GOVERNING BODY OF THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT:

1. Consider the Mitigated Negative Declaration for the enhancement of groundwater recharge capabilities in the San Gabriel and Rio Hondo Coastal Basin Spreading Grounds, determine that the project will not have a significant impact on the environment based on the whole record before your Board, find that the Mitigated Negative Declaration reflects the independent

judgment and analysis of your Board, and adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.

2. Approve the project and adopt the plans and specifications for San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline, enhancement of groundwater recharge facilities, in the City of Pico Rivera, at an estimated cost between $7,000,000 and $8,250,000.

3. Call for bids to be received on February 10, 2009.

4. Instruct the Executive Officer of your Board to advertise the project and seal and return the plans and specifications to the Department of Public Works for filing.

5. Authorize the Chief Engineer of the Los Angeles County Flood Control District or her designee to enter into a cooperative agreement with the Water Replenishment District of Southern California providing for a contribution of $300,000 towards the design cost and up to a maximum of $3,500,000 towards the construction cost of this project.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended actions is to approve the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) for this project (Attachment A), authorize the Chief Engineer of the Los Angeles County Flood Control District (LACFCD) or her designee to enter into a cooperative agreement with the Water Replenishment District of Southern California (WRD) substantially similar in form and content to the attached (Attachment B), adopt and advertise the plans and specifications for the enhancements to increase groundwater recharge capabilities including construction of reinforced concrete pipe and box conduit between the San Gabriel River and the San Gabriel and Rio Hondo Coastal Basin Spreading Grounds, and the performance of other appurtenant work.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs the provision of Service Excellence (Goal 1) and Community Services (Goal 6). The recommended actions will help fulfill these goals by providing improved facilities to replenish groundwater supplies, thereby reducing dependence on imported water and providing County residents with a more economical and dependable source of water.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

The estimated construction cost to complete this project is in the range of $7,000,000 to $8,250,000. The cost will be shared by the LACFCD and the WRD. The WRD has agreed to pay $300,000 towards the design cost and up to a maximum not-to-exceed amount of $3,500,000 towards the construction cost.

Sufficient funds for this project are available in the Fiscal Year 2008-09 LACFCD Budget.

The WRD will pay $300,000 upon execution of the agreement and up to $3,500,000 upon completion of construction.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

This project, to contract for enhancement of groundwater recharge capabilities in the San Gabriel and Rio Hondo Coastal Basin Spreading Grounds and the performance of other appurtenant work, is part of the Department of Public Works' (Public Works) ongoing program for the construction of groundwater recharge facilities. It will be advertised in accordance with Section 20991 of the Public Contract Code.

This project is to be completed in 200 working days. It is estimated the work will start in June 2009 and be completed in April 2010.

The LACFCD, pursuant to the Los Angeles County Flood Control Act, owns and manages flood control and water conservation facilities in the County of Los Angeles. There is an ongoing interest and commitment by the LACFCD to partner with local agencies to maximize water conservation and groundwater recharge benefits. The WRD is a special district created pursuant to the California Water Code and has operated since 1959 to protect and preserve the quantity and quality of the groundwater supplies in the Central and West Coast Groundwater Basins. WRD has committed over $13 million towards water conservation projects (including $3.8 million for this project) and studies under the purview of the LACFCD.

This project is estimated to increase the LACFCD's Central Groundwater Basin water conservation capabilities by approximately 7,000 acre-feet per year for a current annual water benefit of $2,500,000.

The contract agreement will be in the form previously reviewed and approved by County Counsel.

The project specifications contain provisions requiring the contractor to comply with terms and conditions supporting your Board's ordinances, policies, and programs, including but not limited to: County's Greater Avenues for Independence and General Relief Opportunities for Work Programs (GAIN and GROW), Board Policy No. 5.050; Contract Language to Assist in Placement of Displaced County Workers, Board Policy No. 5.110; Reporting of Improper Solicitations, Board Policy No. 5.060; Notice to Contract Employees of Newborn Abandonment Law (Safely Surrendered Baby Law), Board Policy No. 5.135; Contractor Employee Jury Service Program, Los Angeles County Code, Chapter 2.203; Notice to Employees Regarding the Federal Earned Income Credit (Federal Income Tax Law, Internal Revenue Service Notice 1015); Contractor Responsibility and Debarment, Los Angeles County Code Chapter 2.202; and the Los Angeles County's Child Support Compliance Program, Los Angeles County Code, Chapter 2.200; and the standard Board-directed clauses that provide for contract termination or renegotiation.

The State Public Contract Code requires the County to award construction contracts to the lowest responsive and responsible bidder, which is defined as the firm that; (1) submits the bid with the lowest cost; (2) is deemed by the County to be responsive to specific criteria under the solicitation, including, but not limited to licensure, bonding, and insurance requirements; and (3) is determined by the County to be a responsible bidder by exhibiting the capability, capacity, experience, trustworthiness, and financial wherewithal to perform the work required under the bid solicitation.

To ensure that the contract is awarded to the lowest responsible contractor with a satisfactory history of performance, bidders are required to report violations of the False Claims Act, criminal convictions, civil litigation, defaulted contracts with the County, complaints filed with the Contractor's State License Board, labor law/payroll violations, and debarment actions. As provided for in Board Policy No. 5.140, the information reported by the contractor will be considered before making a recommendation to award.

The plans and specifications include the contractual provisions, methods, and material requirements necessary for this project and are on file with Public Works.

ENVIRONMENTAL DOCUMENTATION

An Initial Study (IS) was prepared for this project in compliance with the California Environmental Quality Act (CEQA). The IS identified four potential significant effects of the project. Prior to the release of the IS and MND for public review, revisions in the project were made or agreed to, which would avoid or mitigate the effects to a point where clearly no significant effects would occur, as follows:

> Cultural Resources: A qualified archaeological monitor shall be present during all ground disturbing activities including excavation, boring, and grading. In the event archaeological resources are encountered during ground disturbing activities, work in the vicinity of the discovery shall halt until appropriate treatment of the resources are determined by a qualified archaeologist in accordance with the provisions of CEQA Section 15064.5.
>
> Paleontological Resources: Ground disturbing activities shall be monitored by a qualified paleontological monitor. In the event that fossils are discovered they shall be recovered, prepared, identified, and cataloged before being transferred to an accredited repository designated by the lead agency.
>
> Noise: Traffic control devices, signal boards, or similar equipment located within 300 feet of residences shall not be powered by internal combustion engines or similar noise-generating sources unless it is demonstrated that the noise level at the nearest sensitive receptors would be less than 5 dBA for all hours of operation.

The IS and project revisions showed there is no substantial evidence, in light of the whole record before the County, that the project as revised may have a significant effect on the environment. Based on the IS and project revisions, a MND was prepared for this project. Public notices were sent out on January 17, 2008, pursuant to Public Resources Code, Section 21092, and posted pursuant to Section 21092.3. Comments were received from the property owners. Responses to those comments are included in Attachment A, Section 7, of the MND, and the MMRP is identified in Section 8 of Attachment A.

CONTRACTING PROCESS

This project will be contracted on an open competitive bid basis. The contract will be awarded to the lowest responsible bidder meeting the criteria established by your Board and the California Public Contract Code.

To increase contractor awareness of our program to contract work to the private sector, this project will be listed on the County website for upcoming bids.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

When the project is completed, it will have a positive impact by providing improved facilities to replenish groundwater supplies, thereby reducing dependence on imported water and providing County residents with a more economical and dependable source of water.

CONCLUSION

Please return one adopted copy of this letter to Public Works, Construction Division.

Respectfully submitted,

Patrick V. Alchelli
for GAIL FARBER
Director of Public Works

GF:JTS:ma

Attachments (2)

c: Chief Executive Office (Lari Sheehan)
County Counsel
Office of Affirmative Action Compliance

FILED
BOARD OF SUPERVISORS

28 01/06/2009
DATE

SACHI A. HAMAI
EXECUTIVE OFFICER AND
CLERK OF THE BOARD OF SUPERVISOR

By _____, Dep

NOTICE INVITING BIDS

AND

SPECIAL PROVISIONS

FOR

PROJECT ID NO. FCC0001075

SAN GABRIEL RIVER COASTAL BASIN SPREADING GROUNDS PUMP STATION AND PIPELINE

Approved, DEAN D. EFSTATHIOU, Acting Director of Public Works

By _____ 7-14-2008
Deputy Director Date

SAN GABRIEL RIVER COASTAL BASIN SPREADING GROUNDS
PUMP STATION AND PIPELINE
INSTRUCTION SHEET FOR PUBLISHING LEGAL ADVERTISEMENT

From: Department of Public Works
Construction Division

PUBLISHING

In accordance with Section 20991 of the Public Contract Code.

Publish: At least five or more times prior to the date set for opening bids, in a daily newspaper of general circulation printed and published in the County and designated by the Board, or for at least two times prior to such date in a weekly newspaper printed and published in the County and designated by the Board.

Time Limitation: To open bids in five weeks.

NOTICE INVITING BIDS

Sealed bids will be received by the County of Los Angeles Department of Public Works, Construction Division, for the construction of 78-inch rubber gasketed RCP, RCP ranging in size between 18 and 78 inches, RCB and double RCB slide gates with EMOs, reinforced concrete drainage structures and pressure manholes, a reinforced concrete pump station building including submersible propeller pumps, control system, telemetry and appurtenances, and 36-inch flap gates and the performance of other appurtenant work under Project ID No. FCC0001075, San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline, in the City of Pico Rivera.

The bids must be submitted at the Cashier's Office, located on the Mezzanine level, 900 South Fremont Avenue, Alhambra, California 91803-1331, before 11 a.m. on Tuesday, February 10, 2009. The bids will then be publicly opened and read in Conference Room A or at the location posted in the main lobby.

The work shall be done in accordance with the Plans and Specifications on file and open for inspection at the County Board of Supervisors Executive Office and the Department of Public Works. The work is estimated to cost between $7,000,000 and $8,250,000 and shall be completed in 200 working days. The work requires a Class A or C42 contractor's license. Prebid questions should be directed to Mr. Roger Kohlenberger at (626) 458-4964. Prebid questions regarding the Plans and Specifications shall be submitted ***via facsimile only*** to (626) 979-5450.

A prebid meeting for this project will be held at 10 a.m. on Wednesday, January 28, 2009, at the project site, 9700 Mines Avenue, Pico Rivera, California 90660 (Thomas Guide page 676-H5). Attendance at this meeting is mandatory for award of the contract.

The bids must be submitted on the proposal forms included in the bidder's package of the contract documents, which may be purchased for $18, if picked up at the aforementioned Cashier's Office, (626) 458-6959, Monday through Thursday between 7 a.m. and 5:30 p.m., or for $22, if mailed, which includes postage and handling.

Each bid must be accompanied by a certified check, cashier's check, or surety bond payable to County of Los Angeles in an amount equal to at least 10 percent of the bid to guarantee that the bidder will enter into the contract if it is so awarded.

All persons performing the work shall be paid not less than the General Prevailing Wage Determination made by the Director of Industrial Relations pursuant to the California Labor Code. Copies of these wage rates are available at the Department of Public Works.

The bid must provide full disclosure of False Claims Act violations, labor law/payroll violations, debarments, and civil/criminal legal actions as provided for on the forms included as part of the proposal. Failure to complete these forms may result in a determination that the bidder is nonresponsive and/or not responsible.

The contract, if awarded, will be awarded to the lowest responsive and responsible bidder; however, the Board of Supervisors reserves the right to reject any and all bids.

A responsible bidder is a bidder who has demonstrated the attribute of trustworthiness, as well as quality, fitness, capacity, and experience to satisfactorily perform the contract. It is the County's policy to conduct business only with responsible contractors.

The successful bidder will be required to fully comply with all applicable State and Federal reporting requirements relating to employment reporting for its employees and comply with all lawfully served Wage and Earnings Assignment Orders and Notice of Assignment and continue to maintain compliance throughout the duration of the contract. Failure to comply may be cause for termination of the contract or initiation of debarment proceedings.

The successful bidder will be required to submit a faithful performance bond, payment bond, liability insurance, and workers' compensation insurance with the contract.

As provided for in Section 22300 of the California Public Contract Code, the contractor may substitute securities for any monies withheld by the Department of Public Works to ensure performance under the contract or enter into an escrow agreement for payment of such monies to an escrow agent.

Each person by submitting a response to this Notice Inviting Bids certifies that such bidder and each County lobbyist and County lobbying firm, as defined by Los Angeles County Code Section 2.160.010, retained by the bidder, is in full compliance with Chapter 2.160 of the Los Angeles County Code.

Para mas informacion con relacion a esta noticia, por favor llame a este numero (626) 458-3118. Nuestras horas de oficina son de 7 a.m. a 5 p.m. de Lunes a Jueves.

The County supports and encourages equal opportunity contracting.

By order of the Board of Supervisors of the County of Los Angeles, State of California.

Dated January 6, 2009.

Sachi A. Hamai
Executive Officer
of the Board of Supervisors

RK:ma
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ATTACHMENT A

San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project

Final Initial Study and Mitigated Negative Declaration

Prepared For:
County of Los Angeles
Department of Public Works
Water Resources Division
900 South Fremont Avenue, 2nd Floor
Alhambra, California 91803-1331

Prepared By:
EDAW, Inc.
3780 Wilshire Boulevard, Suite 250
Los Angeles, California 90010

July 2008

SAN GABRIEL RIVER COASTAL BASIN SPREADING GROUNDS PUMP STATION AND PIPELINE PROJECT FINAL MITIGATED NEGATIVE DECLARATION

The San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) was circulated for public review between January 17, 2008 and February 18, 2008. During this public review period, no letters of comment were received from a public agency and one letter of comment was received from a private citizen. Text has been added to the environmental analysis to describe the project's impacts on global climate change through the emissions of greenhouse gas; however, none of the significance determinations have changed since the Draft IS/MND and no new mitigation measures have been added.

This Final IS/MND includes the revised Draft IS/MND sections, as well as two new sections. Section 7.0, Response to Comments, was added and includes a copy of the one Draft IS/MND comment letter and corresponding responses; and Section 9.0, Mitigation Monitoring and Reporting Program, was added and provides a checklist to fulfill the project's mitigation monitoring and reporting requirements under the California Environmental Quality Act (CEQA).

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URBEMIS Calculations, Environmental Database Report Executive Summary (EDR)

1 INTRODUCTION

The Los Angeles County Department of Public Works (LACDPW) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental effects of the proposed San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project (proposed project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code §21000 *et.seq.* and the State CEQA Guidelines California Code of Regulations (CCR) §15000 *et.seq.* DPW is the CEQA lead agency for this project.

The proposed project involves the installation of approximately 6,000 linear feet of concrete pipe beneath Mines Avenue between the Rio Hondo Coastal Basin Spreading Grounds (RHCBSG) and the San Gabriel Coastal Basin Spreading Grounds (SGCBSG) in the City of Pico Rivera. The proposed project is described in detail in Section 2.0, Project Description. The rehabilitation would allow the transfer of water between the two spreading grounds as needed and ultimately, greater water conservation potential.

1.1 CEQA PROCESS

This IS/MND has been prepared pursuant to the CEQA guidelines, including Sections 15063, 15070, and 15071. This document summarizes and addresses the results of the IS prepared to determine if any significant environmental effects would occur from the proposed project. In accordance with the CEQA statutes and Guidelines for circulation of a negative declaration, a 30-day public review period for this IS/MND began on January 17, 2008 and concluded on Fenruary 18, 2008. The Draft IS/MND was specifically distributed to interested or involved public agencies, organizations, and private individuals for review. In addition, the Draft IS/MND was available for general public review at:

County of Los Angeles
Department of Public Works
Water Resources Division
900 South Fremont Avenue
Alhambra, CA 91803-1331

Chet Holifield Library
1060 South Greenwood Avenue
Montebello, CA 90640-6030

During the 30-day review period, the public agencies, organizations, and individuals had an opportunity to provide written comments on the information contained within the Draft IS/MND. The public comments on the Draft IS/MND and responses to public comments have been incorporated into this Final IS/MND. The Los Angeles County Board of Supervisors (Board) will use the Final IS/MND for all environmental decisions related to this project. Prior to approving a project, the Board will consider the project in conjunction with comments received during the review period. A project will only be approved when the Board "finds that there is no substantial evidence that the project will have a significant effect on the environment and that the [IS/MND] reflects the lead agency's independent judgment and analysis". When Adopting an IS/MND, a monitoring program must also be adopted to ensure implementation of mitigation required as a condition of approval.

1.2 DOCUMENT FORMAT

This IS/MND contains eight sections and one technical appendix. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Section 2, Project Description, provides a detailed description of project objectives and components. Section 3, Initial Study Checklist, presents the CEQA checklist for all impact areas and mandatory findings of significance. Section 4, Impacts and Mitigation Measures, presents the environmental analysis for each issue area identified on the environmental checklist form. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Section 5, References, provides a list of reference materials used during the preparation of the IS/MND, and Section 6, List of Preparers, provides a list of key personnel involved in the preparation of the IS/MND. Section 7, Response to Comments, provides the comment letters received during the 30-day review period for the Draft IS/MND, followed by the responses from LADPW. Section 8, Mitigation Monitoring and Reporting Program, provides a checklist to fulfill the project's mitigation monitoring and reporting requirements under CEQA.

The environmental analysis included in Section 3 is consistent with the CEQA Initial Study format presented in Section 2. Impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

Less than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g.,

the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

One technical appendix is provided at the end of this document, which includes the URBEMIS Air Quality Calculations and the Environmental Database Report (EDR) summary.

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2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

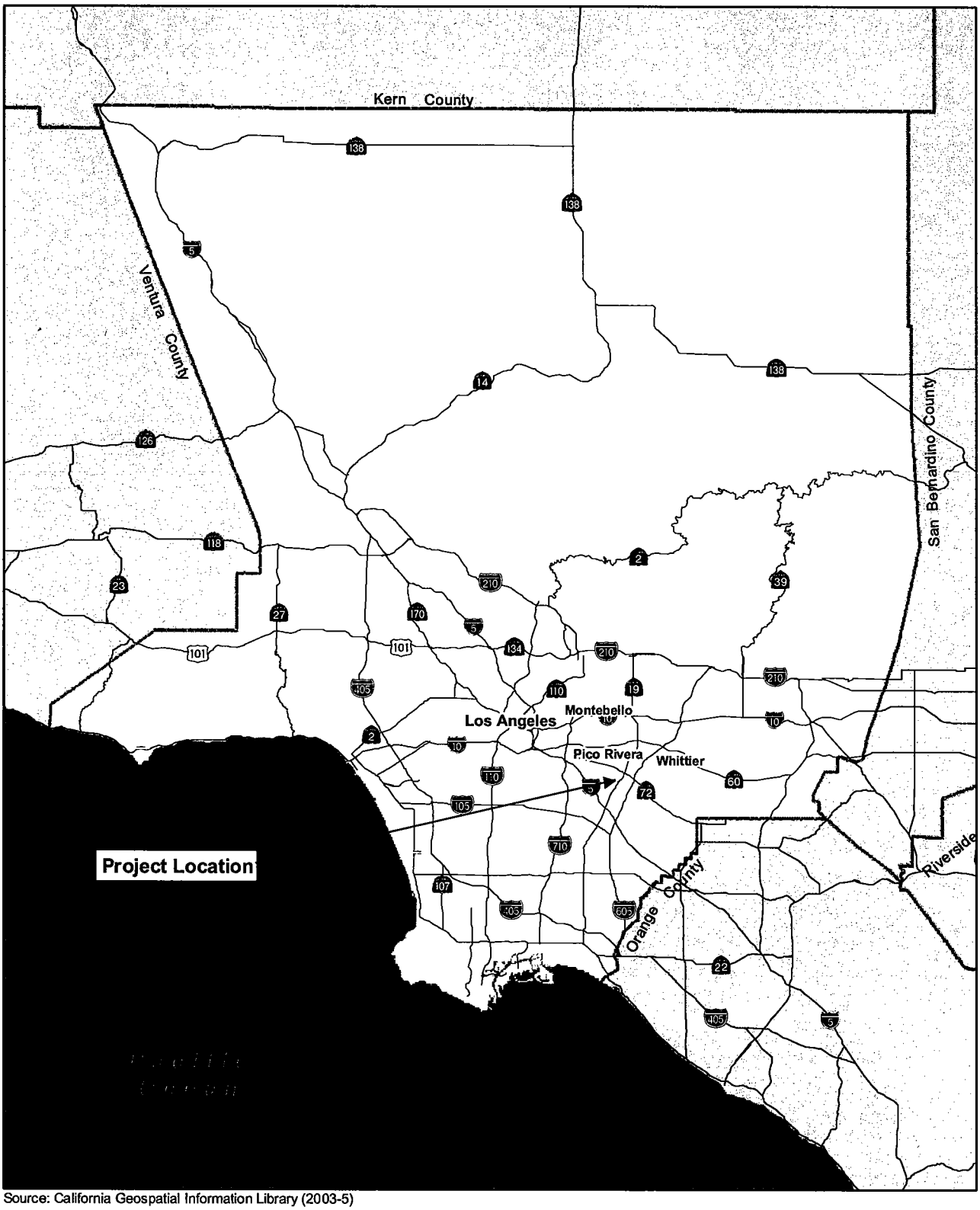
The proposed San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project (proposed project) is located is the City of Pico Rivera in the County of Los Angeles (see Figure 2-1, Regional Map). The proposed alignment occurs entirely within an existing public street and LACDPW rights-of-way. The pipeline would run beneath Mines Avenue, connecting the Rio Hondo Coastal Basin Spreading Grounds (RHCBSG) and the San Gabriel Coastal Basin Spreading Grounds (SGCBSG). The pump station would be installed within the SGCBSG.

The RHCBSG occupy an area of 570 acres adjacent to the Rio Hondo Channel while the SGCBSG occupy a 128 acre area adjacent to the San Gabriel River. Mines Avenue is a two-lane roadway originating at its intersection with Paramount Boulevard in the northwest and running approximately 1.1 miles southwest, terminating at the SGCBSG. A retail shopping center is located on the west corner of the intersection of Mines Avenue and Rosemead Boulevard while a gas station and service center are located on the north corner of the intersection. On the east and south corners of the intersection are the Rosemary Gurrola Community Library (9001 Mines Avenue) and William A. Smith Park (6016 Rosemead Boulevard), respectively. Adjacent to the park to the southeast is the Pico Rivera Senior Center (9200 Mines Avenue). See Figure 2-2 for a Vicinity Map of the project area.

2.2 PROJECT BACKGROUND AND OBJECTIVES

The Montebello Forebay, located just south of Whittier Narrows, is a valuable area for groundwater recharge due to its highly permeable soils which allow deep percolation of surface waters. The RHCBSG and SGRCBSG are the principal facilities that recharge the Montebello Forebay and the Central Groundwater Basin. The RHCBSG, LACDPW's largest spreading facility, consists of twenty 6- to 10-foot deep basins covering an area of 570 acres. The SGRCBSG consist of three basins covering approximately 128 acres. Current operations at these recharge facilities conserve an average of approximately 150,000 acre-feet of local, imported, and reclaimed water annually. On average, imported and recycled water comprises approximately 1/3 to 1/2 of the water recharged into the Montebello Forebay. Imported water is released upstream and enters the San Gabriel River via Walnut Creek or San Jose Creek. Flows continue down the San Gabriel River or are diverted into the Rio Hondo Channel via the Zone 1 Ditch at a rate of 150 cubic feet per second (cfs). The RHCBSG diverts water from the Rio Hondo Channel by via three large radial gates, while the SGRCBSG diverts water from the San Gabriel River via an inflatable rubber dam.

During a storm event, the Whittier Narrows Dam, located upstream of the RHCBSG, is capable of holding a 2,500 acre-foot water conservation pool. Following a storm event, the water can then be released at a rate of flow that the RHCBSG can accept without discharging water to the ocean. When consecutive storms occur, the rainfall may exceed the water conservation pool and RHCBSG capacities



Source: California Geospatial Information Library (2003-5)

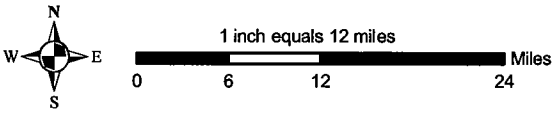
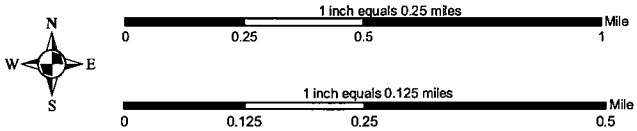


Figure 2-1
Regional Location Map

Source: GlobeXplorere 2007

Figure 2-2
Vicinty Map



Source: GlobeXplorer 2007

SGR Pipeline
Pump Station and Outlet Structures
Variable Speed Pumps

Drawings Not to Scale

Figure 2-3
Proposed Project Components

and water must be discharged to the ocean, eliminating the potential for its use in the water conservation facilities. Currently, there are no means to convey water from the conservation pool to the SGCBSG. The proposed project would construct an underground pipeline beneath Mines Avenue connecting the RHCBSG and the SGCBSG.

The pipeline construction would benefit the LACDPW by allowing for the transfer of water between the two spreading grounds as needed and ultimately, greater water conservation potential. Specifically, the project would fulfill these primary objectives:

- To allow water to be transferred between the RHCBSG and the SGCBSG;
- To increase the capacity of the RHCBSG;
- To allow the Whittier Narrows Dam conservation pool to be drained with minimal discharge to the ocean; and
- To increase the potential for water conservation in the Montebello Forebay System.

2.3 DESCRIPTION OF PROJECT

PROJECT COMPONENTS

The proposed project would construct approximately 6,000 linear feet of 78-inch rubber-gasketed reinforced concrete pipe between the RHCBSG and the SGCBSG. The pipeline would be installed beneath Mines Avenue and would include two concrete outlet structures at RHCBSG Basin 2, one concrete outlet structure at SGCBSG Basin 2, and three variable speed pumps and a sump in the canal at the SGCBSG (see Figure 2-3, Proposed Project). The entire system would be linked through a telemetry system in order to ensure the proper operation of the gates when the pump is active. The proposed pipeline would allow water to gravity flow from RHCBSG to SGCBSG at a rate of 150 cfs or to be pumped in the opposite direction.

The pump station would be 25 feet wide and 16 feet deep and would contain three variable speed pumps and one sump. The majority of the pump station would be located underground and only the manhole access would be visible aboveground. Each outlet structure would be approximately 15 feet high by 22 feet wide by 50 feet long and would incorporate a seven foot wide by five foot high slide gate operated by an electric motor.

CONSTRUCTION SCENARIO

Construction of the proposed project would begin in Summer 2008 and is expected to continue for approximately 9 months. Installation of the pipeline would require the excavation of sediment below Mines Avenue to an approximate depth of 10 feet below ground surface. One excavation/installation site would be operating at a time and approximately 100 feet of pipeline would be installed per day. Construction of the proposed project would occur entirely within existing street and LACDPW rights-of-

way. Staging for construction equipment would occur in previously-developed areas within LACDPW property.

Excavation and installation activities would require temporary losses of parking along Mines Avenue and lane closures for traffic along Rosemead Boulevard and Passons Boulevard at their intersections with Mines Avenue. The temporary loss of parking spaces would occur adjacent to the active construction area as needed for equipment maneuvering. The LACDPW would coordinate with the City of Pico Rivera to develop a traffic control plan for the temporary lane closures. It is not anticipated that construction would require lane closure along Rosemead or Passons Boulevards for longer than one week. The traffic control plan would include the following requirements:

- Advanced signing on Rosemead Boulevard and Passons Boulevard, alerting motorists of roadway construction and increased construction vehicle movements; signing to alert motorists to temporary or limited access points to adjacent properties; and appropriate barricades.
- Temporary traffic cones/barricades, temporary striping, and delineators would be appropriately placed by the County in order to maintain one through lane in each direction during the morning and evening peak hours. Lane widths within these areas may be reduced.
- Traffic would be controlled during construction by adhering to the guidelines contained in Standard Specifications for Public Works Construction and the "California Manual on Uniform Traffic Control Devices." These guidelines provide methods to minimize construction effects on traffic flow.
- Prior to construction, DWP would provide written notification to the Los Angeles County Fire and Sherriff Departments regarding the schedule and duration of construction activities, and to identify alternative routes that may be used to avoid response delays.
- Construction activities requiring lane closures would be limited to outside morning and evening peak hours.

The most effective and appropriate combination of resource avoidance and monitoring would be employed during construction activities, including implementation of the following best management practices (BMPs):

- In accordance with Rule 403 for Fugitive Dust Control, the project would implement applicable daily construction procedures approved by the South Coast Air Quality Management District (SCAQMD), including sufficient watering of active grading areas and stockpiles and removal of soil tracked onto active paved roadways.
- Construction equipment staging areas would be located as far as possible from the adjacent residential uses.
- LACDPW would develop and implement an erosion control plan and a Storm Water Pollution Prevention Plan (SWPPP) for construction activities. Erosion control and grading plans would include:

(1) minimizing the extent of the disturbed area and duration of exposure;
(2) stabilizing and protecting the disturbed area as soon as possible;
(3) keeping runoff velocities low;
(4) protecting disturbed areas from contact with runoff; and
(5) retaining sediment within the construction area.

- Project would comply with the Regional Water Quality Control Board's (RWQCB) National Pollution Discharge Elimination System (NPDES) Phase II Rule.
- Project would incorporate source reduction techniques and recycling measures into project construction.
- All mobile construction equipment would be equipped with properly operating mufflers or other noise reduction devices.
- Businesses and residences immediately adjacent to the construction site would be notified prior to the start of construction (e.g., via flyers). The notices would include a telephone number for noise complaints.

3 INITIAL STUDY CHECKLIST

1.	**Project Title:**	San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project
2.	**Lead Agency:**	County of Los Angeles Department of Public Works Water Resources Division 900 South Fremont Avenue Alhambra, California 91803-1331
3.	**Contact Person:**	Wendy La, Civil Engineer
4.	**Project Location:**	Mines Avenue, between the RHCBSG and the SGCBSG Pico Rivera, CA 90660
5.	**General Plan Designation:**	Collector Road
6.	**Zoning:**	--
7.	**Description of Project:**	The County of Los Angeles proposes to install approximately 6,000 linear feet of 78-inch rubber-gasketed reinforced concrete pipe between the RHCBSG and the SGCBSG. The pipeline would be installed beneath Mines Avenue and would include two concrete outlet structures at RHCBSG Basin 2, one concrete outlet structure at SGCBSG Basin 2, and three variable speed pumps and a sump in the canal at the SGCBSG. The entire system would be linked through a telemetry system in order to ensure the proper operation of the gates when the pump is active.
8.	**Surrounding Land Uses/Setting:**	The project site is located entirely within an existing public street (Mines Avenue) and LACDPW rights-of-way. Mines Avenue is predominantly a residential street with one library, one park, and limited retail/service areas.
9.	**Other public agencies whose approval is required:**	City of Pico Rivera (encroachment permit, traffic control plan approval, parking permits)

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by the proposed project and will be further evaluated in the EIR.

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

3.2 DETERMINATION:

On the basis of this initial evaluation:

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

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

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

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

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

Ken Z. 1/16/08

Signature Date

Ken Zimmer
Section Head
County of Los Angeles
Department of Public Works

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

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?			X	
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?		X		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d. Disturb any human remains, including those interred outside of formal cemeteries?				X
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b. Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
7. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
8. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?			X	
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j. Inundation by seiche, tsunami, or mudflow?			X	
9. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
10. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
11. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
12. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
13. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X
14. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
15. TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?			X	
f. Result in inadequate parking capacity?			X	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
16. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X

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

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4 IMPACTS AND MITIGATION MEASURES

4.1 AESTHETICS

WOULD THE PROJECT:

a) HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

No Impact. The proposed project would install an underground pipeline beneath Mines Avenue in the highly developed area of Pico Rivera. Aboveground features, including the pump station and appurtenant structures, would be located within the SGCBSG among other existing Flood Control structures and would not be out of place with the surroundings. Although one park is located at the intersection of Mines Avenue and Rosemead Boulevard, the project site and vicinity is relatively flat with no elevated areas, which would afford visitors a scenic view of the area. Accordingly, no impacts to scenic vistas would occur as a result of the proposed project.

b) SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?

No Impact. The proposed project would install an underground pipeline beneath an existing street right-of-way and construct a pump station within a canal and outlet structures in the existing spreading grounds. No scenic resources, including trees, rock outcroppings, or historic buildings would be altered or damaged as part of the proposed project. Additionally, no State scenic highways or highways which have been determined to be eligible for designation are located within the vicinity of the project area. Accordingly, no impacts to scenic resources within a State scenic highway would occur.

c) SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?

Less than Significant Impact. During construction, equipment associated with the project would operate within the street adjacent to single-family residences. All equipment would be staged within the Flood Control rights-of-way within the spreading grounds facilities. While the equipment would be visible to residents and motorists within the vicinity of the proposed alignment, the degradation of the visual quality of the project area would be temporary and minor. Operation of the proposed project would occur entirely underground and the only aboveground features of the project would be the outlet structures and the pump station, located within Basins 2 of each spreading ground and the canal within SGCBSG, respectively. These features would not be out of character with the surrounding Flood Control and water conservation

purposes of the spreading grounds. Accordingly, the visual character and quality of the project site and surroundings would not be significantly degraded as a result of the proposed project.

d) CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?

No Impact. No new lighting sources are included as part of the proposed project. Additionally, the majority of the components of the alignment would be located underground. Aboveground features, including the pump station and outlet structures would be constructed of materials which would not create glare. Accordingly, no impacts related to light or glare would occur as a result of the proposed project.

e) CREATE A NEW SOURCE OF SUBSTANTIAL SHADE OR SHADOW THAT WOULD ADVERSELY AFFECT DAYTIME VIEWS IN THE AREA?

No Impact. The proposed pipeline would be located entirely underground and would not result in shade or shadow. Additionally, the outlet structures and pump station would be located within the existing spreading grounds rights-of-way and would not be out of character with the existing views from adjacent residences. Accordingly, no impacts related to shade and shadow would occur as a result of the proposed project.

4.2 AGRICULTURE RESOURCES

In determining whether impacts to agriculture resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

WOULD THE PROJECT:

a) CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?

No Impact. The proposed project would be located entirely within existing street and Flood Control rights-of-way. The proposed alignment is surrounded by the urban, developed area of Pico Rivera and no farmland is located within the vicinity of the proposed project (DLRP 2002). As such, no impacts related to the conversion of farmland would occur.

b) CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?

No Impact. As discussed, the proposed project site is located within street and Flood Control rights-of way and is surrounded by the City of Pico Rivera. No agricultural zoning or uses occur on or within the vicinity of the proposed alignment. Accordingly, no impacts to land covered under the Williamson Act would occur.

c) INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?

No Impact. As discussed, the site is not used for agriculture and no farmland exists within the vicinity of the site. Operation of the project would occur passively underground and the project would not convert farmland to agricultural use and no impacts would occur.

4.3 AIR QUALITY

The project site lies within the South Coast Air Basin (Basin), which is managed by the South Coast Air Quality Management District (SCAQMD). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following pollutants, identified as criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Areas are classified under the Federal Clean Air Act as either "attainment" or "non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (ARB). The project site is located in the Los Angeles County portion of the Basin. Los Angeles County is designated as a federal and state non-attainment area for O_3, PM_{10}, and $PM_{2.5}$ and an attainment area for CO, SO_2, NO_2, and Pb (Table.3-1).

TABLE 4.3-1 ATTAINMENT STATUS FOR THE LOS ANGELES COUNTY PORTION OF THE SOUTH COAST AIR BASIN

Pollutant	Attainment Status	
	Federal	State
O_3 – 1-Hour	--[1]	Non-attainment Extreme
O_3 – 8-hour	Non-attainment Severe 17	
PM_{10}	Non-attainment Serious	Non-attainment
$PM_{2.5}$	Non-attainment	Non-attainment

Pollutant	Attainment Status	
	Federal	State
CO	Attainment/maintenance[2]	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Pb	Attainment	Attainment

Sources: USEPA 2007; ARB 2007
1- Repealed by law in June 2005.
2- Redesignation to Attainment was effective in June 2007.

WOULD THE PROJECT:

a) CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?

Less than Significant Impact. The applicable air quality plan is the SCAQMD Air Quality Management Plan (AQMP), which is the plan for attaining the state O_3 standard (SCAQMD 2006a). The AQMP details goals, policies, and programs for improving air quality. The 2003 AQMP updates the plans for attainment of the federal standards for O_3 and PM_{10}; replaces the 1997 attainment demonstration for the federal CO standard and provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the federal NO_2 standard that the Basin has met since 1992. The 2003 AQMP was adopted by the SCAQMD in August 2003 and approved, with modifications, by the CARB in October 2003 (SCAQMD 2006a). The CARB submitted the AQMP to the USEPA on January 9, 2004 as part of the State Implementation Plan.

A draft version of the 2007 AQMP was released to the public, and public workshops were held in October, November, and December 2006 (SCAQMD 2006b). The 2007 AQMP was adopted by the SCAQMD Governing Board on June 1, 2007. The purpose of the 2007 AQMP for the Basin is to set forth a comprehensive program that will lead the region into compliance with federal 8-hour ozone and $PM_{2.5}$ air quality standards.

The proposed piping and pump installation would not conflict with or obstruct the implementation of the AQMP. No land uses are proposed that are different than those anticipated for the property in long range planning. Standards set by the SCAQMD, CARB, and Federal agencies relating to the project would be required and incorporated at applicable design and approval stages. Specific air quality impacts related to criteria pollutants are discussed below. Impacts related to obstructing implementation of air quality plans would be less than significant.

b) VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?

Less than Significant Impact. The SCAQMD has prepared the CEQA Air Quality Handbook to provide guidance to those who analyze the air quality impacts of proposed projects. Based on

Section 182(e) of the Federal Clean Air Act, the SCAQMD has set CEQA significance thresholds for potential air quality impacts as shown in Table 3-2.

TABLE 4.3-2 SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
NOX	100 lbs/day	55 lbs/day
ROC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOX	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment) Hazard Index ≥ 3.0 (facility-wide)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants [a]		
NO_2	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	0.25 ppm (state)	
annual average	0.053 ppm (federal)	
PM_{10} 24-hour average	10.4 μg/m^3 (construction) [b] & 2.5 μg/m^3 (operation)	
annual geometric average	1.0 μg/m^3	
annual arithmetic mean	20 μg/m^3	
$PM_{2.5}$ 24-hour average	10.4 μg/m^3 (construction) [b] & 2.5 μg/m^3 (operation)	
Sulfate 24-hour average	25 ug/m^3	
CO	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	20 ppm (state)	
8-hour average	9.0 ppm (state/federal)	

Source: SCAQMD 2007
lbs/day = pounds per day
ppm = parts per million
ug/m^3 = micrograms per cubic meter

[a] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[b] Ambient air quality threshold based SCAQMD Rule 403.

MASS DAILY THRESHOLDS

Emissions for construction of the proposed project were quantified using the URBEMIS2007, a computer program used to estimate vehicle trips, emissions, and fuel use resulting from land use development projects (Rimpo and Associates 2007). URBEMIS computes emissions of reactive organic gases (ROG), NO_x, CO, CO2, SO2, PM_{10}, and $PM_{2.5}$. On projects of this type, SO_2

emissions would be negligible and are not included in the analysis below. Appendix A includes construction equipment assumptions and URBEMIS data sheets.

Construction Emissions

Pavement demolition and excavation of the pipeline trench would generate fugitive dust including PM_{10}. Operation of diesel-engine construction equipment on-site, hauling of demolition and trenching spoils from the site and materials to the site, and construction crew traffic would generate emissions of ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$. Equipment types, muck volumes, and other related data input into the model were taken from data provided by County DPW staff. It is assumed that work would start in April 2008 and continue for approximately nine months. Because the project is a linear project, it is assumed that the maximum daily emissions would occur when pavement demolition, trench excavation, pipeline installation and backfill, and paving would all occur simultaneously. Estimated construction-related mass emissions are shown in Table 3-3. As shown in the table, estimated emissions would not exceed the SCAQMD significance guideline thresholds and the impact would be less than significant.

TABLE 4.3-3 ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS

	Estimated Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Pavement demolition	1	6	4	2	1
Trench excavation	2	14	8	3	1
Pipeline installation and backfill	4	22	18	2	2
Paving	1	7	5	1	1
Pump station installation	3	19	17	1	1
Maximum Daily Emissions	**11**	**66**	**51**	**9**	**5**
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*55*
Exceeds SCAQMD Thresholds?	No	No	No	No	No

Source: URBEMIS ver. 9.2.2 (Rimpo 2007)
Some totals do not add due to rounding.

Operational Emissions

Upon completion of installation of the pipeline, operational activities in addition to current operations would be limited to occasional maintenance and operation visits to the pump station.

AMBIENT AIR QUALITY FOR CRITERIA POLLUTANTS – LOCAL EMISSIONS

On-Site Emissions

The SCAQMD has promulgated standards and methodology for calculation of impacts based on Localized Significance Thresholds (LST) (SCAQMD 2003, 2006c). Calculation of LST is a voluntary procedure, but has more importance when sensitive receptors are close to sources of emissions. As existing residences are close to the project site, the LST calculations are included in this air quality analysis. The pollutants of concern are NO_2, CO, PM_{10}, and $PM_{2.5}$. The SCAQMD thresholds of significance are shown in Table 3-2

In order to minimize efforts for detailed dispersion modeling, SCAQMD developed screening (lookup) tables to assist lead agencies with a simple tool for evaluating impacts from small typical projects. Although the total site disturbed area may exceed two acres, only a small part of the pipeline would be worked on near a residence or other receptor at any point in time. Therefore a one-acre site was assumed.

Maximum daily emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ were calculated with the URBEMIS 2007, version 9.2 model, as described above. In the LST analysis, only on-site emissions are considered; thus, off-site emissions, such as haul trucks and worker commuting are not included. The URBEMIS data sheets are included in the technical appendix of this IS/MND. The maximum impact was assumed to occur at a distance of 25 meters, the minimum separation for the method. Construction emissions for the LST analysis are shown in Table 3-4.

TABLE 4.3-4. LOCAL PROJECT EMISSIONS

Pollutant	Maximum Daily Emissions[1] lbs/day	LST Threshold[2] lbs/day	Exceed threshold?
NO_X	50	124/100[3]	No
CO	29	442/550[3]	No
PM_{10} – unmitigated	6.3	4	Yes
$PM_{2.5}$ – unmitigated	3.0	3	No
PM_{10} – with Rule 403	3.9	4	No
$PM_{2.5}$ – with Rule 403	2.5	3	No

[1] See URBEMIS data sheets, Appendix X
[2] LST thresholds from SCAQMD 2003, 2006c.
[3] LST thresholds for NO_X and CO are higher than SCAQMD mass emissions thresholds; therefore the lower numbers, which are the mass emissions thresholds, apply.

According to the SCAQMD methodology, "if the calculated emissions for the proposed construction or operational activities are below the LST emission found on the LST lookup tables, then the proposed construction or operation activity is not significant" (SCAQMD 2003). As seen from Table 3.4, calculated NOx, CO, and $PM_{2.5}$ emissions, without mitigation, would not

exceed the LST thresholds. However, PM_{10} emissions, without mitigation, would exceed the threshold. As stated in the project description, the project construction would comply with SCAQMD Rules and Regulations, including Rule 403, Fugitive Dust. With these required dust controls, the PM_{10} emissions would not exceed the threshold (Table 3-4) and impacts from local emissions of the proposed project to nearby sensitive receptors would be less than significant.

Off-Site Emissions

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion at signalized intersections on major roadways. An appropriate qualitative screening procedure is provided in the procedures and guidelines contained in Transportation Project-Level Carbon Monoxide Protocol (the Protocol) to determine whether a project poses the potential for a CO hotspot (UCD ITS 1997). According to the Protocol, projects may worsen air quality if they: significantly increase the percentage of vehicles in cold start modes (i.e., the starting of a vehicle after at least one hour of non-operation) by 2 percent or more; significantly increase traffic volumes (by 5 percent or more) over existing volumes; or worsen traffic flow, defined for intersections, as increasing average delay at signalized intersections operating at Level of Service (LOS) E or F.

The proposed project would generate very little traffic on major roadways, limited to construction workers commuting to and from the site, and trucks delivering materials to the site. The volume of traffic would not be of the magnitude to create severe congestion nor substantially contribute to congestion at any major signalized intersection.

GREENHOUSE GAS

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters the Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back to space, but the properties of the radiation have changed from high-frequency solar radiation, to lower-frequency infrared radiation. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. This radiation that would have otherwise escaped back to space is now "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Without the Greenhouse Effect, Earth would not be able to support life, as we now know it.

Prominent GHGs contributing to the Greenhouse Effect include carbon dioxide (CO_2), methane (CH_4), O_3, water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for an

enhancement of the Greenhouse Effect, which have led to a trend of unnatural warming of the Earth's climate, known as global warming or global climate change.[1] Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with industrial/manufacturing, utility, transportation, residential, and agricultural sectors.[2] Emissions of CO_2 are byproducts of fossil fuel combustion. Methane, a highly potent GHG, results from off-gassing associated with agricultural practices and landfills. Processes that absorb CO_2, often referred to as sinks, include uptake by vegetation and dissolution into the ocean.

Carbon dioxide-equivalent (CO_2e) is a value used to account for different GHGs having different potential to retain infrared radiation in the atmosphere and contribute to the Greenhouse Effect. This is known as the Global Warming Potential (GWP) of a GHG, and is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, as described in Appendix C, "Calculation Referenced," of the General Reporting Protocol of the California Climate Action Registry, one ton of CH_4 has the same contribution to the Greenhouse Effect as approximately 21 tons of CO_2. Therefore, CH_4 is a much more potent GHG than CO_2. Expressing emissions in carbon-dioxide equivalents takes the Greenhouse Effect contribution of all GHG emissions and converts them to a single unit equivalent to the affect if all emissions were CO_2.[3]

Climate change is a global problem, and GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern, respectively. The strong majority of the scientific community concurs that global warming will lead to adverse climate change effects around the globe and that the phenomenon is anthropogenic, i.e., caused by humans.

In 2004, California produced 492 million gross metric tons of carbon dioxide-equivalent gases. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Fossil fuel consumption in the transportation sector was the single largest source of California's GHG emissions in 2004, accounting for 40.7 percent of total GHG emissions in the state. This category was followed by the electric power sector (including both in-state and out-of-state sources) (22.2 percent) and the industrial sector (20.5 percent).[4]

Various local and statewide initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way and there is a real

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1 Ahrens, D.C., *Meteorology Today; an Introduction to Weather, Climate, & the Environment*, Brooks Cole, Inc., Pacific Grove, CA, 2003.

2 California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*, (Staff Final Report), Publication CEC-600-2006-013-SF, 2006.

3 California Climate Action Registry, General Reporting Protocol, Version 2.1, Los Angeles, CA, June 2006, website http://www.climateregistry.org/docs/PROTOCOLS/ GRP%20V2.1.pdf.

4 California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*, (Staff Final Report), Publication CEC-600-2006-013-SF, 2006.

potential for severe adverse environmental, social, and economic effects over the long term. Because every nation is an emitter of GHGs, and therefore makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can help slow or stop human-caused increase in average global temperatures and associated changes in climatic conditions. An qualitative analysis of the proposed project's GHG-related impacts is provided in Section 4.17(b).

c) RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD (INCLUDING RELEASING EMISSIONS, WHICH EXCEED QUANTITATIVE THRESHOLDS FOR OZONE PRECURSORS)?

Less than Significant Impact. The Basin in a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. As discussed above, the proposed addition would result in temporary increases in these criteria pollutants or their precursors during construction. Emissions of these pollutants would not approach or exceed SCAQMD thresholds. Additionally, as discussed in Section 4.17 below, the proposed project would not be anticipated to result in cumulatively considerable impacts to air quality when considered with other potential projects anticipated for the area. Therefore, the emissions would not be considered cumulatively considerable, and the cumulative impact would be less than significant.

d) EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

CRITERIA POLLUTANTS

Less than Significant Impact. Exposure to criteria pollutant concentrations is analyzed and discussed in Section 3.2 above, Local Emissions, onsite Emissions.

TOXIC AIR CONTAMINANTS

Less than Significant Impact. Construction-related activities would result in short-term project-generated emissions of diesel PM from the exhaust of off-road heavy-duty diesel equipment for pavement demolition, trenching, truck hauling, paving, and similar activities. Diesel particulate material was identified as a toxic air contaminant (TAC) by ARB in 1998

The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC to be compared to applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would

result in a higher exposure level for the maximally exposed individual (MEI.) Thus, the risks estimated for a MEI are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the proposed project (Salinas, pers. comm., 2004). Thus, if the cumulative duration of proposed construction activities near any sensitive receptor was 2 months, the exposure would be less than one quarter of one percent of the total exposure period used for health risk calculation. Because the use of off-road heavy-duty diesel equipment would be temporary in combination with the highly dispersive properties of diesel PM (Zhu et al 2002), project-generated, construction-related emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. As a result, this impact would be less than significant.

e) CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

Less than Significant Impact. The proposed project would not locate or relocate people close to a source of objectionable odors. Construction activities may generate temporary odors from diesel exhaust, asphalt installation, or other typical construction tasks. While these odors may not be desirable, they would not occur in the intensity or duration to be considered substantially objectionable. The impact would be less than significant.

4.4 BIOLOGICAL RESOURCES

WOULD THE PROJECT:

a) HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?

No Impact. The Project site is located within the United States Geological Survey (USGS) Whittier 7.5-minute topographic quadrangle. Multiple sensitive and special status species of plants and wildlife and habitat have been observed throughout the Whittier Quadrangle; however, the project site is a paved road and sand and gravel spreading grounds. Accordingly, suitable habitat for biological resources does not exist on the site. As such, impacts related to candidate, sensitive, or special status species would be less than significant for the proposed project.

b) HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?

No Impact. No sensitive plant communities or riparian habitats are present on the project site or at the potential disposal sites. As such, no impacts to riparian habitats or sensitive natural communities would occur as a result of the proposed project.

c) HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?

No impact. Construction and operation of the proposed project would occur entirely within existing roadway and flood control rights-of-way. The proposed alignment is a paved asphalt street and the proposed location of the pumps and sump is a concrete paved canal. The surrounding area is primarily developed s residential and commercial and no wetlands exist on or in the vicinity of the project site. No impacts to wetlands would occur as a result of the proposed project.

d) INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?

No Impact. As discussed, the project area is a developed, urban environment containing residential, commercial, and minor amounts of park open space. No migratory wildlife corridors exist within the project site and no vegetation which could be used as a wildlife nursery would be removed. No impacts to wildlife corridors or nurseries would occur as a result of the proposed project.

e) CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

No Impact. As discussed, the project site does not contain any vegetation or trees which would provide suitable habitat for biological resources. As such, no impacts related to conflict with policies and ordinances protecting biological resources would occur.

f) CONFLICT WITH THE PROVISION OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?

No Impact. No habitat or vegetation communities exist at the project site. As such, no impacts related to habitat conservation plans would occur following implementation of the proposed project.

4.5 CULTURAL RESOURCES

WOULD THE PROJECT:

a) CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN §15064.5?

No Impact. Archival records research of the project area was conducted on December 17, 2007 at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The research focused on the identification of previously recorded cultural resources within a ½-mile radius of the proposed project area and involved review of historic maps and historic site and building inventories. The records search indicated that three historic resources have been recorded within ½-mile of the project area; all three resources are located within the boundaries of the Pio Pico State Historic Park, which is approximately ½ mile northeast of the project site.

The first resource, Resource 19-178611, is a historic building near the intersection of Interstate Freeway 605 and Whittier Boulevard, in the City of Whittier. The building, known as the Pio Pico Casa, was constructed in 1852 and served as the home of Pio Pico, the last Mexican governor of California. In 1915, the state of California took ownership of the property, which underwent restoration and was later operated as a museum by the State Parks department. Records indicate that the Pio Pico Casa was listed on the National Register of Historic Places (NR-73000408) in 1973 (Newland 1999) and is also California Historical Landmark No. 127.

The second historic resource, Resource 19-186932, is a lot of three administrative facilities within Pio Pico State Historic Park consisting of a park residence, a residential garage, and a comfort station. They were constructed from 1947 to 1948; however they were found ineligible for the National Register of Historic Places (Newland 1999).

The third historic resource, Resource CA-LAN-1179H, is a 247-meter by 168-meter historic trash deposit related to the Pio Pico Casa. The majority of recovered artifacts are of Euro-American origin and reflect the domestic use of the site mixed with Native American artifacts. Excavations

have also uncovered an earlier wooden floor and bricks, as well as fragments of glass bottles and ceramic vessels, nails, and building materials (Woodward 1984).

In addition to the three historic resources discussed above, according to the Historic Resource Inventory of listed properties, there are three historic period properties situated along the project alignment, all with addresses on Mines Avenue. However, all three of the historic period properties were previously evaluated and are currently identified as 6Y (ineligible for listing on the National Register of Historic Places).

Although there are three historic resources located within ½-mile of the project site, none are located within the boundaries of the project footprint. Additionally, the project would not include activities which would directly or indirectly alter the offsite resources and no impacts to historic resources would occur as a result of the proposed project.

b) CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO §15064.5?

In addition to the historic maps and historic site and building inventories, the archival records search included the review of previously recorded archaeological site records and reports. The records search revealed that one archaeological resource has been recorded within ½-mile of the project site: Resource CA-LAN-182, is a prehistoric Gabrielino village site first recorded in 1950. The site is within the Pio Pico State Historic Park and may be the location of the Gabrielino village, Sejat. The extent of the site is not known. Archaeological excavations took place in the 1940s, but all artifacts were subsequently lost. Additional excavations in 1984 uncovered a substantial amount of faunal bone, a few tarring pebbles, chert flakes, and fire-affected rock.

Based on the results of the record search, it is possible that prehistoric and historic archaeological resources may be present in the project area. Such resources may lie beneath the surface obscured by pavement or buried beneath alluvial sediment. Ground disturbing activities associated with construction of the proposed project would have the potential to damage or create a substantial adverse change to archaeological resources beneath the proposed project site. Mitigation measure CUL-1 is provided to reduce potential impacts to a less than significant level.

Mitigation Measure CUL-1. A qualified archaeological monitor shall be present during all ground disturbing activities, including pavement removal, trenching, boring and grading. The archaeological monitor shall have the authority to re-direct construction equipment in the event potential archaeological resources are encountered. In the event archaeological resources are encountered, work in the vicinity of the discovery shall halt until appropriate treatment of the resource is determine by a qualified archaeologist in accordance with the provisions of CEQA Section 15064.5.

c) DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OF UNIQUE GEOLOGIC FEATURE?

Less than Significant After Mitigation Incorporated. A paleontological records check was conducted for the project area by the County of Los Angeles Natural History Museum. The check indicated that the area surrounding the San Gabriel and Rio Hondo rivers is shallowly capped with recent alluvium which overlies older deposits associated with known fossil-bearing formations, particularly the terrestrial Pleistocene La Habra Formation and the marine Pliocene Fernando Formation. The closest vertebrate fossil locality associated with the La Habra Formation is LACM 3347, consisting of a fossil horse, located approximately 5.5 miles southeast of the project site, near the intersection of Leffingwell Road and La Mirada Boulevard. The closest vertebrate locality associated with the marine Pliocene Fernando Formation is LACM 1897, a fossil dolphin, Odontoceti. This locality is located approximately 2.6 miles east-southeast of the project area in the Puente Hills. Because installation of the pipeline would require excavation of sediment to a depth of approximately 10 feet below ground surface, construction activities have the potential to encounter paleontological resources. Mitigation measure CUL-1 is provided to reduce potential impacts to a less than significant level.

Mitigation Measure CUL-2. Excavation activities shall be monitored by a qualified paleontological monitor. The paleontological monitor shall have the authority to re-direct construction equipment in the event potential paleontological resources are encountered. In the event that fossils are discovered during Fossils recovered shall be prepared, identified and cataloged before denotation to an accredited repository designated by the lead agency.

d) DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

No Impact. The records search indicated that four cultural resources surveys were conducted within ½-mile of the project site. No formal cemeteries or other places of human internment are known to exist at the site and no evidence of human remains was observed during the cultural resources surveys. In addition, in the event human remains are encountered during construction activities, all work within the vicinity of the remains would halt in accordance with Health and Safety Code §7050.5, Public Resources Code §5097.98, and Section 15064.5 of the CEQA Guidelines. As such, potential impacts to human remains would not occur as a result of the proposed project.

4.6 GEOLOGY AND SOILS

WOULD THE PROJECT:

a) EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING:

I) RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.

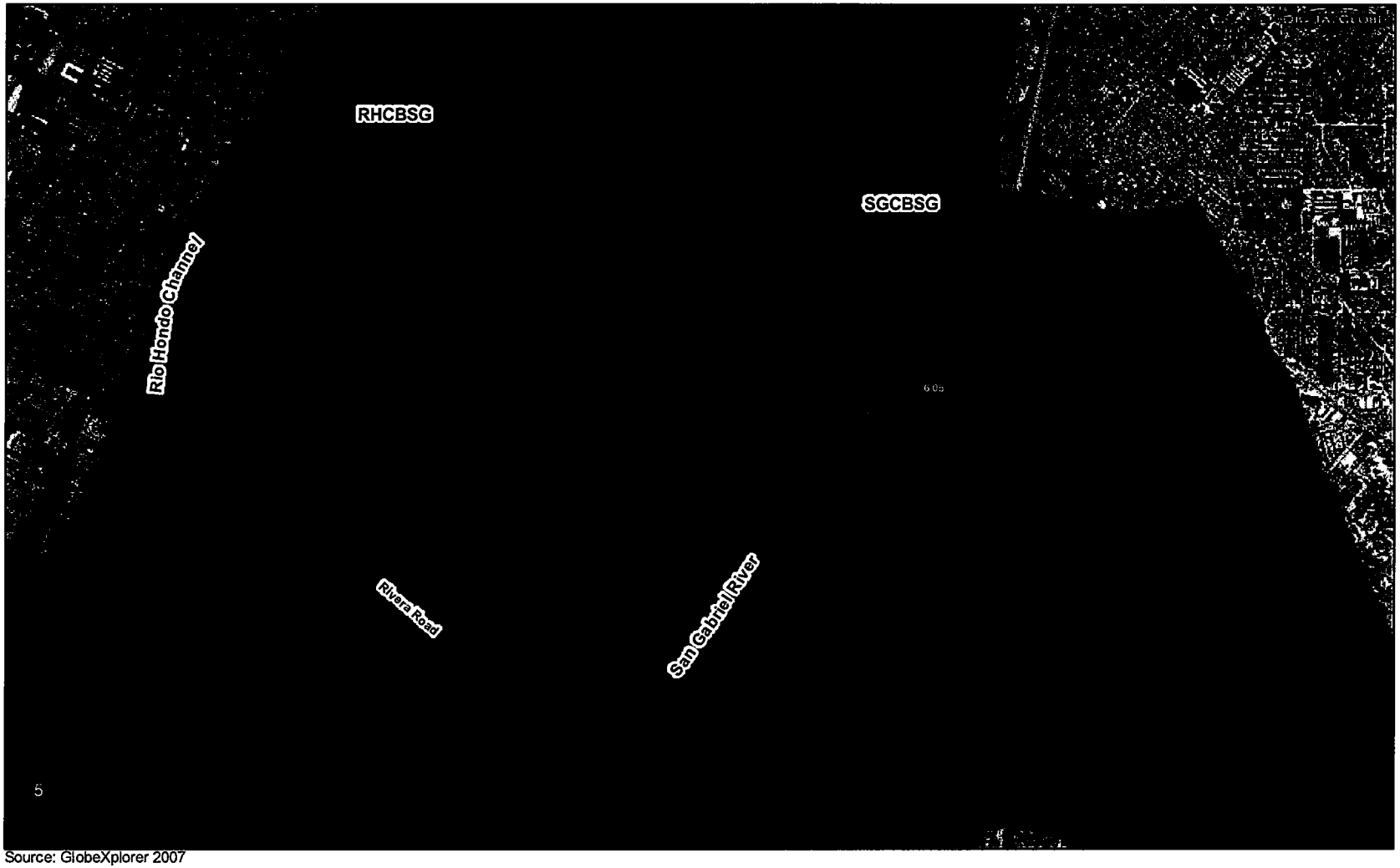
No Impact. The project site is not located within an Alquist-Priolo Earthquake Fault Zone (CGS 1991). The closest major fault zone to the project site is the Whittier Narrows fault zone, located approximately 2 miles northeast of the project site. Accordingly, there will be no impacts for the proposed project with respect to surface rupture of a known fault.

II) STRONG SEISMIC GROUND SHAKING?

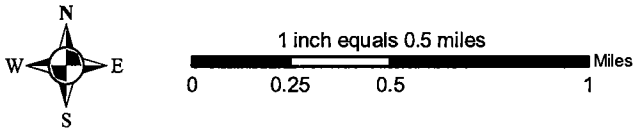
Less Than Significant Impact. There are no active faults that traverse the project site. Several potentially active faults are located in the project vicinity: Newport-Inglewood, Raymond, Los Alamitos, Whittier-Elsinore, Sierra Madre-San Fernando, and San Gabriel faults, but these are located more than two miles from the site (County of Los Angeles 1990). As discussed, the closest active fault to the project site is the Whittier Narrows fault, located approximately 2 miles northeast (CGS 1991). Seismic activity at area faults may result in groundshaking at the project site; however, seismic hazards from groundshaking are typical for many areas of Southern California and the potential for seismic activity would not be greater than for much of the Los Angeles area. Construction of the pipeline, pumps, and sump would be built in conformance with all applicable design standards, including appropriate temporary excavation shoring measures during construction. Accordingly, although the area would continue to be prone to seismic ground shaking, impacts related to risks associated with strong seismic ground shaking would be less than significant for the proposed project.

III) SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?

Less than Significant Impact. As shown in Figure 4-1, the proposed project site is located within a liquefaction hazard zone (CGS 1999). Liquefaction typically occurs when near-surface (usually upper 50 feet) saturated, clean, fine-grained loose sands, coupled with a shallow groundwater table, are subject to intense ground shaking. Impacts to the proposed alignment could occur if loose, unconsolidated sediment surrounding the underground pipeline was subjected to seismic shaking, which could cause the pipeline to move and potentially rupture as the supporting sediment surrounding it failed. However, the proposed project would be designed



Source: GlobeXplorer 2007



Proposed Alignment

Liquefaction Hazard Zone

Figure 4-1
Liquefaction Hazard Map

and installed in accordance with the Los Angeles County Flood Control District (District) Structural Design Manual, which references the American Concrete Institute Building Code 318-63 for reinforced concrete structures. Soils would be excavated and properly compacted per District requirements. Accordingly, impacts related to liquefaction would be less than significant for the proposed project.

IV) LANDSLIDES?

No Impact. Landslides and other slope failures are common occurrences during or soon after earthquakes. The area along the proposed alignment is developed and site topography is relatively level. Accordingly, the potential for seismically-induced landsliding in the project area is considered to be remote. Additionally, the project are is not located within an area designated by the State of California as an "area where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required" (CGS 1999). As discussed, soils would be excavated and properly compacted per District requirements. As such, no impacts related to landsliding would occur as a result of the proposed project.

b) RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

Less than Significant Impact. Construction of the proposed project would involve excavation of approximately 6,000 linear feet to a depth of 10 feet of sediment covered with asphalt roadway and the construction of three variable speed pumps and a sump within an existing concrete canal, which would disturb areas of land greater than one acre. Accordingly, the project would be subject to Storm Water Pollution Prevention Plan (SWPPP) requirements for erosion and sedimentation control during construction (see Section 4.8, Hydrology and Water Quality). Best management practices (BMPs) would be undertaken to control runoff and erosion from earth-moving activities such as grading and compaction. Because the project would be required to adhere to all applicable construction standards with regard to erosion control, impacts related to erosion or loss of topsoil would be less than significant for the project.

c) BE LOCATED ON A GEOLOGICAL UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE?

Less than Significant Impact. One of the major types of liquefaction induced ground failures is lateral spreading of mildly sloping ground. Lateral spreading involves primarily lateral movement of earth materials due to ground shaking and is evidenced by near-vertical cracks with predominantly horizontal movement of the soil mass involved. As discussed above, the project

site is located in an area that is susceptible to liquefaction, including the related lateral spreading, or seismically induced landslides (CGS 1999). However, as discussed, the pipeline would be designed and installed in accordance with the Los Angeles County Flood Control District (District) Structural Design Manual and soils would be excavated and properly compacted per District requirements. The surrounding topography is relatively flat and the proposed project does not involve activities which would be expected to increase the risk of off-site landslides. Subsidence is the lowering of surface elevation due to changes occurring underground and is associated with earth fissures, which are cracks in the ground surface that can be more than 100 feet deep. Collapsible soils consist of loose dry materials that collapse and compact under the addition of water or excessive loading. Collapsible soils are prevalent throughout the southwestern United States, specifically in areas of young alluvial fans. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. Because of the unknown nature of the sediment below the proposed alignment, the project site could potentially be susceptible to subsidence and collapse. However, as discussed, soils would be excavated and properly compacted per District requirements and no change in the land use which would increase the exposure of people or buildings to subsidence or collapse would occur as a result of the proposed project. No habitable structures would be constructed and accordingly, impacts related to unstable soil would be less than significant.

d) BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?

No Impact. Expansive soils generally result from specific clay minerals that expand when saturated and shrink in volume when dry. The project site is located in an area of active channel wash sediments, which typically consist primarily of bouldery, cobbley, gravelly, sandy, or silty sediments (CGS 1998). In addition, the proposed project would not involve the construction of structures which would susceptible to the effects of soil expansion. Accordingly, no impacts related to expansive soils would occur as a result of the proposed project.

e) HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER?

No Impact. The proposed project would install a water conveyance pipeline between the RHCBSG and the SGCBSG and construct associated pumps and a sump in a concrete canal within the SGBCBSG ad would not require the use of septic tanks or alternative wastewater disposal systems. As such, no impacts would occur.

4.7 HAZARDS AND HAZARDOUS MATERIALS

WOULD THE PROJECT:

a) CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?

No Impact. The proposed pipeline would allow for the transfer of water between the RHCBSG and the SGCBSG and would not require the use of hazardous materials. The project would not generate new sources of hazardous materials. Accordingly, no impacts related to the routine use of hazardous materials would occur as a result of the proposed project.

b) CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?

Less than Significant Impact. An Environmental Data Records (EDR) Report, included in the Technical Appendix), was prepared for the project site which detailed the results of a search of available databases and lists of hazardous materials sites. The EDR report indicated 8 unique sites within a one-mile radius of the project site listed on 10 hazardous materials databases. No groundwater flow direction data was available; however, based on topography at the site, the anticipated groundwater flow direction is to the south, towards the San Gabriel River. Accordingly, the sites which pose a potential hazard to the soil and groundwater beneath the project site are located to the north. These 3 unique sites are detailed in Table 4.7-1.

TABLE 4.7-1 HAZARDOUS MATERIALS SITE WITHIN ONE-MILE OF THE PROJECT SITE

	Site Name/Address	Database	Distance from Project
1	ARCO #9669/Circle K (Formerly Thrifty) 5923 Rosemead Boulevard	Cortese, LUST, UST, HIST UST, SWEEPS UST	1/8 – 1/4
2	EXXON Service Station 5900 Rosemead Boulevard	HIST UST	1/8 – 1/4
3	SOS Metals 8526 Whittier Boulevard	ENVIROSTOR	1/2 – 1

Source: EDR 2008

Notes:
SWEEPS UST: Statewide Environmental Evaluation and Planning System Underground Storage Tank
LUST: Leaking Underground Storage Tank
CORTESE: Not abbreviated
ENVIROSTOR: Not abbreviated

As Table 4.7-1 shows, three hazardous materials sites are located upgradient of the project site. The ARCO/Circle K/former Thrifty Site is listed on the Cortese, Underground Storage Tank (UST), Leaking UST (LUST), Historic UST (HIST UST), and the Statewide Environmental Evaluation and Planning System UST (SWEEPS UST) databases. The site is listed on the HIST UST database for the historical presence of four gasoline and two waste oil USTs belonging to the former Thrifty Station. No information is available regarding their installation; however, the LUST and SWEEPS UST databases indicate that in 1997, a site assessment determined that the gasoline tanks had leaked, affecting the groundwater in the vicinity of the project site. The leaking tanks were removed and replaced in 1998 and over 785 tons of contaminated sediment was removed and treated. Quarterly groundwater monitoring was conducted at the site and the LUST database refers to the case status as closed. Given the removal and remediation activities which have occurred onsite and the case closed status, the groundwater and soil beneath the project site is not expected to have been impacted by the former Thrifty Site. The existing ARCO/Circle K Site is listed on the UST and Cortese for currently operating USTs and disposing of hazardous materials. No violations or leaks have been reported for the existing uses and the inclusion of the site on these databases in absence of violations or leaks does not indicated the potential for the site to have impacted the groundwater or soil beneath the proposed project area. Accordingly, impacts related to the ARCO/Circle K/former Thrifty Site would be less than significant (EDR 2008).

The EXXON Site is listed on the HIST UST site for the operation of three gasoline and one waste oil USTs onsite. No violations or leaks have been reported for the site and as such, it is not anticipated that the EXXON Site has impacted the soil or groundwater beneath the project site. The SOS Metals Site is listed on the ENVIROSTOR database, which details sites which have formerly been contaminated but which have been released for reuse or those where an environmental deed restriction has been placed on the property to prevent future use which may be incompatible with the former or existing use of the site. Neither of these situations would indicate a potential hazard to the project site and given the distance between the SOS Metals Site and the project area (1/2 to 1 mile), the groundwater and soil beneath the project site would not be expected to be impacted by the SOS Metals Site. Accordingly, impacts related to the EXXON and SOS Metals Sites would be less than significant.

c) EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?

Less than Significant Impact. Two schools are located within ¼-mile of the project site: Valencia Elementary School (9241 Cosgrove Street), located 0.1-mile southwest of Mines Avenue; and Meller Elementary School (9115 Balfour Street), located 0.2-mile southwest of Mines Avenue. Construction activities associated with the proposed project would emit

hazardous emissions (criteria pollutants) involve the handling of hazardous materials (fuels, lubricants, and oils). However, the handling of minor amounts of hazardous materials, as discussed above, would be in compliance with applicable regulations. Operation of the proposed project would not emit hazardous emissions or handle hazardous materials. Accordingly, impacts to local schools would be less than significant for the proposed project.

d) BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

No Impact. The EDR report was compiled pursuant to Government Code Section 65962.5 and is included in the Technical Appendix. Although the databases contain several sites adjacent to project area, neither the RHCBSG nor the SGCBSG is included on any hazardous materials databases and no known regional contaminant plumes exist beneath Mines Avenue within the proposed excavation area. As such, no impacts related to the site's inclusion on a hazardous materials sites database would occur as a result of the proposed project.

e) FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?

No Impact. The project area is not located within and airport land use plan. The nearest airport to the project site is the El Monte Airport located approximately 7.2 miles northeast (AirNav 2008). The proposed project would not create a safety hazard from proximity to a public airport and no impact would occur as a result.

f) FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?

No Impact. The project site is not located within the vicinity of a private airstrip. The nearest private airstrip to the site is Goodyear Blimp Base Airport located approximately 14 miles southwest of the project site in Carson, California (AirNav 2008). No impacts related to private airstrip vicinity would occur as a result of the proposed project.

g) IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

Less than Significant Impact. During construction of the proposed project, access to the project area would be maintained in accordance with all emergency response and evacuation plans. Operation of the proposed project would primarily occur underground and would not affect emergency access or evacuation. Accordingly, impacts would be less than significant.

h) EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?

Less than Significant Impact. The project site is located within the urban, developed City of Pico Rivera. No wildlands exists within or adjacent to the proposed alignment and no aspect of the proposed project would create the potential for wildland fires to occur within the vicinity. Additionally, operation of the proposed project would primarily occur underground. No impacts related to wildland fires would occur as a result of the proposed project.

4.8 HYDROLOGY AND WATER QUALITY

WOULD THE PROJECT:

a) VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?

Less than Significant Impact. The proposed project would be subject to the regulations established in the statewide National Pollutant Discharge Elimination System (NPDES) general construction activity stormwater permit administered by the Regional Water Quality Control Board (RWQCB). Specific requirements include, at a minimum, BMPs for sediment control, construction materials control, site management, and erosion control. In addition, a SWPPP would be developed for construction materials and waste management as the project would require disturbance of more than one acre of land. In the event construction activities require the disturbance of soil during the rainy season as defined as October 1 through April 15, a wet weather erosion control plan (WWECP) would also be developed. Adherence to RWQCB requirements would be enforced through plan check reviews and site inspections. Compliance with the above-mentioned requirements would reduce sediment-laden runoff, prevent the migration of contaminants from construction areas to surface waters, and ensure stormwater discharges do not violate applicable water quality standards. Operation of the proposed project would occur underground and would serve to allow water conveyance between he RHCBSG and

the SGCBSG. No changes to the function of the spreading grounds would occur and no impacts to water quality or discharge requirements would occur during operation of the proposed project.

b) SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED USES FOR WHICH PERMITS HAVE BEEN GRANTED)?

No Impact. The project site serves as a recharge basin for the Central Groundwater Basin. The proposed project would install an underground pipeline which would allow for the transfer of water between the RHCBSG and the SGCBSG. Construction activities would not consume significant quantities of water and operation of the proposed project would not alter the existing use of the site or result in an increase in the amount of impermeable surface area at the site. The proposed project would serve to allow for greater water conservation potential at the spreading grounds, and would not result in a decrease of groundwater supplies. Overall, the potential for groundwater recharge would increase, not decrease, as a result of the project and no impact would occur.

c) SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?

Less than Significant Impact. The proposed project would not alter the course of a stream or river, nor would it affect the drainage pattern of the site. Construction activities would result in temporary alterations of surface drainage characteristics at the project site. As discussed above, potential impacts related to erosion and siltation off-site would be addressed through compliance with RWQCB requirements during construction. Following construction, Mines Avenue would be restored to its previous condition and stormwater runoff in the project vicinity would continue to drain to the stormdrain network. As such, erosion impacts would be less than significant for the proposed project.

d) SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE?

Less than Significant Impact. As discussed above, the proposed project would not alter the course of a stream or river, nor would it affect the drainage pattern of the site. Temporary construction alterations would be subject to the requirements of the RWQCB and would adhere to the SWPPP prepared for the project. Operation of the project would not alter the existing drainage pattern of the site and impacts would be less than significant for the proposed project.

e) CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORM WATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?

Less than Significant Impact. The proposed pipeline would install an underground pipeline beneath Mines Avenue and construct associated pumps and a sump in an existing concrete canal within the SGCBSG. Grading activities would be in compliance with the requirements of the RWQCB's SUSMP. As such, the rate and quantity of runoff from the site would not be permitted to increase during construction. Following the installation of the pipeline, the project site would be fully restored to existing conditions, and no increase in the amount of impermeable surfaces which would result in an increase in the amount of runoff would occur. Stormwater flows would continue to flow towards the municipal stormdrain network and the project would not substantially increase the rate or amount of surface runoff or exceed the capacity of existing stormwater drainage systems. Impacts would be less than significant for the proposed project.

f) OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?

Less than Significant Impact. Construction of the proposed project would include grading and other construction activities that could cause deterioration of water quality. However, construction would comply with NPDES regulations, through preparation of a SWPPP and incorporation of construction BMPs. Construction workers would be required to ensure proper site upkeep, including trash and hazardous material storage. Compliance with these regulations and standards would reduce potential impacts related to surface and groundwater water quality to less than significant for the proposed project. Additionally, operation of the proposed project would allow for the transfer of water between the RHCBSG and the SGCBSG through an underground pipeline and would not have the potential to degrade water quality.

g) PLACE HOUSING WITHIN A 100-YEAR FLOOD HAZARD AREA AS MAPPED ON A FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?

No Impact. Following the completion of the restoration of the Los Angeles River flood protection system undertaken by The U.S. Army Corps of Engineers (USACE) in cooperation with the Los Angeles County Department of Public Works, 80 percent of the area with Pico Rivera previously designated as within the 100-year flood hazard area, including the project site, has been removed from the hazard area. Additionally, the proposed project would not include the construction of housing. Accordingly, no significant impacts would be expected to occur as a result of the proposed project.

h) PLACE WITHIN A 100-YEAR FLOOD HAZARD AREA STRUCTURES, WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?

Less than Significant Impact. As discussed above, the project site is no longer located within the 100-year flood plain. Additionally, the majority of the proposed project would operate underground and the associated aboveground pumps and sump would not be of a size to impede or redirect flood flows. No impacts related to 100-year flood zone hazards would occur as a result of the proposed project.

i) EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?

Less than Significant Impact. The project site is located within the inundation hazard area of the Whittier Narrows Dam. However, as discussed, the majority of the proposed project would occur underground and associated aboveground features would not be of a size which would be expected to impede or redirect flow. Neither construction nor operation of the proposed project would increase the existing potential for exposure of flood water resulting from failure of the Whittier Narrows Dam. As such, impacts related to flooding would be less than significant for the proposed project.

j) INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?

Less than Significant Impact. The project site is located approximately 19 miles northeast of the Pacific Ocean and would not be susceptible to tsunami. Additionally, the Whittier Narrows Dam is located two miles north of the project site and would not have the potential to affect the site through potential seiche events within the reservoir pool. As previously discussed, the project area is relatively flat and is located well outside of the foothills of nearby mountain area. As such, the risks of mudflow at the site would be anticipated to be low. Therefore, impacts

associated with tsunami, seiche, and mudflow would be less than significant for the proposed project.

4.9 LAND USE AND PLANNING

WOULD THE PROJECT:

a) PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?

No Impact. The proposed project would construct and install a water conveyance pipeline between the RHCBSG and SGCBSG and construct associated pumps and a sump in an existing concrete canal within SGCBSG. Operation of the pipeline would occur entirely underground and would not alter the existing use of the site. Accordingly, the project would not divide an established community and no impact would occur as a result of implementation of the proposed project.

b) CONFLICT WITH ANY APPLICABLE LAND USE PLAN, POLICY, OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING, BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, LOCAL COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

No Impact. The project would occur entirely within existing pubic street and flood control district rights-of-way. Following construction, Mines Avenue would continue to serve roadway and parking purposes and the spreading grounds would continue to serve as a groundwater recharge facilities. The project would not alter the existing land uses of the site and the project would not conflict with any land use policies or regulations. Accordingly, no impacts would occur as a result of the proposed project.

c) CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?

No Impact. As discussed in Section 4.4 above, no vegetation would be removed as part of the proposed project. Accordingly, no impacts to conservation plans would occur following implementation of the proposed project.

4.10 MINERAL RESOURCES

WOULD THE PROJECT:

a) RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?

No Impact. The County of Los Angeles General Plan establishes sand and gravel as mineral resources (DRP 1986). The proposed project would install a water conveyance pipeline beneath an existing roadway and would construct associated pumps and a sump in an existing concrete canal. The project site is not located within a mineral resources recovery site and the project would not result in a loss of sand or gravel (Pico Rivera 1993). Accordingly, no impacts to mineral resources would occur.

b) RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN OR OTHER LAND USE PLAN?

No Impact. Refer to Mineral Resources response (a) above. No impact to locally important mineral resource recovery sites would occur as a result of the proposed project.

4.11 NOISE

SENSITIVE RECEPTORS

Noise-sensitive receptors are generally considered humans engaged in activities, or utilizing land uses, that may be subject to the stress of significant interference from noise. Land uses often associated with sensitive receptors include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, concert halls, houses of worship, and libraries. There are residences adjacent to Mines Avenue on both the north and south sides for most segments of the project. Additional sensitive receptors include a library, park, and senior center.

EXISTING NOISE

The principal sources of noise in the project area are vehicles on Mines Avenue and on the streets crossing Mines Avenue. Noise levels were measured in the project area on Thursday, December 27, 2007. The results of the measurements are shown in Table 11-1.

TABLE 4.11-1 EXISTING NOISE LEVELS

ID	Location description and time	Noise Level, dBA Leq			Notes
		Leq	Lmax	Lmin	
1	Mines Ave., 60 ft. east of Paramount on north side, 1 ft from face of curb. 12/27/07 – 12:00-12:20 PM	65	83	45	Lmax from large garbage truck close to meter Traffic count for 20 min – 86 autos and light trucks; 1 heavy truck Posted speed limit – 35 mph
2	Mines Ave., just east of Rosemead on north side at Pico Rivera Public Library, 4 ft from curb. 12/27/07 – 12:30-12:50 PM	63	75	48	Lmax from large trucks on Mines and Rosemead Traffic count for 20 min – 86 autos and light trucks; 2 heavy trucks
3	Mines Ave., just east of Passons on south side at residence, 1 ft from curb and 10 ft from residence. 12/27/07 – 13:00-13:20 PM	71/64a	96	48	Lmax from two motorcycles on Passons Traffic count for 20 min – 60 autos and light trucks; 2 heavy trucks Posted speed limit – 25 mph
4	East terminus of Mines Ave at NE corner of residence and adjacent to San Gabriel Spreading Ground. 1 ft from curb and 10 ft from residence fence. 12/27/07 – 13:27-13:47 PM	52	70	42	No traffic, being the end of the road. Noise from television in adjacent residence and from bikers and walkers on adjacent bicycle trail.

Noise levels were measured using a Larson Davis Model 712 sound level meter.
a – At location 3, the Leq without the influence of the two motorcycles is 64 dBA.

APPLICABLE REGULATIONS

The City of Pico Rivera Municipal Code addresses noise in Chapter 8.40 of the code. There are no quantitative standards for either construction noise or operations noise, nor are there hours limiting the performance of construction work. Section 8.40.10, Unnecessary Noise Prohibited states the following general requirement:

"No person shall make, cause or suffer, or permit to be made, upon any premises owned, occupied or controlled by him, any unnecessary noises or sounds which are physically annoying to persons of ordinary sensitiveness, or which are so harsh or so prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of any neighborhood."

Quantitative standards for assessment of impact are based on the recommendation of the Federal Transit Administration (FTA 2006). For construction noise to residential land uses, the FTA recommends a daytime maximum on-hour average noise level (Leq) of 90 dBA, and a nighttime limit of 80 dBA Leq.

WOULD THE PROJECT RESULT IN:

a) EXPOSURE OF PERSONS TO OR GENERATION OF NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

Less than Significant Impact After Mitigation Incorporated. The magnitude of construction noise impacts depends on the type of construction activity, the noise level generated by various pieces of construction equipment, the distance between the activity and noise sensitive receivers, and any shielding effects that might result from local barriers, including topography. Construction noise levels at and near the proposed project would fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. Table 4.11-2 shows maximum noise levels (Lmax) associated with various types of construction related equipment at 50 feet from the noise source compiled by the Federal Transit Administration (2006). The list was used in this analysis to estimate construction noise.

TABLE 4.11-2 TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Typical Maximum Noise Level 50 feet from source (dBA)
Air Compressor	81
Backhoe	80
Compactor	82
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Jackhammer	88
Loader	85
Paver	89
Truck	88
Source: Federal Transit Administration 2006.	

Construction noise would be generated by diesel engine-driven construction equipment used for trench excavation; loading, unloading, and placing materials; and paving. Diesel engine-driven trucks would bring materials to the site and remove the spoils from trench excavation and pavement removal. Additional noise would be made by jackhammers or other impact equipment used for pavement breaking. Other potential sources of noise are traffic control devices, such as signs advising drivers of closed lanes and the need to change lanes.

Under load conditions, diesel engine noise levels may reach as high as 85 to 90 dBA Lmax at a distance of 50 feet from the equipment. Construction equipment noise is considered a "point source," and is attenuated over distance at a rate of 6 dBA for each doubling of distance. Thus, a

noise level of 85 dBA at 50 feet would be 79 dBA at 100 feet and 73 dBA at 200 feet from the source.

The proposed project is linear, and each activity would occur directly in front of any individual residence usually for a maximum of a few hours in a day, and occasionally for a full work day or two. Nighttime work is planned for the project along Rosemead Boulevard; however, nighttime construction would only occur adjacent to commercial properties and would not occur near residential uses. During each operation, equipment goes through varying load cycles and there are breaks for the operators and for nonequipment tasks, such as measurement. Although maximum short-duration noise levels may be 85 to 90 dBA at a distance of 50 feet during most construction activities, hourly average noise levels 50 feet from the center of the construction activity would be anticipated to be at least 5 dBA less than the maximum levels, or 80 to 85 dBA Leq.

Most homes along Mines Avenue are set back from the street approximately 30 to 40 feet. Depending on the location of the proposed pipeline within Mines Avenue, maximum construction noise levels would range from 6 dBA less to 4 dBA more than the values at 50 feet. Average noise levels at the residences would not exceed 90 dBA Leq. During the period of maximum exposure to jackhammer or diesel engine noise, normal speech would be difficult in the front yards of the homes or in front rooms with windows open. Because of the linear, moving nature of the project, the disturbance would be of relatively short duration.

Additionally, elevated construction noise levels for the demolition, trenching, pipe installation and backfill, and paving operations will generally occur for less than a day to a few days at a time at any individual receptor. Noise levels are anticipated to be occasionally disturbing. Average noise levels would be less than 90 dBA Leq. Because of the short duration of impact, the impact would be less than significant.

Noise from engine-powered traffic control devices, also called signal boards, is generally different from the intermittent and transient construction noise described above because the engines in the traffic control devices usually run continuously through the day and night. The noise from these devices, when operated near residences, can be excessive and disturbing, especially in the nighttime hours when the ambient noise levels are low. In order to avoid a potential noise impact from traffic control equipment, Mitigation Measure NOISE-1 would be incorporated into the project.

When the pipeline installation is complete, no operational noise along the pipeline is anticipated. The pumps would be operated occasionally when it would be necessary to move water from the SGCBSG to the RHCBSG. The pump station would be approximately 450 feet from the nearest sensitive receptors, and the pumps would be below the ground level. With the combination of distance and shielding, noise impacts from the pumps would be less than significant.

Mitigation Measure NOISE-1. Traffic control devices, signal boards, or similar equipment located within 300 feet of residences shall not be powered by internal combustion engines or similar noise-generating sources unless it is demonstrated that the noise level at the nearest sensitive receptors would be less than 5 dBA greater than the noise level without the device operating for all hours of operation.

b) EXPOSURE OF PERSONS TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Less than Significant Impact. Heavy construction operations can cause groundborne vibration. The heaviest equipment, such as pile drivers or large bulldozers, can generate vibrations of 0.089 to 1.52 inches per second peak particle velocity (PPV) at a distance of 25 feet (FTA 2006). It is not anticipated that any of this heavy equipment would be used on the proposed project. The equipment with the greatest vibration potential that may be used on the proposed project is a jackhammer, with a source level of 0.035 inches per second PPV at 25 feet. There are no applicable standards City, state, or federal standards for vibration. The Federal Transit Administration (FTA) recommends maximum limits of 0.2 inches per second PPV for fragile buildings and 0.12 inches per second PPV for very fragile buildings. It is not anticipated that jackhammer operations would be closer than 15 feet to buildings, and vibration would not exceed 0.2 inches per second PPV. Impact to buildings would be less than significant.

For people passing within 25 feet of the operations, vibration from jackhammer use would be perceptible, but not excessive. The exposure would be transient. Impact would be less than significant.

c) A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

No Impact. As discussed above, when the pipeline installation is complete, no operational noise from the pipeline is anticipated. Pump operation, as described above would be neither a permanent increase in noise levels nor substantial. There would be no impact.

d) A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

Less Than Significant Impact After Mitigation Incorporated. As discussed above, there would be an increase in ambient noise levels during construction. With Mitigation Measure NOISE-1 incorporated, noise levels from traffic control devices would be less than significant. Noise levels from pipeline construction operations would be occasionally disturbing but less than significant.

e) FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

No Impact. The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. As such, no noise impacts from excessive aircraft noise would occur.

f) FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

No Impact. The project site is not located in the vicinity of any private airstrips. As such, no noise impacts from proximity to private airstrips would occur.

4.12 POPULATION AND HOUSING

WOULD THE PROJECT:

a) INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?

No Impact. The proposed project would install a water conveyance pipeline between the RHCBSG and the SGCBSG and construct associated pumps and a sump in a concrete canal within the SGCBSG. During construction, the work force is expected to be generated from the existing labor pool in the County of Los Angeles. Following construction, Mines Avenue would continue to function as a public street and the spreading grounds would continue to serve groundwater recharge purposes and no new homes, businesses, or infrastructure would be created. Although the project would increase the storage capacity of the recharge basins, this would only improve the operational efficiency of the interaction between the Whittier Narrows Dam and the spreading grounds and would not induce substantial population growth. The project would allow the County to maximize groundwater supplies to meet existing potable water

demands, thereby decreasing the region's reliance on imported water.[5] Accordingly, no impacts to population growth would occur as a result of the proposed project.

b) DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

No Impact. The proposed project would not displace existing housing or interfere with potential or planned future development of housing. Therefore, the proposed project would not result in impacts to housing nor necessitate the construction of replacement housing. No impact would occur as a result.

c) DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

No Impact. The proposed project would not displace any people, or result in the need for replacement housing. No impact would occur as a result of the proposed project of the project.

4.13 PUBLIC SERVICES

WOULD THE PROJECT

a) RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE FOLLOWING PUBLIC SERVICES:

I) FIRE PROTECTION?

Less than Significant Impact. The city of Pico Rivera contracts to the Los Angeles County Fire Department for fire prevention, protection and control, as well as medical and other emergency services. There are three fire stations in Pico Rivera with the closest station to the project area being Fire Station #103 (7300 Paramount Boulevard), located approximately 1.2 miles to the south west. The project site would continue to be served by the County of Los Angeles Fire Department and the Pico Rivera stations as needed. Construction and operation of the proposed

[5] Approximately half of the region's water supply is imported from outside of the coastal plain of Southern California. The imported water sources are from northern California via the State Water Project (Sacramento Bay Delta); the Colorado River; and the Los Angeles Aqueduct (Eastern Sierra). Local supplies are derived primarily from groundwater sources, which produce on average about 1.3 million-acre feet per year of groundwater.

project would not require additional fire facilities and access to the site would be maintained during temporary lane closures in accordance with County fire policies and regulations. Additionally, as discussed above and in Section 4.15, adequate notification of the details and predicted timeframe of lane closures would be provided to the fire department prior to the closure. As such, impacts related to fire protection would be less than significant for the proposed project.

II) POLICE PROTECTION?

Less than Significant Impact. The City of Pico Rivera contracts with the Los Angeles County Sheriff for law enforcement services. The Pico Rivera Station (6631 Passons Boulevard) would continue to serve the project site. Neither construction nor operation of the proposed project would require additional police facilities and access would be maintained during temporary lane closures in accordance with sheriff's department policies and procedures. Additionally, as discussed above and in Section 4.15, adequate notification of the details and predicted timeframe of lane closures would be provided to the sheriff department prior to the closure. Accordingly, impacts related to police protection would be less than significant for the proposed project.

III) SCHOOLS?

No Impact. The proposed project would install a water conveyance pipeline between the RHCBSG and the SGCBSG and would not provide new housing or a large number of employment opportunities; therefore it would not generate new students or increase the demand on local school systems. No impact to schools would occur as a result of the proposed project.

IV) PARKS?

No Impact. William A. Smith park is located adjacent to the proposed alignment on the south corner of the intersection of Mines Avenue and Rosemead Boulevard. Access to the park would be maintained during construction of the proposed project. Operation of the pipeline and pumps and sump would occur entirely underground and within existing flood control right-of-way, respectively. Accordingly, no impacts to parks would occur as a result of the proposed project.

V) OTHER PUBLIC FACILITIES?

No Impact. Rosemary Gurrola Community Library is located on the east corner of the intersection of Mines Avenue and Rosemead Boulevard, while the Pico Rivera Senior Center is located across Mines Avenue, adjacent to William A. Smith park. Construction of the proposed project would not limit access to the library or senior center and operation of the project would occur underground or within existing flood control right-of-way. No impacts to other public facilities are expected to result from implementation of the proposed project.

4.14 RECREATION

WOULD THE PROJECT:

a) INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?

No Impact. As discussed, the proposed project would not result in an increase in population, which would potentially increase the use of William A. Smith park. No impacts related to the deterioration of neighborhood parks would occur as a result of the proposed project.

b) INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES, WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?

No Impact. The proposed project is intended to allow for the conveyance of water between the RHCBSG and the SGCBSG and would not result in the creation of any new recreational facilities or expansion of existing recreation facilities. As such, the proposed project would not impact existing recreational opportunities.

4.15 TRANSPORTATION/TRAFFIC

WOULD THE PROJECT:

a) CAUSE AN INCREASE IN TRAFFIC THAT IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO CAPACITY RATIO ON ROADS, OR CONGESTION AT INTERSECTIONS)?

Less than Significant Impact. During construction, the number of daily trips within the vicinity would increase as a result of construction workers traveling to and from the site and hauling of demolition debris. However, these increases would be relatively minor and temporary in nature. As discussed in Section 2, excavation and installation activities would require temporary lane closures for traffic along Rosemead Boulevard and Passons Boulevard at their intersections with Mines Avenue. The LACDPW would coordinate with the City of Pico Rivera to develop a traffic control plan for the temporary lane closures and would limit construction in these locations to outside peak travel hours. As detailed in Section 2, the traffic control plan would contain project specific measures for noticing, signage, policy guidelines, and the limitation of lane closures to off-peak hours. Additionally, temporary lane closures would not be expected to occur for longer

than one week. Operation of the project would not result in an increase in vehicle trips or volume to capacity ratios. As such, impacts to roadway congestion and traffic increases would be less than significant for the proposed project.

b) EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE LOS ANGELES COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?

Less than Significant Impact. As discussed, the proposed project would not significantly increase the number of vehicle trips within the vicinity of the site. In addition, operation of the proposed project would result in no increase in vehicle trips. Accordingly, the project, when considered alone or with future anticipated increases in traffic would not result in individually or cumulatively significant impacts to level of service standards.

c) RESULTS IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?

No Impact. Neither construction nor operation of the proposed project has the potential to affect air traffic patterns. No impacts would occur as a result of the proposed project.

d) SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

No Impact. The proposed pipeline beneath Mines Avenue would be located entirely underground and its operation would not interfere with traffic along the street. Should maintenance of the pipeline be required, LADPW would be required to coordinate with the City of Pico Rivera to ensure that adequate traffic control measures are undertaken prior to any work which would require temporary lane closures or detours. Other project features would be located in a concrete canal currently used for flood control and water conservation purposes. All proposed project features would compatible with existing uses and no dangerous design features would be created. No impacts would occur.

e) RESULT IN INADEQUATE EMERGENCY ACCESS?

Less than Significant Impact. Refer to Section 4.8(g) for discussion of emergency access. Impacts would be less than significant for the proposed project.

f) RESULT IN INADEQUATE PARKING CAPACITY?

Less than Significant Impact. As discussed in Section 2, excavation and installation activities would require temporary losses of parking along Mines Avenue adjacent to the active construction area. However, approximately 271 designated perpendicular parking spaces exist along Mines Avenue, with an estimated additional 4,680 feet of space available for parallel parking. With a conservative estimate of 26 feet per parallel space, there is approximately 461 parking spaces available along Mines Avenue. Temporary losses of parking due to construction would be limited to those required for the maneuvering of equipment and would not be expected to exceed 40 spaces on any given day, resulting in a maximum loss of less than 9 percent of the total parking available. The LACDPW would coordinate with the City of Pico Rivera prior to construction for applicable parking permits and construction would not occur during the weekend hours when the highest anticipated levels of park use or resident use respectively would occur. Additionally, the majority of the residences along Mines Avenue have driveway or garage access via an alley located north of Mines Avenue and the retail shopping area, William A. Smith Park, community library, and the senior center sites contain their own onsite parking lots. Following construction, operation of the proposed project would not result in the loss of any currently available parking or require the creation of additional parking. As such, impacts related to parking capacity would be less than significant for the proposed project.

g) CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?

No Impact. The proposed project would install an underground water conveyance pipeline and construct associated pumps and a sump and would not involve the construction or removal of alternative transportation facilities. No impact would occur.

4.16 UTILITIES AND SERVICE SYSTEMS

WOULD THE PROJECT:

a) EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?

No Impact. The proposed project would not result in the creation of wastewater. No changes to facilities or operations at existing wastewater treatment facilities would occur and no impact to wastewater treatment requirements of the RWQCB would occur.

b) REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

No Impact. Construction activities would utilize existing water supplies and would not generate wastewater. Operation of the proposed project would not require water supplies nor would it generate wastewater. Accordingly, the project would not require the construction of new or expanded water or wastewater treatment facilities and no impacts would occur.

c) REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORM WATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

No Impact. Runoff from the site would continue to drain towards the municipal stormdrain network. Following construction, Mines Avenue would be fully restored to its existing paved condition and the amount of runoff would not increase as a result of either construction or operation-related activities. Accordingly, no impact to stormwater drainage capacity would occur as a result of the proposed project.

d) HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCES, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?

No Impact. The proposed project is intended to allow for the transfer of existing water between the RHCBSG and the SGCBSG and would not require new or expanded water supply entitlements during construction or operation. Accordingly, no impacts to water supplies would occur.

e) RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?

No Impact. Neither construction nor operation of the proposed project would generate wastewater. As such, no impact to wastewater treatment capacity would occur and no mitigation would be required.

f) BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?

Less than Significant Impact. Construction debris from demolition of the existing dam facilities would be recycled or transported to County landfills and disposed of in accordance with applicable County regulations. The amount of debris generated during project construction is estimated to be approximately 10,000 cubic yards, which would not be expected to significantly impact landfill capacities. Operation of the proposed project would not generate any solid waste. Impacts to landfill capacity would be less than significant for the proposed project.

g) COMPLY WITH FEDERAL STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

Less than Significant Impact. As discussed, solid waste would be disposed of at County landfills. Transportation and disposal of construction debris would be in accordance with all applicable Federal, State, and local regulations. No waste would be generated during operation of the proposed project. Accordingly, impacts related to solid waste would be less than significant for the proposed project.

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

a) DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF A FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL, OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?

Less than Significant Impact. The analysis conducted in this IS/MND results in a determination that the proposed project would not have a significant effect on the local environment. The proposed project would construct approximately 6,000 linear feet of 78-inch rubber-gasketed reinforced concrete pipe between the RHCBSG and the SGCBSG beneath Mines Avenue and would construct three concrete outlet structures within the existing spreading grounds footprint. Three variable speed pumps and a sump would also be installed in the canal at the SGCBSG and the entire system would be linked through a telemetry system. The project would be undertaken to allow for the transfer of water between the two spreading grounds as needed and ultimately, greater water conservation potential. The analysis determined that the proposed project would not have the potential to result in impacts related to agricultural resources, biological resources,

land use, mineral resources, population and housing, or recreation. The analysis also concluded that impacts related to aesthetics, light, and glare, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, public services, transportation and traffic, and utilities and service systems would be less than significant for the proposed project. Potentially significant impacts related to cultural resources and noise would be reduced to a less than significant level through implementation of the provided mitigation measures. Accordingly, the proposed project involves no potential for significant impacts through the degradation of the quality of the environment, the reduction in the habitat or population of fish or wildlife, including endangered plants or animals, the elimination of a plant or animal community or example of a major period of California history or prehistory.

b) DOES THE PROJECT HAVE IMPACTS THAT ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF A PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS.)

Less than Significant Impact. As discussed in the IS/MND, the proposed project would result in impacts to some environmental resources. The implementation of the identified project-specific mitigation measures and compliance with applicable codes, ordinances, laws, and other required regulations would reduce the magnitude of any impacts associated with construction activities to a less than significant level.

CONSTRUCTION

The proposed project site is located on public street and LACDPW rights-of-way, surrounded by the urban, developed City of Pico Rivera. At the IS/MND level of evaluation, it is not possible to identify all present and probable future projects in the vicinity of the proposed project; however, numerous redevelopment and infrastructure improvements projects in the vicinity of the project area have begun environmental review. Simultaneous construction activities associated with multiple projects in the project area have the potential to result in cumulative impacts related to air quality, biological resources, hydrology and water quality, recreation, transportation and traffic, and utilities and service systems. Cultural resources, geology and soils, hazards and hazardous materials, noise, and public services impacts are typically site specific and do not result in cumulatively considerable impacts when considered in conjunction with other related projects. Additionally, the proposed project would result in no impacts to biological resources or recreation during construction; and accordingly, cumulative impacts would not occur. As such, during construction, the proposed project has the potential to result in cumulative impacts to air quality, hydrology and water quality, transportation and traffic, utilities and service systems, and global climate change.

With regard to air quality, the SCAQMD has established incremental emissions thresholds to determine whether a project will contribute to significant impacts. The analysis determined that the project would not significantly impact air quality, either temporarily through construction, or permanently during operation. It is assumed that any related development in the area are required to undergo similar environmental analysis under CEQA and implement measures to reduce or eliminate potentially significant impacts. As such, the project is not anticipated to result in cumulatively considerable impacts to air quality.

With regard to hydrology and water quality, construction activities associated with the proposed project and other nearby projects have the potential to degrade water quality through contaminated runoff and erosion of exposed sediment. The proposed project would prepare a SWPPP and WWECP and implement required BMPs for water quality during construction. Additionally, the project site would be designed to retain stormwater onsite to recharge the underlying Central Groundwater Basin. It is assumed that other projects in the area would implement similar mitigation measures and best management practices to avoid significantly impacting water quality. Additionally, any nearby project affecting more than one acre of land would be required to prepare a SWPPP to address site and project specific hydrology and water quality impacts associated with their project. The SWPPP would include measures the projects would be required to implement in order to prevent significant impacts to water quality. As such, it is not anticipated that the proposed project would result in cumulatively considerable impacts to water quality during construction.

Traffic impacts, similar to those related to air quality, would be dependent on the timing and location of related project construction in conjunction with the construction of the proposed project. Construction activities would generate truck traffic and vehicular traffic associated with construction worker travel and temporary increased congestion during lane closures. Impacts resulting from the proposed project would be temporary and are not expected to be significant, as discussed above. While construction traffic for the related projects would occur within the vicinity of the proposed project, the LACDPW would coordinate with the City of Pico Rivera to develop a traffic control plan. During the consultation process, cumulative traffic congestion impacts which could potentially arise from related projects in the vicinity occurring simultaneously with the proposed project would be identified and avoided prior to the approval of the plan. Accordingly, the proposed project is not anticipated to result in traffic impacts that are cumulatively considerable.

Cumulative impacts to utilities and service systems resulting from the proposed project and related projects could result if the amount of solid waste requiring disposal exceeded the available capacity of landfills. However, the proposed project would only require the removal and disposal of approximately 10,000 cubic yards of material, which is a very minor amount of debris. Additionally, County landfills are permitted to accept a designated approved amount of solid waste per day and any contractor attempting to dispose of solid waste at that landfill would be

required to dispose of it at another facility still accepting debris that day, or wait for the following day. Because County landfills are self-regulating in this manner, cumulative impacts related to exceeding landfill capacity would not be anticipated for the proposed project.

Construction-related impacts to global climate change would result from off-road construction equipment and on-road vehicles used for site preparation, grading, and construction of the proposed psychiatric urgent care center. However, construction-related emissions would be temporary and would not continue following the completion of the construction phase of the proposed project. Nearby construction of related projects would also be temporary. Given the temporary nature of the construction-related emissions, impacts related to global climate change would be less than significant for the proposed project.

OPERATION

Operation of the proposed project would allow for the transfer of water between the RHCBSG and the SGCBSG as needed, and ultimately, greater water conservation potential within the spreading grounds. A project within the proposed area would have the potential to result in cumulative operational impacts to aesthetics, light, and glare, air quality, hydrology and water quality, transportation and traffic, utilities and service systems, land use, population and housing, recreation, and global climate change. Operation of the proposed project would have no impact on air quality, hydrology and water quality, transportation and traffic, land use, recreation, or global climate change and as such, would not have the potential to result in cumulatively considerable impacts when considered with other projects in the vicinity.

Although the project would alter the existing appearance of the project site by constructing three outlet structures and the sumps and pump in the spreading grounds, they would be in keeping with the current use and character of the site. Additional projects currently proposed at the project site would also be consistent with water conservation purposes and would not include elements which would be inconsistent with the current use of the site. Accordingly, the project would not result in cumulatively considerable impacts related to aesthetics, light, and glare.

Operation of the proposed project would require the occasional use of electricity to power the pumps, sump, and telemetry system, the use would be temporary and not ongoing. Large redevelopment projects in the area would be required to have adequate electricity supplies available prior to project approval. The occasional use of electricity by the proposed project would not be of a sufficient amount to result in a cumulative impact to utilities and service systems when considered with other related projects in the area.

c) DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS, WHICH WILL CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?

Less than Significant Impact. The proposed would not result in substantial adverse effects on human beings, either directly or indirectly. Mitigation measures are provided to reduce the project's potential effects on cultural resources and noise below the level of significance. No additional mitigation measures would be required. Adverse effects on human beings resulting from implementation of the proposed project would be less than significant.

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6 LIST OF PREPARERS

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7 RESPONSE TO COMMENTS

The Draft IS/MND was distributed for public review on January 17, 2008, initiating a 30-day public review period pursuant to CEQA and its implementing guidelines. During this public review period, one acknowledgment of receipt letter was received from a public agency and one comment letter was received from a citizen. Copies of the letters are provided in this section, as well as responses to the individual comments contained in the letters.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

February 19, 2008

Wendy La
Los Angeles County Water Resource Division
900 South Fremont Street
Alhambra, CA 91803

Subject: San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project
SCH#: 2008011056

Dear Wendy La:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on February 15, 2008, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. 1-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2008011056
Project Title San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project
Lead Agency Los Angeles County Department of Public Works

Type MN Mitigated Negative Declaration
Description D

The proposed project would install approximately 6,000 linear feet of 78-inch rubber-gasketed reinforced concrete pipe between the Rio Hondo Coastal Basin Spreading Grounds (RHCBSG) and the San Gabriel Coastal Basin Spreading Grounds (SGCBSG). The pipeline would be installed beneath Mines Avenue and would include one concrete outlet structure at each Basin 2 of the Rio Hondo and San Gabriel Coastal Basin Spreading Grounds (SGCBSG) and three variable speed pumps and a sump in the cement-line canal at SGCBSG. The entire system would be linked through a telemetry system in order to ensure the proper operation of the gates when the pump is active.

Lead Agency Contact

Name Wendy La
Agency Los Angeles County Water Resource Division
Phone 626-458-6136 **Fax**
email
Address 900 South Fremont Street
City Alhambra **State** CA **Zip** 91803

Project Location

County Los Angeles
City Pico Rivera
Region
Cross Streets Mines Avenue & Paramount Boulevard to Mines Avenue & 0.25 mile east of Cord Avenue
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-605, CA-19, CA-72
Airports
Railways Metrolink
Waterways Rio Hondo, San Gabriel River
Schools 14
Land Use Los Angeles County Spreading Grounds and Collector Roadway

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Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Cumulative Effects; Landuse

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Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; State Water Resources Control Board, Division of Water Rights; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission; San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy

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Date Received 01/17/2008 **Start of Review** 01/17/2008 **End of Review** 02/15/2008

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

LETTER 1: STATE CLEARINGHOUSE

Comment No.	Response
1-1	The State Clearinghouse (SCH) has indicated their receipt of the San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project IS/MND and has assigned the document a corresponding SCH number. The SCH also indicates that no public agencies submitted written comments on the project or IS/MND.

Ms. Grivas,

We, Eleanor Bullock Keller and Joseph E. Keller, appreciate the opportunity to comment on the "Notice of Intent to Adopt, Draft Initial Study/ Mitigated Negative Declaration, San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project." We represent three Assessor's Identification Numbers (AINs) that are impacted by this Project.

This property is currently in Eleanor's Aunt's Trust, (Evalyn L. Bullock, deceased) for which Eleanor is the Trustee. Such property is in the process of being transferred into our Trust.

The three AINs are: 6376-024-003, 6376-024-004, and 8174-004-004. The Flood Control District subjected these three to a surface easement for flood control and water conservation. This was ratified by the LA County Superior Court in 1940. The Final Judgment for the case, No. 413310, was filed on September 27, 1940.

Prior to this, in a Stipulation, No. 413-310, it was decreed that the use of the parcels by the Plaintiff, the LA County Flood Control District, "shall not interfere with, but at all times, be subject to the paramount rights, hereby reserved, to said defendants [this was Eleanor's Grandmother and Aunt, as mentioned above, both deceased], their heirs, [this is Eleanor], and assigns, to enter and re-enter that portion of said parcels which is within a distance of seventy-five (75) feet from the irregular line that borders said parcel on its westerly side, for the purpose of exploring or drilling for, pumping, producing and transporting oil and gas, and to construct thereon roads, derricks or other necessary structures or equipment to extract and carry off oil and gas from beneath the surface of the said parcels of land in, over and across which the afore-mentioned easement is being condemned." 2-1

We would like to understand how this potential Project would impact our property rights, as described above. Until we are certain that such Project will not impede our rights we cannot endorse it. Would it be possible for you or the Flood Control District to provide us with a letter indicating that such Project will not hinder our property rights?

Because we are in the Sierras and will not have time to submit a letter postmarked by February 18, we are appreciative of your offer to accept an email. Please let us know if you receive this.

Eleanor Bullock Keller and Joseph E. Keller, PhD.

LETTER 2: ELEANOR BULLOCK KELLER AND JOSEPH E. KELLER, PHD.

Comment No.	Response
2-1	The comment has been noted. LACDPW has reviewed the easement and determined that the proposed project would not impact the owner's property rights and construction and operational-related activities would be within the scope of the easement obtained by the Flood Control District through the condemnation action.

8 MITIGATION MONITORING AND REPORTING PROGRAM

Public Resources Code, Section 21081.6 requires that mitigation measures identified in environmental review documents prepared in accordance with CEQA be implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during preparation of the final plans and specifications and project construction phase of the San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project.

The Los Angeles County Department of Public Works is the lead agency responsible for implementation of the mitigation measures identified in the MND. The MMRP includes the following information:

- the phase of the project during which the required mitigation measure must be implemented;
- the phase of the project during which the required mitigation measure must be monitored;
- the enforcement agency; and
- the monitoring agency.

The MMRP also includes a checklist to be used during the mitigation monitoring period. The checklist will verify the name of the monitor, the date of the monitoring activity, and any related remarks for each mitigation measure.

TABLE 8-1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement / Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
CULTURAL RESOURCES						
CUL-1. A qualified archaeological monitor shall be present during all ground disturbing activities, including pavement removal, trenching, boring and grading. The archaeological monitor shall have the authority to re-direct construction equipment in the event potential archaeological resources are encountered. In the event archaeological resources are encountered, work in the vicinity of the discovery shall halt until appropriate treatment of the resource is determine by a qualified archaeologist in accordance with the provisions of CEQA Section 15064.5. **CUL-2.** Excavation activities shall be monitored by a qualified paleontological monitor. The paleontological monitor shall have the authority to re-direct construction equipment in the event potential paleontological resources are encountered. In the event that fossils are discovered during Fossils recovered shall be prepared, identified and cataloged before denotation to an accredited repository designated by the lead agency.	Construction	Construction	LADPW			
NOISE						
NOISE-1. Traffic control devices, signal boards, or similar equipment located within 300 feet of residences shall not be powered by internal combustion engines or similar noise-generating sources unless it is demonstrated that the noise level at the nearest sensitive receptors would be less than 5 dBA greater than the noise level without the device operating for all hours of operation.	Pre-construction and Construction	Pre-construction and Construction	LADPW			

San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project

Final Initial Study and Mitigated Negative Declaration Technical Appendix

Prepared For:
County of Los Angeles
Department of Public Works
Water Resources Division
900 South Fremont Avenue, 2nd Floor
Alhambra, California 91803-1331

Prepared By:
EDAW, Inc.
3780 Wilshire Boulevard, Suite 250
Los Angeles, California 90010

July 2008

Technical Appendix

URBEMIS Air Quality Calculations

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Urbemis 2007 Version 9.2.2

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\kurtzj\My Documents\Active\Montebello Pipeline\Urbemis\SGR Urb 122607.urb9

Project Name: Montebello SGR Pipeline 122607

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (lbs/day unmitigated)	11.26	69.30	52.15	0.03	3.94	5.10	9.04	0.84	4.69	5.53	7,730.64
2008 TOTALS (lbs/day mitigated)	11.26	69.30	52.15	0.03	2.46	5.10	7.56	0.53	4.69	5.22	7,730.64

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Urbemis 2007 Version 9.2.2

Detail Report for Summer Construction Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\kurtzj\My Documents\Active\Montebello Pipeline\Urbemis\SGR Urb 122607.urb9

Project Name: Montebello SGR Pipeline 122607

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10 Total	PM2.5 Dust	PM2.5 Exhaust	PM2.5 Total	CO2
Time Slice 4/1/2008-4/14/2008 Active	2.54	19.65	11.16	0.01	3.84	1.28	5.11	0.80	1.17	1.98	1,952.24
Demolition 04/01/2008-09/30/2008	0.77	5.78	3.51	0.00	1.82	0.41	2.23	0.38	0.38	0.76	615.09
Fugitive Dust	0.00	0.00	0.00	0.00	1.81	0.00	1.81	0.38	0.00	0.38	0.00
Demo Off Road Diesel	0.58	3.53	1.98	0.00	0.00	0.31	0.31	0.00	0.28	0.28	299.01
Demo On Road Diesel	0.17	2.22	0.91	0.00	0.01	0.10	0.11	0.00	0.09	0.09	253.86
Demo Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.22
Fine Grading 04/01/2008-	1.77	13.87	7.65	0.00	2.01	0.87	2.88	0.42	0.80	1.22	1,337.14
Fine Grading Dust	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.42	0.00	0.42	0.00
Fine Grading Off Road Diesel	1.55	11.41	5.73	0.00	0.00	0.76	0.76	0.00	0.69	0.69	968.59
Fine Grading On Road Diesel	0.19	2.40	0.99	0.00	0.01	0.11	0.12	0.00	0.10	0.10	275.22
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 4/15/2008-5/2/2008 Active	6.33	41.18	29.25	0.02	3.89	2.90	6.79	0.82	2.67	3.49	4,528.37
Building 04/15/2008-11/14/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Demolition 04/01/2008-09/30/2008	0.77	5.78	3.51	0.00	1.82	0.41	2.23	0.38	0.38	0.76	615.09
Fugitive Dust	0.00	0.00	0.00	0.00	1.81	0.00	1.81	0.38	0.00	0.38	0.00
Demo Off Road Diesel	0.58	3.53	1.98	0.00	0.00	0.31	0.31	0.00	0.28	0.28	299.01
Demo On Road Diesel	0.17	2.22	0.91	0.00	0.01	0.10	0.11	0.00	0.09	0.09	253.86
Demo Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.22
Fine Grading 04/01/2008-	1.77	13.87	7.65	0.00	2.01	0.87	2.88	0.42	0.80	1.22	1,337.14
Fine Grading Dust	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.42	0.00	0.42	0.00
Fine Grading Off Road Diesel	1.55	11.41	5.73	0.00	0.00	0.76	0.76	0.00	0.69	0.69	968.59
Fine Grading On Road Diesel	0.19	2.40	0.99	0.00	0.01	0.11	0.12	0.00	0.10	0.10	275.22
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 5/5/2008-5/30/2008 Active	7.48	47.77	34.06	0.02	3.89	3.47	7.37	0.82	3.19	4.02	5,154.51
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07

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Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45
Building 04/15/2008-11/14/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Demolition 04/01/2008-09/30/2008	0.77	5.78	3.51	0.00	1.82	0.41	2.23	0.38	0.38	0.76	615.09
Fugitive Dust	0.00	0.00	0.00	0.00	1.81	0.00	1.81	0.38	0.00	0.38	0.00
Demo Off Road Diesel	0.58	3.53	1.98	0.00	0.00	0.31	0.31	0.00	0.28	0.28	299.01
Demo On Road Diesel	0.17	2.22	0.91	0.00	0.01	0.10	0.11	0.00	0.09	0.09	253.86
Demo Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.22
Fine Grading 04/01/2008-	1.77	13.87	7.65	0.00	2.01	0.87	2.88	0.42	0.80	1.22	1,337.14
Fine Grading Dust	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.42	0.00	0.42	0.00
Fine Grading Off Road Diesel	1.55	11.41	5.73	0.00	0.00	0.76	0.76	0.00	0.69	0.69	968.59
Fine Grading On Road Diesel	0.19	2.40	0.99	0.00	0.01	0.11	0.12	0.00	0.10	0.10	275.22
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 6/2/2008-9/30/2008 Active	**10.89**	**66.49**	**50.91**	**0.03**	**3.94**	**4.70**	**8.64**	**0.84**	**4.32**	**5.16**	**7,582.58**
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07
Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45
Building 04/15/2008-11/14/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Building 06/02/2008-11/26/2008	3.41	18.72	16.85	0.01	0.05	1.23	1.28	0.02	1.13	1.14	2,428.08
Building Off Road Diesel	2.79	13.09	8.24	0.00	0.00	0.97	0.97	0.00	0.89	0.89	1,155.57
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Demolition 04/01/2008-09/30/2008	0.77	5.78	3.51	0.00	1.82	0.41	2.23	0.38	0.38	0.76	615.09
Fugitive Dust	0.00	0.00	0.00	0.00	1.81	0.00	1.81	0.38	0.00	0.38	0.00
Demo Off Road Diesel	0.58	3.53	1.98	0.00	0.00	0.31	0.31	0.00	0.28	0.28	299.01
Demo On Road Diesel	0.17	2.22	0.91	0.00	0.01	0.10	0.11	0.00	0.09	0.09	253.86
Demo Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.22
Fine Grading 04/01/2008-	1.77	13.87	7.65	0.00	2.01	0.87	2.88	0.42	0.80	1.22	1,337.14
Fine Grading Dust	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.42	0.00	0.42	0.00
Fine Grading Off Road Diesel	1.55	11.41	5.73	0.00	0.00	0.76	0.76	0.00	0.69	0.69	968.59
Fine Grading On Road Diesel	0.19	2.40	0.99	0.00	0.01	0.11	0.12	0.00	0.10	0.10	275.22
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 10/1/2008-10/31/2008	10.12	60.71	47.40	0.03	2.12	4.29	6.41	0.46	3.94	4.40	6,967.49
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07
Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45
Building 04/15/2008-11/14/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Building 06/02/2008-11/26/2008	3.41	18.72	16.85	0.01	0.05	1.23	1.28	0.02	1.13	1.14	2,428.08
Building Off Road Diesel	2.79	13.09	8.24	0.00	0.00	0.97	0.97	0.00	0.89	0.89	1,155.57
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Fine Grading 04/01/2008-	1.77	13.87	7.65	0.00	2.01	0.87	2.88	0.42	0.80	1.22	1,337.14
Fine Grading Dust	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.42	0.00	0.42	0.00
Fine Grading Off Road Diesel	1.55	11.41	5.73	0.00	0.00	0.76	0.76	0.00	0.69	0.69	968.59
Fine Grading On Road Diesel	0.19	2.40	0.99	0.00	0.01	0.11	0.12	0.00	0.10	0.10	275.22
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 11/3/2008-11/14/2008	8.34	46.84	39.74	0.03	0.11	3.42	3.53	0.04	3.15	3.18	5,630.35
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07
Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45
Building 04/15/2008-11/14/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Building 06/02/2008-11/26/2008	3.41	18.72	16.85	0.01	0.05	1.23	1.28	0.02	1.13	1.14	2,428.08
Building Off Road Diesel	2.79	13.09	8.24	0.00	0.00	0.97	0.97	0.00	0.89	0.89	1,155.57
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Time Slice 11/17/2008-11/26/2008	4.56	25.31	21.66	0.01	0.06	1.80	1.86	0.02	1.65	1.67	3,054.21
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07
Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45
Building 06/02/2008-11/26/2008	3.41	18.72	16.85	0.01	0.05	1.23	1.28	0.02	1.13	1.14	2,428.08
Building Off Road Diesel	2.79	13.09	8.24	0.00	0.00	0.97	0.97	0.00	0.89	0.89	1,155.57
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Time Slice 11/27/2008-12/5/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07
Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45

Phase Assumptions

Phase: Demolition 4/1/2008 - 9/30/2008 - Default Demolition Description
Building Volume Total (cubic feet): 45000
Building Volume Daily (cubic feet): 4312.5
On Road Truck Travel (VMT): 59.9
Off-Road Equipment:
1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 4/1/2008 - 10/31/2008 - Pipeline trenching and spoils removal
Total Acres Disturbed: 2.1
Maximum Daily Acreage Disturbed: 0.1
Fugitive Dust Level of Detail: Default
20 lbs per acre-day
On Road Truck Travel (VMT): 64.94
Off-Road Equipment:
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 2 hours per day

Phase: Paving 5/5/2008 - 12/5/2008 - Default Paving Description
Acres to be Paved: 2.1
Off-Road Equipment:
1 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day
1 Pavers (100 hp) operating at a 0.62 load factor for 2 hours per day
1 Rollers (95 hp) operating at a 0.56 load factor for 2 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 4/15/2008 - 11/14/2008 - Pipeline installation
Off-Road Equipment:
1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 2 hours per day

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Phase: Building Construction 6/2/2008 - 11/26/2008 - Pump station installation
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
1 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

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Urbemis 2007 Version 9.2.2

Detail Report for Summer Construction Mitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\kurtzj\My Documents\Active\Montebello Pipeline\Urbemis\SGR Urb 122607.urb9

Project Name: Montebello SGR Pipeline 122607

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Summer Pounds Per Day, Mitigated)

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10 Total	PM2.5 Dust	PM2.5 Exhaust	PM2.5 Total	CO2
Time Slice 4/1/2008-4/14/2008 Active	2.54	19.65	11.16	0.01	2.35	1.28	3.63	0.49	1.17	1.67	1,952.24
Demolition 04/01/2008-09/30/2008	0.77	5.78	3.51	0.00	1.82	0.41	2.23	0.38	0.38	0.76	615.09
Fugitive Dust	0.00	0.00	0.00	0.00	1.81	0.00	1.81	0.38	0.00	0.38	0.00
Demo Off Road Diesel	0.58	3.53	1.98	0.00	0.00	0.31	0.31	0.00	0.28	0.28	299.01
Demo On Road Diesel	0.17	2.22	0.91	0.00	0.01	0.10	0.11	0.00	0.09	0.09	253.86
Demo Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.22
Fine Grading 04/01/2008-	1.77	13.87	7.65	0.00	0.53	0.87	1.40	0.11	0.80	0.91	1,337.14
Fine Grading Dust	0.00	0.00	0.00	0.00	0.52	0.00	0.52	0.11	0.00	0.11	0.00
Fine Grading Off Road Diesel	1.55	11.41	5.73	0.00	0.00	0.76	0.76	0.00	0.69	0.69	968.59
Fine Grading On Road Diesel	0.19	2.40	0.99	0.00	0.01	0.11	0.12	0.00	0.10	0.10	275.22
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 4/15/2008-5/2/2008 Active	6.33	41.18	29.25	0.02	2.40	2.90	5.31	0.51	2.67	3.18	4,528.37
Building 04/15/2008-11/14/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Demolition 04/01/2008-09/30/2008	0.77	5.78	3.51	0.00	1.82	0.41	2.23	0.38	0.38	0.76	615.09
Fugitive Dust	0.00	0.00	0.00	0.00	1.81	0.00	1.81	0.38	0.00	0.38	0.00
Demo Off Road Diesel	0.58	3.53	1.98	0.00	0.00	0.31	0.31	0.00	0.28	0.28	299.01
Demo On Road Diesel	0.17	2.22	0.91	0.00	0.01	0.10	0.11	0.00	0.09	0.09	253.86
Demo Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.22
Fine Grading 04/01/2008-	1.77	13.87	7.65	0.00	0.53	0.87	1.40	0.11	0.80	0.91	1,337.14
Fine Grading Dust	0.00	0.00	0.00	0.00	0.52	0.00	0.52	0.11	0.00	0.11	0.00
Fine Grading Off Road Diesel	1.55	11.41	5.73	0.00	0.00	0.76	0.76	0.00	0.69	0.69	968.59
Fine Grading On Road Diesel	0.19	2.40	0.99	0.00	0.01	0.11	0.12	0.00	0.10	0.10	275.22
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 5/5/2008-5/30/2008 Active	7.48	47.77	34.06	0.02	2.41	3.47	5.89	0.51	3.19	3.71	5,154.51
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07

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Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45
Building 04/15/2008-11/14/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Demolition 04/01/2008-09/30/2008	0.77	5.78	3.51	0.00	1.82	0.41	2.23	0.38	0.38	0.76	615.09
Fugitive Dust	0.00	0.00	0.00	0.00	1.81	0.00	1.81	0.38	0.00	0.38	0.00
Demo Off Road Diesel	0.58	3.53	1.98	0.00	0.00	0.31	0.31	0.00	0.28	0.28	299.01
Demo On Road Diesel	0.17	2.22	0.91	0.00	0.01	0.10	0.11	0.00	0.09	0.09	253.86
Demo Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.22
Fine Grading 04/01/2008-	1.77	13.87	7.65	0.00	0.53	0.87	1.40	0.11	0.80	0.91	1,337.14
Fine Grading Dust	0.00	0.00	0.00	0.00	0.52	0.00	0.52	0.11	0.00	0.11	0.00
Fine Grading Off Road Diesel	1.55	11.41	5.73	0.00	0.00	0.76	0.76	0.00	0.69	0.69	968.59
Fine Grading On Road Diesel	0.19	2.40	0.99	0.00	0.01	0.11	0.12	0.00	0.10	0.10	275.22
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 6/2/2008-9/30/2008 Active	**11.26**	**69.30**	**52.15**	**0.03**	2.46	**5.10**	7.56	0.53	**4.69**	5.22	**7,730.64**
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07
Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45
Building 04/15/2008-11/14/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Building 06/02/2008-11/26/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Demolition 04/01/2008-09/30/2008	0.77	5.78	3.51	0.00	1.82	0.41	2.23	0.38	0.38	0.76	615.09
Fugitive Dust	0.00	0.00	0.00	0.00	1.81	0.00	1.81	0.38	0.00	0.38	0.00
Demo Off Road Diesel	0.58	3.53	1.98	0.00	0.00	0.31	0.31	0.00	0.28	0.28	299.01
Demo On Road Diesel	0.17	2.22	0.91	0.00	0.01	0.10	0.11	0.00	0.09	0.09	253.86
Demo Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.22
Fine Grading 04/01/2008-	1.77	13.87	7.65	0.00	0.53	0.87	1.40	0.11	0.80	0.91	1,337.14
Fine Grading Dust	0.00	0.00	0.00	0.00	0.52	0.00	0.52	0.11	0.00	0.11	0.00
Fine Grading Off Road Diesel	1.55	11.41	5.73	0.00	0.00	0.76	0.76	0.00	0.69	0.69	968.59
Fine Grading On Road Diesel	0.19	2.40	0.99	0.00	0.01	0.11	0.12	0.00	0.10	0.10	275.22
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 10/1/2008-10/31/2008	10.49	63.51	48.63	0.03	0.64	4.69	5.33	0.15	4.31	4.46	7,115.55
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07
Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45
Building 04/15/2008-11/14/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Building 06/02/2008-11/26/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Fine Grading 04/01/2008-	1.77	13.87	7.65	0.00	0.53	0.87	1.40	0.11	0.80	0.91	1,337.14
Fine Grading Dust	0.00	0.00	0.00	0.00	0.52	0.00	0.52	0.11	0.00	0.11	0.00
Fine Grading Off Road Diesel	1.55	11.41	5.73	0.00	0.00	0.76	0.76	0.00	0.69	0.69	968.59
Fine Grading On Road Diesel	0.19	2.40	0.99	0.00	0.01	0.11	0.12	0.00	0.10	0.10	275.22
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 11/3/2008-11/14/2008	8.72	49.65	40.98	0.03	0.11	3.82	3.93	0.04	3.51	3.55	5,778.40
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07
Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45
Building 04/15/2008-11/14/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Building 06/02/2008-11/26/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Time Slice 11/17/2008-11/26/2008	4.93	28.12	22.89	0.01	0.06	2.20	2.25	0.02	2.02	2.04	3,202.27
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07
Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45
Building 06/02/2008-11/26/2008	3.79	21.52	18.09	0.01	0.05	1.63	1.68	0.02	1.49	1.51	2,576.14
Building Off Road Diesel	3.16	15.89	9.48	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,303.62
Building Vendor Trips	0.47	5.34	3.83	0.01	0.03	0.24	0.27	0.01	0.22	0.23	794.39
Building Worker Trips	0.16	0.29	4.78	0.01	0.02	0.01	0.03	0.01	0.01	0.02	478.12
Time Slice 11/27/2008-12/5/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Asphalt 05/05/2008-12/05/2008	1.15	6.60	4.80	0.00	0.01	0.57	0.58	0.00	0.53	0.53	626.13
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Paving Off Road Diesel	1.06	6.34	3.49	0.00	0.00	0.56	0.56	0.00	0.52	0.52	481.07
Paving On Road Diesel	0.01	0.18	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01	20.61
Paving Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 4/1/2008 - 10/31/2008 - Pipeline trenching and spoils removal

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

Phase Assumptions

Phase: Demolition 4/1/2008 - 9/30/2008 - Default Demolition Description

Building Volume Total (cubic feet): 45000

Building Volume Daily (cubic feet): 4312.5

On Road Truck Travel (VMT): 59.9

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 4/1/2008 - 10/31/2008 - Pipeline trenching and spoils removal

Total Acres Disturbed: 2.1

Maximum Daily Acreage Disturbed: 0.1

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 64.94

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 2 hours per day

Phase: Paving 5/5/2008 - 12/5/2008 - Default Paving Description

Acres to be Paved: 2.1

Off-Road Equipment:

1 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 2 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 2 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

12/27/2007 09:29:56 PM

Phase: Building Construction 4/15/2008 - 11/14/2008 - Pipeline installation
Off-Road Equipment:
1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 2 hours per day

Phase: Building Construction 6/2/2008 - 11/26/2008 - Pump station installation
Off-Road Equipment:
1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 2 hours per day

Environmental Database Report

Executive Summary

The EDR Radius Map
with GeoCheck®

San Gabriel River Pipeline
Mines Avenue/Rosemead Boulevard
Pico Rivera, CA 90660

Inquiry Number: 2111427.1s

January 03, 2008

EDR® Environmental
Data Resources Inc

The Standard in Environmental Risk Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

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GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

MINES AVENUE/ROSEMEAD BOULEVARD
PICO RIVERA, CA 90660

COORDINATES

Latitude (North):	33.990420 - 33˚ 59' 25.5"
Longitude (West):	118.087160 - 118˚ 5' 13.8"
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	399587.3
UTM Y (Meters):	3761432.0
Elevation:	171 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	33118-H1 WHITTIER, CA
Most Recent Revision:	1981
North Map:	34118-A1 EL MONTE, CA
Most Recent Revision:	1981

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL..... National Priority List
Proposed NPL..... Proposed National Priority List Sites
Delisted NPL..... National Priority List Deletions
NPL LIENS..... Federal Superfund Liens
CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP..... CERCLIS No Further Remedial Action Planned
CORRACTS..... Corrective Action Report

EXECUTIVE SUMMARY

ERNS..... Emergency Response Notification System
HMIRS..... Hazardous Materials Information Reporting System
US ENG CONTROLS..... Engineering Controls Sites List
US INST CONTROL..... Sites with Institutional Controls
DOD..... Department of Defense Sites
FUDS..... Formerly Used Defense Sites
US BROWNFIELDS..... A Listing of Brownfields Sites
CONSENT..... Superfund (CERCLA) Consent Decrees
ROD..... Records Of Decision
UMTRA..... Uranium Mill Tailings Sites
ODI..... Open Dump Inventory
TRIS..... Toxic Chemical Release Inventory System
TSCA..... Toxic Substances Control Act
FTTS..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS..... Section 7 Tracking Systems
LUCIS..... Land Use Control Information System
DOT OPS..... Incident and Accident Data
ICIS..... Integrated Compliance Information System
RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator
RCRA-NonGen..... RCRA - Non Generators
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing
US CDL..... Clandestine Drug Labs
RADINFO..... Radiation Information Database
LIENS 2..... CERCLA Lien Information
RCRA-LQG..... RCRA - Large Quantity Generators
RCRA-TSDF..... RCRA - Transporters, Storage and Disposal
PADS..... PCB Activity Database System
MLTS..... Material Licensing Tracking System
MINES..... Mines Master Index File
FINDS..... Facility Index System/Facility Registry System
RAATS..... RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

HIST Cal-Sites..... Historical Calsites Database
CA BOND EXP. PLAN..... Bond Expenditure Plan
SCH..... School Property Evaluation Program
Toxic Pits..... Toxic Pits Cleanup Act Sites
SWF/LF..... Solid Waste Information System
CA WDS..... Waste Discharge System
WMUDS/SWAT..... Waste Management Unit Database
CA FID UST..... Facility Inventory Database
AOCONCERN..... San Gabriel Valley Areas of Concern
AST..... Aboveground Petroleum Storage Tank Facilities
LIENS..... Environmental Liens Listing
CHMIRS..... California Hazardous Material Incident Report System
Notify 65..... Proposition 65 Records
LA Co. Site Mitigation..... Site Mitigation List
DEED..... Deed Restriction Listing
VCP..... Voluntary Cleanup Program Properties
WIP..... Well Investigation Program Case List
LOS ANGELES CO. HMS..... HMS: Street Number List
CDL..... Clandestine Drug Labs

EXECUTIVE SUMMARY

RESPONSE..... State Response Sites
HAZNET..... Facility and Manifest Data
EMI..... Emissions Inventory Data
HAULERS..... Registered Waste Tire Haulers Listing

TRIBAL RECORDS

INDIAN RESERV..... Indian Reservations
INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land
INDIAN UST..... Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants... EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 09/11/2007 has revealed that there are 2 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
T&C CLEANERS	***6015 S ROSEMEAD BLVD***	***1/8 - 1/4 WNW***	***B8***	***15***

Lower Elevation	Address	Dist / Dir	Map ID	Page
E R U S D VALENCIA ELEMENTARY	***9241 E COSGROVE ST***	***1/8 - 1/4 SSE***	***1***	***6***

EXECUTIVE SUMMARY

STATE AND LOCAL RECORDS

CORTESE: This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California Environmental Protection Agency/Office of Emergency Information.

A review of the Cortese list, as provided by EDR, and dated 04/01/2001 has revealed that there is 1 Cortese site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
ARCO #9669/FORMER THRIFTY	***5923 ROSEMEAD***	***1/8 - 1/4 NW***	***A7***	***14***

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 10/09/2007 has revealed that there are 2 SWRCY sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
A AND S RECYCLING	6101 ROSEMEAD BLVD	1/4 - 1/2 W	C12	23
ARSENS RECYCLING CENTER	6105 ROSEMEAD BLVD	1/4 - 1/2 W	C13	23

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 10/10/2007 has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
THRIFTY SERVICE STATION #289 (Facility Status: Case Closed	5923 ROSEMEAD BLVD S	1/8 - 1/4 NW	A5	11

CA SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 10/10/2007 has revealed that there are 2 SLIC sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
T & C CLEANERS	6015 ROSEMEAD	1/8 - 1/4 WNW	B9	22
T & C CLEANERS Facility Status: Remedial Action Underway	6015 SOUTH ROSEMEAD BOU	1/8 - 1/4 WNW	B10	22

EXECUTIVE SUMMARY

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 10/10/2007 has revealed that there is 1 UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
ARCO PRODUCTS #09669	5923 ROSEMEAD BLVD	1/8 - 1/4 NW	A6	13

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 2 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
EXXON SERVICE STATION	5900 ROSEMEAD BLVD	1/8 - 1/4 NW	A2	7
THRIFTY OIL STN. #289	5923 ROSEMEAD BLVD	1/8 - 1/4 NW	A4	10

SWEEPS: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there is 1 SWEEPS UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
CIRCLE K 7856	***5923 S ROSEMEAD BLVD***	***1/8 - 1/4 NW***	***A3***	***8***

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the CLEANERS list, as provided by EDR, and dated 07/31/2007 has revealed that there are 2 CLEANERS sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
T&C CLEANERS	***6015 S ROSEMEAD BLVD***	***1/8 - 1/4 WNW***	***B8***	***15***
SUDDEN SERVICE CLEANERS	6015 ROSEMEAD BLVD	1/8 - 1/4 WNW	B11	22

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to,

identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 08/28/2007 has revealed that there are 2 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
SOS METALS Facility Status: Refer: 1248 Local Agency	8526 WHITTIER BLVD.	1/2 - 1 N	15	25

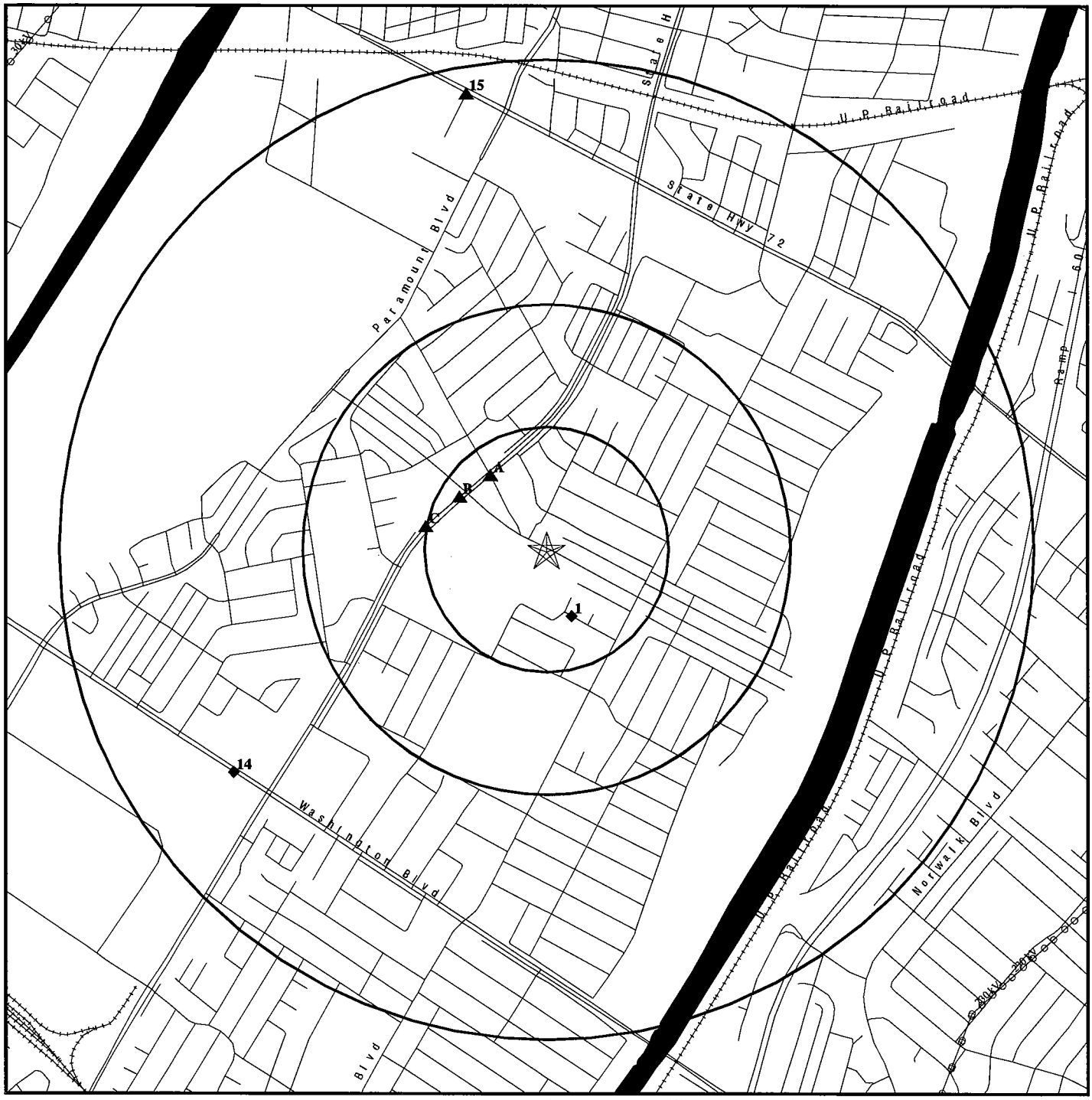
Lower Elevation	Address	Dist / Dir	Map ID	Page
NORTHROP CORPORATION, PICO RIV Facility Status: Inactive - Needs Evaluation	8900 EAST WASHINGTON BO	1/2 - 1 SW	14	24

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
1X MCKESSON DRUG CO	HAZNET, LUST, CHMIRS
3400 SAN GABRIEL RIVER	ERNS
SAN GABRIEL RIVER NEAR I-605 S	ERNS
SO CAL GAS/PICO RIVERA MGP	ENVIROSTOR

OVERVIEW MAP - 2111427.1s



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

SITE NAME: San Gabriel River Pipeline ADDRESS: Mines Avenue/Rosemead Boulevard Pico Rivera CA 90660 LAT/LONG: 33.9904 / 118.0872	CLIENT: Edaw Inc. CONTACT: Marisa Grivas INQUIRY #: 2111427.1s DATE: January 03, 2008 12:47 pm

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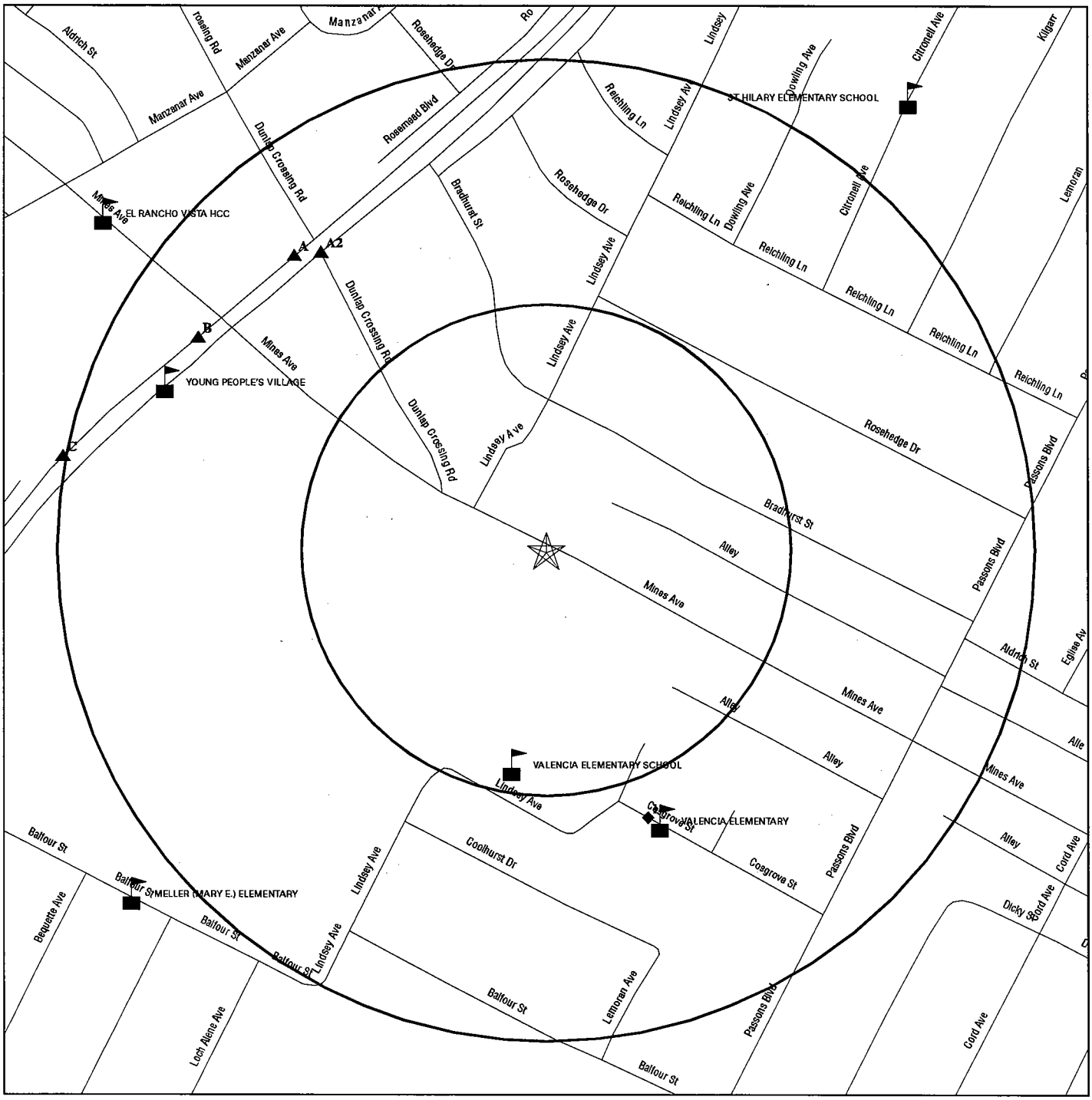
DETAIL MAP - 2111427.1s



★ Target Property

▲ Sites at elevations higher than or equal to the target property

◆ Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/16 1/8 1/4 Miles

Indian Reservations BIA

Oil & Gas pipelines

100-year flood zone

500-year flood zone

Areas of Concern

N

SITE NAME: San Gabriel River Pipeline ADDRESS: Mines Avenue/Rosemead Boulevard Pico Rivera CA 90660 LAT/LONG: 33.9904 / 118.0872	CLIENT: Edaw Inc. CONTACT: Marisa Grivas INQUIRY #: 2111427.1s DATE: January 03, 2008 12:47 pm

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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL RECORDS								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
NPL LIENS		TP	NR	NR	NR	NR	NR	0
CERCLIS		0.500	0	0	0	NR	NR	0
CERC-NFRAP		0.500	0	0	0	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
ERNS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL		0.500	0	0	0	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
FUDS		1.000	0	0	0	0	NR	0
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
ODI		0.500	0	0	0	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
LUCIS		0.500	0	0	0	NR	NR	0
DOT OPS		TP	NR	NR	NR	NR	NR	0
ICIS		TP	NR	NR	NR	NR	NR	0
RCRA-CESQG		0.250	0	0	NR	NR	NR	0
RCRA-NonGen		0.250	0	0	NR	NR	NR	0
DEBRIS REGION 9		0.500	0	0	0	NR	NR	0
HIST FTTS		TP	NR	NR	NR	NR	NR	0
CDL		TP	NR	NR	NR	NR	NR	0
RADINFO		TP	NR	NR	NR	NR	NR	0
LIENS 2		TP	NR	NR	NR	NR	NR	0
RCRA-LQG		0.250	0	0	NR	NR	NR	0
RCRA-SQG		0.250	0	2	NR	NR	NR	2
RCRA-TSDF		0.500	0	0	0	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
STATE AND LOCAL RECORDS								
Hist Cal-Sites		1.000	0	0	0	0	NR	0
CA Bond Exp. Plan		1.000	0	0	0	0	NR	0
SCH		0.250	0	0	NR	NR	NR	0
Toxic Pits		1.000	0	0	0	0	NR	0
State Landfill		0.500	0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CA WDS		TP	NR	NR	NR	NR	NR	0
WMUDS/SWAT		0.500	0	0	0	NR	NR	0
Cortese		0.500	0	1	0	NR	NR	1
SWRCY		0.500	0	0	2	NR	NR	2
LUST		0.500	0	1	0	NR	NR	1
CA FID UST		0.250	0	0	NR	NR	NR	0
SLIC		0.500	0	2	0	NR	NR	2
AOCONCERN		1.000	0	0	0	0	NR	0
UST		0.250	0	1	NR	NR	NR	1
HIST UST		0.250	0	2	NR	NR	NR	2
AST		0.250	0	0	NR	NR	NR	0
LIENS		TP	NR	NR	NR	NR	NR	0
SWEEPS UST		0.250	0	1	NR	NR	NR	1
CHMIRS		TP	NR	NR	NR	NR	NR	0
Notify 65		1.000	0	0	0	0	NR	0
LA Co. Site Mitigation		TP	NR	NR	NR	NR	NR	0
DEED		0.500	0	0	0	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0
DRYCLEANERS		0.250	0	2	NR	NR	NR	2
WIP		0.250	0	0	NR	NR	NR	0
Los Angeles Co. HMS		TP	NR	NR	NR	NR	NR	0
CDL		TP	NR	NR	NR	NR	NR	0
RESPONSE		1.000	0	0	0	0	NR	0
HAZNET		TP	NR	NR	NR	NR	NR	0
EMI		TP	NR	NR	NR	NR	NR	0
ENVIROSTOR		1.000	0	0	0	2	NR	2
HAULERS		TP	NR	NR	NR	NR	NR	0
TRIBAL RECORDS								
INDIAN RESERV		1.000	0	0	0	0	NR	0
INDIAN LUST		0.500	0	0	0	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
EDR PROPRIETARY RECORDS								
Manufactured Gas Plants		1.000	0	0	0	0	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

ATTACHMENT B

SAMPLE AGREEMENT FOR

COOPERATIVE AGREEMENT BETWEEN THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT AND THE WATER REPLENISHMENT DISTRICT OF SOUTHERN CALIFORNIA

This Cooperative Agreement (AGREEMENT) by and between the LOS ANGELES COUNTY FLOOD CONTROL DISTRICT (LACFCD) and the WATER REPLENISHMENT DISTRICT OF SOUTHERN CALIFORNIA (WRD) (collectively referred to as the parties) is entered into effective this ___ day of _____, 2008, (EFFECTIVE DATE) for the purposes stated herein.

RECITALS

WHEREAS, the County of Los Angeles is home to approximately 10 million residents who depend on reliable sources of water; and

WHEREAS, two-thirds of the water supply is imported from sources outside of the region; and

WHEREAS, in addition to imported water, the water supply also depends on groundwater that is recharged from a variety of sources, including storm flows; and

WHEREAS, LACFCD is a special district organized and operating under the provisions of the Los Angeles County Flood Control District Act, Water Code Uncodified Acts, Act 4463 (Flood Control Act); and

WHEREAS, LACFCD is authorized by the Flood Control Act to control and conserve flood, storm, and other waste waters of said District and to conserve such waters for beneficial and useful purpose;

WHEREAS, pursuant to the Flood Control Act, the LACFCD manages flood control and water conservation facilities within the County of Los Angeles, and said efforts result in the capture of storm flows used to recharge the groundwater basins of the County, including the Central Groundwater Basin (Central Basin); and

WHEREAS, LACFCD owns and operates the San Gabriel and Rio Hondo Coastal Basin Spreading Grounds (Spreading Grounds) situated downstream of Whittier Narrows Dam, on the San Gabriel and Rio Hondo Rivers, respectively, within the Central Basin; and

WHEREAS, WRD is a special district created pursuant to California Water Code, Section 60000, *et seq.*, adopted by the California legislature in 1955; and

WHEREAS, WRD has operated since 1959 to protect and preserve the quantity and quality of the groundwater supplies in the Central and West Coast Groundwater Basins, which basins serve as the source of nearly 40 percent of the water used by the four million people overlying the WRD's 420-square-mile service area; and

WHEREAS, WRD's mission includes managing and safeguarding the groundwater resources of the Central Basin by ensuring its water quality and by maximizing the amount of groundwater in the basins; and

WHEREAS, WRD benefits from any efforts of the LACFCD to capture storm flows for recharge of the Central Basin; and

WHEREAS, LACFCD recharges the Central Basin with imported and recycled water that is purchased by WRD under a separate existing agreement between the parties; and

WHEREAS, LACFCD plans to construct a pipeline and pump station (PROJECT) between the Spreading Grounds, designed to distribute storm, imported, and recycled water, for recharge into the Central Basin; and

WHEREAS, any increased volume of storm, imported, and recycled water recharged into the Central Basin would further assist in fulfilling the WRD's mission to manage the groundwater supplies of the Central Basin for the benefit of the constituency served by WRD; and

WHEREAS, any additional storm and recycled water recharged into the Central Basin would also lessen WRD's need to purchase imported water from the Central Basin; and

WHEREAS, LACFCD will prepare the design plans and specifications for the PROJECT; and

WHEREAS, WRD will fund THREE HUNDRED THOUSAND DOLLARS ($300,000) of the cost of the design work for the PROJECT; and

WHEREAS, the estimated total cost of construction of the PROJECT is approximately SEVEN MILLION DOLLARS ($7,000,000); and

WHEREAS, WRD will contribute half of the cost of the PROJECT construction not to exceed THREE MILLION FIVE HUNDRED THOUSAND DOLLARS ($3,500,000) under the terms of this AGREEMENT; and

WHEREAS, LACFCD will fund the remaining balance needed for the construction of the PROJECT from LACFCD funds.

NOW, THEREFORE, in consideration of the mutual benefits to be derived by LACFCD and WRD, the parties agree as follows:

A. LACFCD AGREES:

1. To prepare design plans and specifications for the PROJECT.

2. To administer contracts that LACFCD deems necessary for engineering and construction of the PROJECT.

3. To accept ownership and maintenance and operation responsibilities of the PROJECT.

4. Subject to Section C8 below, LACFCD shall use all reasonable efforts to achieve the completion of the PROJECT;

5. Subject to Sections C1 and C2 below, LACFCD shall reasonably cooperate with WRD to use the PROJECT in a manner that allows WRD to increase the volume of imported and recycled water recharged into the Central Basin:

B. WRD AGREES:

1. To pay THREE HUNDRED THOUSAND DOLLARS ($300,000) to LACFCD upon execution of the AGREEMENT.

2. In addition to payment under Section 1 above, to make a payment of half of the construction cost up to THREE MILLION FIVE HUNDRED THOUSAND DOLLARS ($3,500,000) to LACFCD upon filing of the Notice of Completion for the PROJECT.

C. IT IS MUTUALLY UNDERSTOOD AND AGREED:

1. Notwithstanding any other provisions in this AGREEMENT, LACFCD's power, functions, and responsibilities, including those specified under the Flood Control Act and as necessary to protect the health and safety of the residents of the County of Los Angeles, as determined by LACFCD, in its sole and absolute discretion, shall be deemed paramount and superior to the operation and all other matters of the PROJECT.

2. Notwithstanding any other provisions in this AGREEMENT, WRD acknowledges that LACFCD makes no representations and/or warranties regarding the PROJECT, including regarding the quantity or quality of any additional flows that will be recharged into the Central Basin from the PROJECT.

3. Should either LACFCD or WRD receive grant funding to be allocated to the construction costs of the PROJECT, each party's share of construction costs funding shall be proportionately reduced.

4. If the actual cost of the construction of the PROJECT is less than the estimated cost of construction of the PROJECT, each party's share of construction costs funding shall be proportionately reduced.

5. LACFCD and WRD acknowledge that for all matters in this AGREEMENT, time is of essence.

6. This AGREEMENT is effective as of the EFFECTIVE DATE and shall expire on June 30, 2013, or upon adoption of a superseding Agreement, or upon earlier termination by written notification of LACFCD and WRD. This AGREEMENT shall be renewed or extended for an additional one-year period on a yearly basis and under the same terms and conditions as the original term, upon written notice by LACFCD or WRD to the other party if the filing of the Notice of Completion has been delayed beyond the expiration date of this AGREEMENT for reasons beyond the control of either party.

7. This AGREEMENT is intended as a funding mechanism to assist LACFCD in financing the PROJECT. Nothing in this AGREEMENT is intended to transfer any authority or responsibility to WRD for the manner of operation of LACFCD's facilities, including the PROJECT, or to impose any liability upon either party other then to perform as explicitly set forth in Section A and B above.

8. LACFCD's performance under this AGREEMENT is subject to acts of God, war, government regulation, terrorism, disaster, strikes, civil disorder, curtailment of transportation facilities, or any other emergency beyond the parties' control, making it inadvisable, illegal, or impossible to perform their obligations under this AGREEMENT.

9. This AGREEMENT contains the full and complete understanding of the parties regarding the subject matter of this AGREEMENT and shall not be construed against either party as the drafter of the AGREEMENT, which shall be deemed to have been written by both parties.

10. This AGREEMENT shall not affect the rights or obligations of the parties contained in the Recharge Agreement or any other agreements formally entered into by the parties.

11. If any term, clause, or provision of this AGREEMENT is held to be illegal, invalid, or unenforceable, the remainder of this AGREEMENT shall not be affected, but shall remain in full force and effect in accordance with the terms hereof.

IN WITNESS WHEREOF, the parties hereto have caused this AGREEMENT to be executed on the above date.

LOS ANGELES COUNTY
FLOOD CONTROL DISTRICT

By _____
Chief Engineer

APPROVED AS TO FORM:

RAYMOND G. FORTNER, JR.
County Counsel

By: _____
Deputy

WATER REPLENISHMENT DISTRICT
OF SOUTHERN CALIFORNIA

By _____
President

By _____
Secretary

APPROVED AS TO FORM:

MEYERS NAVE

By:_____
James M. Casso
District Counsel