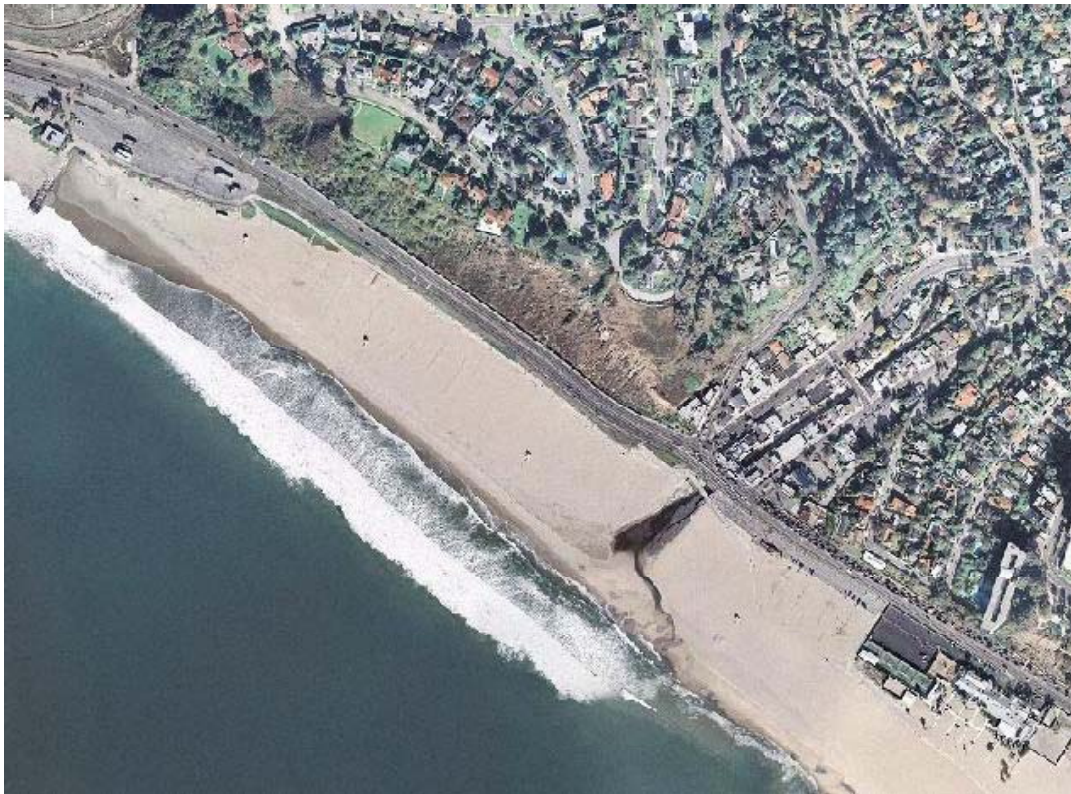


Initial Study/
Mitigated Negative Declaration
for
Santa Monica Canyon and Palisades Park
Low Flow Diversion Upgrades and
Coastal Interceptor Relief Sewer
W.O. EW40026A and EW40027A




City of Los Angeles



Bureau of Engineering
Environmental Management Group

August 6, 2008

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
MITIGATED NEGATIVE DECLARATION
(Article I, City CEQA Guidelines)

DOCUMENT FILED
City Clerk's Office
No. B511-09
Certified by 
Date: AUG - 8 2008

LEAD CITY AGENCY AND ADDRESS:

Department of Public Works, Bureau of Engineering
1149 South Broadway, Suite 600, Los Angeles, CA 90015-2213

COUNCIL DISTRICT

11

PROJECT TITLE:

Santa Monica Canyon and Palisades Park Low Flow Diversion Upgrades and Coastal Interceptor Relief Sewer (W.O. EW40026A and EW40027A)

T.G. 631-B7 to 671-B1

PROJECT LOCATION: Palisades Park low flow diversion (LFD) at Will Rogers State Beach Parking Lot 2, extending southerly within Pacific Coast Highway (PCH) right-of-way to Will Rogers State Beach Parking Lot 1, then proceeding within PCH right-of-way to its southerly terminus just south of San Vicente Boulevard within the Pacific Palisades community of Los Angeles and the northwestern limits of the City of Santa Monica.

DESCRIPTION: The proposed project consists of the upgrade two existing low flow diversions (LFDs) and construction of a 4,500-foot long Coastal Interceptor Relief Sewer (CIRS) within the Community of Pacific Palisades and the northern limits of the City of Santa Monica. The project is funded by Proposition O, a Clean Water Bond Measure, which was approved by voters November 5, 2004. LFD systems divert dry-weather flows from the storm drain system to the sanitary sewer, where the runoff is treated before being discharged into the ocean. The project will help the City meet the winter dry-weather bacteria Total Maximum Daily Load requirements for the Santa Monica Bay. The Pacific Palisades LFD would be upgraded at its current location and a new LFD system would be installed near the mouth of the Santa Monica Canyon Channel. The existing Santa Monica Canyon LFD would be left in place for redundancy and system reliability. Construction of the Santa Monica Canyon LFD would be a joint effort between the City and the Los Angeles County Flood Control District (LACFCD). The LACFCD would install an air-inflatable 6-foot high by 40-foot wide rubber dam in the Santa Monica Canyon Channel and an adjacent control building (approximately 10 feet by 10 feet) housing the rubber dam's air compressor and control panel. The CIRS would extend from its upstream end at the existing Palisades Park LFD downstream southeasterly, across the City of Los Angeles border, connecting to the existing sewer in the City of Santa Monica. The relief sewer will accommodate additional flows. The CIRS would consist of approximately 4,500 total lineal feet of pipe of varying diameters (30, 36, 42, and 48-inch). Roughly 1,400 lineal feet of the alignment would be located within Will Rogers Parking Lot 2 East and Parking Lot 1 and the remaining portion would lie within PCH right-of-way. Construction within PCH would require nighttime construction and partial lane closures. Mitigation measures have been included to ensure that any impacts are reduced to a less than significant level.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:

FINDING:

The **City Engineer** of the City of Los Angeles has determined that this project will not have a significant effect on the environment for the following reasons: **See attached initial study.**

SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED

Any written objections received during the public review period are attached, together with the responses of the lead City agency.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

PERSON PREPARING THIS FORM

Maria Martin
Environmental Supervisor

ADDRESS

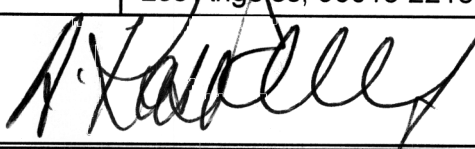
1149 S. Broadway, Suite 600
Los Angeles, 90015-2213

TELEPHONE NUMBER

(213) 485-5753

SIGNATURE (Official)

Ara Kasparian, Ph.D., Manager
Environmental Management Group



DATE

08/06/08



CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY

Council District: 11 Date: August 6, 2008

Lead City Agency: Department of Public Works, Bureau of Engineering

Project Title: Santa Monica Canyon and Palisades Park Low Flow Diversion
Upgrades and Coastal Interceptor Relief Sewer

I. INTRODUCTION

A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying means of avoiding environmental damage; and disclosing to the public the reasons behind a project's approval even if it leads to environmental damage. The Bureau of Engineering Environmental Management Group (EMG) has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, the preparation of an initial study is required.

An initial study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that the project, with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise the lead agency may adopt a negative declaration or mitigated negative declaration.

The Mitigated Negative Declaration (MND) and Initial Study (IS) contained herein have been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended July 31, 2002).

B. Document Format

This MND is organized into eight sections as follows:

Section I, Introduction: provides an overview of the project and the CEQA

environmental documentation process.

Section II, Project Description: provides a description of the project location, project background, and project components.

Section III, Existing Environment: provides a description of the existing environmental setting with focus on features of the environment which could potentially affect the proposed project or be affected by the proposed project.

Section IV, Environmental Effects/Initial Study Checklist: presents the City's Checklist for all impact areas and mandatory findings of significance. Includes discussion and identifies applicable mitigation measures.

Section V, Mitigation Measures: provides the mitigation measures that would be implemented to ensure that potential adverse impacts of the proposed project would be reduced to a less than significant level.

Section VI, List of Preparers and Persons Consulted: provides a list of key personnel involved in the preparation of this report.

Section VII, Determination – Recommended Environmental Documentation: provides the recommended environmental documentation for the proposed project; and,

Section VIII, References: provides a list of reference materials used during the preparation of this report.

C. CEQA Process

Once the adoption of a negative declaration (or mitigated negative declaration) has been proposed, a public comment period opens for no less than twenty (20) days or thirty (30) days if there is state agency involvement. The purpose of this comment period is to provide public agencies and the general public an opportunity to review the initial study and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the proposed project. If a reviewer believes the project may have a significant effect on the environment, the reviewer should (1) identify the specific effect, (2) explain why it is believed the effect would occur, and (3) explain why it is believed the effect would be significant. Facts or expert opinion supported by facts should be provided as the basis of such comments.

After close of the public review period, the Board of Public Works considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, and makes a recommendation to the City Council on whether or not to approve the project. One or more Council committees may then review the proposal and documents and make its own recommendation to the full City Council. The City Council is the decision-making body and also considers the negative declaration or mitigated negative declaration, together with any comments

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received during the public review process, in the final decision to approve or disapprove the project. During the project approval process, persons and/or agencies may address either the Board of Public Works or the City Council regarding the project.

Public notification of agenda items for the Board of Public Works, Council committees and City Council is posted 72 hours prior to the public meeting. The agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395; by calling 213/978-1047, 213/978-1048 or TDD/TTY 213/978-1055; or via the internet at <http://www.lacity.org/CLK/index.htm> .

If the project is approved, the City will file a notice of determination with the County Clerk within 5 days. The notice of determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues which were presented to the lead agency by any person, either orally or in writing, during the public comment period.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.

II. PROJECT DESCRIPTION

A. Location

The proposed project is located in the City of Los Angeles within the community of Pacific Palisades and extends into the northwestern limits of the City of Santa Monica. The site is located between the Pacific Palisades bluffs and Will Rogers State Beach.

The project originates adjacent to Pacific Coast Highway within the vicinity of the existing Palisades Park low flow diversion (LFD) located within Will Rogers State Beach Parking Lot 2 East, extends southerly within Will Rogers State Beach Parking Lot 1, and proceeds within Pacific Coast Highway right-of-way to its southerly terminus where the relief sewer would connect to the existing Coastal Interceptor Sewer (CIS) just south San Vicente Boulevard. Refer to Figure 1.

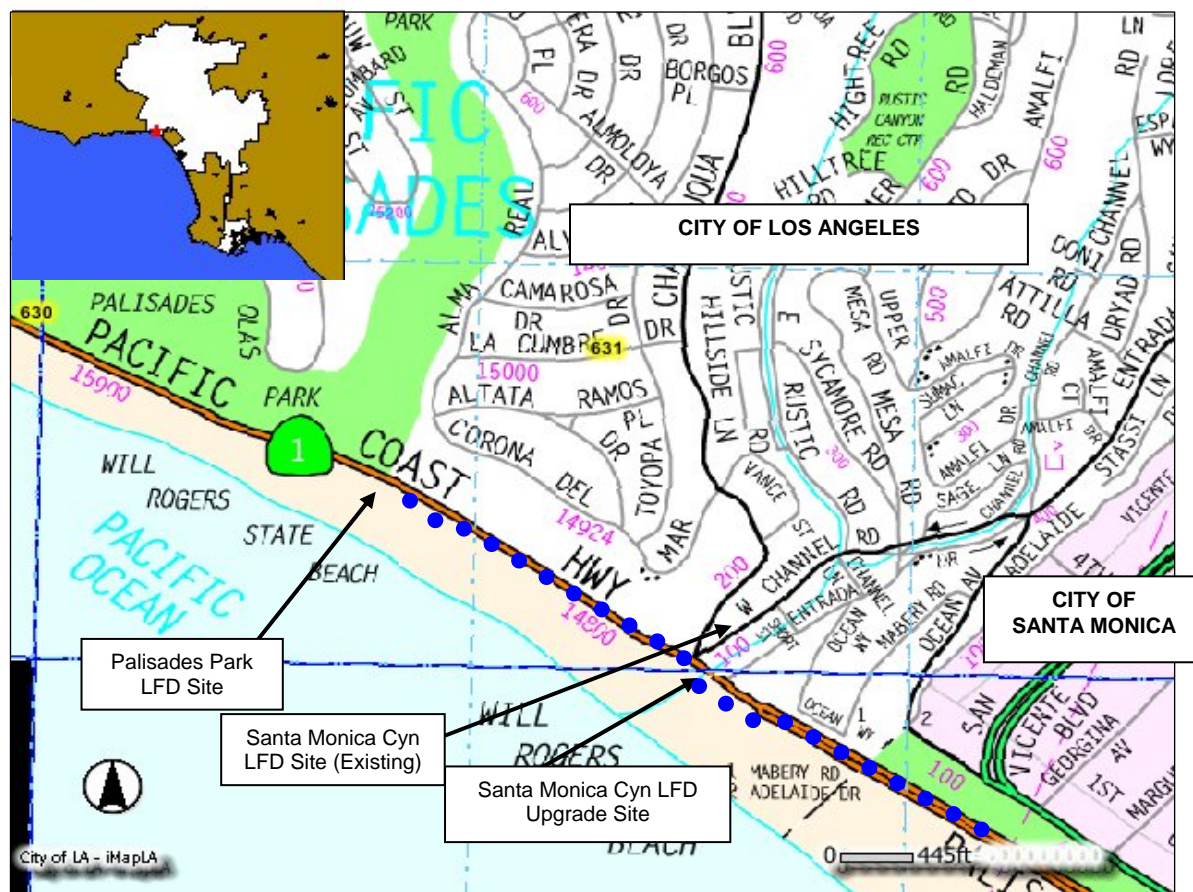


Figure 1: Project Location

• • • Relief Sewer Alignment

B. Background

The Clean Water Act (CWA) of 1972 is the governing federal regulation for water quality in the United States. The CWA provides the legal framework for several water quality regulations including National Pollutant Discharge Elimination System (NPDES) permits, effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, non-point source discharge regulation, and wetlands protection. The United States Environmental Protection Agency (USEPA) has delegated the responsibility for administration of portions of the CWA to state and regional agencies. The CWA requires the California Regional Water Quality Control Board, Los Angeles Region (RWQCB-LA) to establish a total maximum daily load (TMDL) (a maximum limit for a specific pollutant that a water body can receive and still meet water quality standards) for each impaired water body found within its region, including the Santa Monica Bay.

In 1996, the RWQCB-LA identified Santa Monica Bay as being a water quality limited water body pursuant to section 303(d) of the CWA. The impairment was due to excessive levels of microbial pathogens. Because Santa Monica Bay was listed as impaired for pathogens under section 303(d), the CWA required that a TMDL be established for this water body at levels necessary to attain water quality standards. In 2002 and 2003, the RWQCB-LA and the USEPA Region IX adopted total maximum daily loads (TMDLs) for total bacterial counts for the Santa Monica Bay. As a result, the City constructed eight low flow diversion (LFD) systems to divert summer dry-weather flows from the storm drain system to the sanitary sewer, where the runoff is treated before being discharged into the ocean.

On July 15, 2009, similar regulations will be applied to winter dry-weather flows. To manage the larger winter dry-weather flows, the existing LFD systems require upgrades. Based on runoff estimates, the design capacity for the Palisades Park LFD would be 0.68 cubic feet per second (cfs) and 12 cfs for the Santa Monica Canyon LFD. It is anticipated that the additional flows from the Palisades Park and Santa Monica Canyon LFDs would impact the existing Coastal Interceptor Sewer (CIS) within the vicinity of the LFDs. To accommodate these additional flows, the City is also proposing a new gravity Coastal Interceptor Relief Sewer (CIRS).

The City's *Integrated Resources Plan Final Environmental Impact Report* (IRP FEIR) (City of Los Angeles, 2005) analyzed in accordance with CEQA, the impacts that would occur from implementing wastewater treatment and water resources management, including stormwater management. Improvements to the stormwater system were analyzed at the program level. This initial study incorporates program level analysis for projects related to the proposed project. As such, relevant information in the IRP FEIR is included in this initial study.

C. Purpose

Surface runoff from areas surrounding the project site has the potential of introducing pollutants (pathogens, oil and grease, suspended solids, metals, gasoline, and others)

to the stormwater conveyance system and ultimately to the receiving waters, Santa Monica Bay in this instance. The purpose of the proposed project is to divert winter dry-weather flows from the storm drain system to the sanitary sewer system to help the City meet the winter dry-weather bacteria TMDL requirements mandated by the RWQCB-LA and the USEPA for the Santa Monica Bay Beaches. As a result, runoff from both summer dry-weather period (April 1 to October 31) and the winter dry-weather period (November 1 to March 31), would be diverted to the sewer system and conveyed to the Hyperion Treatment Plant, where it would be treated prior to discharge into the ocean.

The goals of the project are to increase the beneficial and recreational uses of the receiving water bodies (the Santa Monica Bay), reduce risks to human safety and health, reduce beach closures, preserve aquatic and marine habitat, and benefit the tourism industry.

The project is funded by Proposition O, a \$500 million Clean Water Bond Measure approved by the City of Los Angeles voters November 5, 2004, with the objective of protecting public health by cleaning up pollution, including bacteria and trash, in the City's watercourses, beaches and oceans. Implementation of these projects will position the City to meet federal CWA requirements.

D. Description

The proposed project consists of the upgrade of the existing Palisades Park and Santa Monica Canyon LFDs and the construction of a 4,500-foot long relief sewer of varying diameters (30, 36, 42, and 48-inch). Each LFD system would consist of a diversion structure, a trash/debris collection structure, and a pumping system to pump diverted flows into the CIRS, which would convey the diverted flow to the Hyperion Treatment Plant for further treatment. Figure 2 below shows a typical low flow diversion.

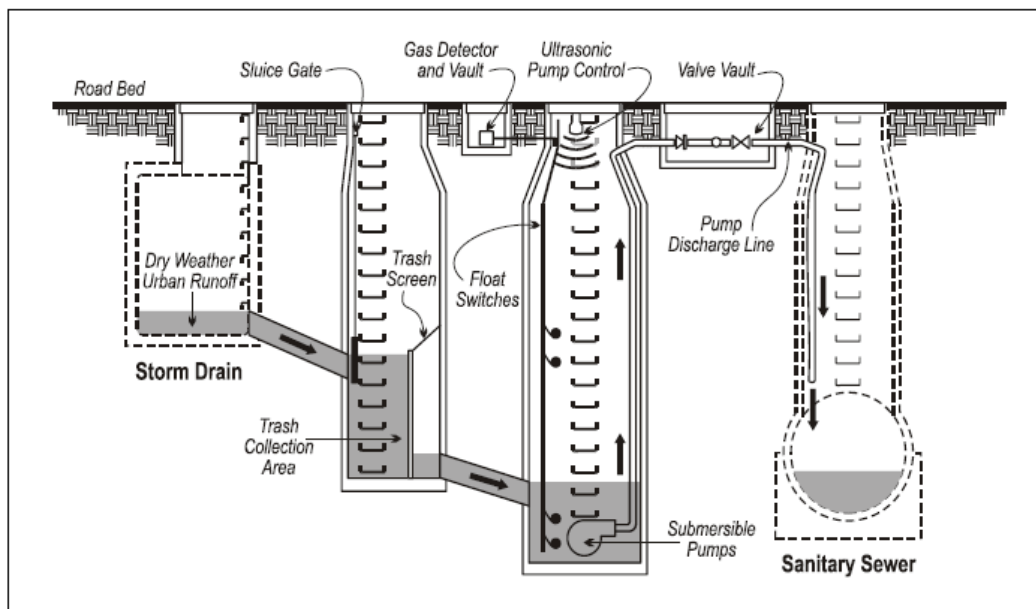


Figure 2: Typical Low Flow Diversion

The Palisades Park LFD system upgrades consist of two new maintenance holes adjacent to the existing LFD system. One would house a new wet well with two new pumps and the other a new trash/debris collection maintenance structure. Ultrasonic level sensors would be added in the new and existing wet wells and trash maintenance holes. With the exception of covers and hatches, all these structures would be below grade. Modifications to the existing above grade electrical panel would include the addition of relays and programmable logic controller (PLC) modules. A new electrical panel for the new motor starters and control relays would be added. The control panel box would be approximately 48-inches tall. Work would also include piping and electrical conduit installation.

A new LFD system would be installed within Will Rogers State Beach Parking Lot 1, east of the multiuse (pedestrian/bike) path bridge at the mouth of the Santa Monica Canyon Channel (Figure 3). The existing Santa Monica Canyon LFD would be left in place within West Channel Road for redundancy and system reliability.



Figure 3: Proposed Santa Monica Canyon LFD Site

The City would construct a 20-foot by 12-foot concrete wet well with three pumps, a dual trash/debris maintenance hole structure (approximately 9-foot by 9-foot), and a valve vault. With the exception of covers and hatches, all these structures would be below grade. Additional equipment would consist of an electrical power and control panel with an adjacent meter pedestal that would be installed above grade. The control panel box would be approximately 48-inches tall. Work would also include piping and electrical conduit installation. The Los Angeles County Flood Control District (LACFCD) would install an air-inflatable 6-foot high by 40-foot wide rubber dam in the concrete-lined Santa Monica Canyon flood channel within the vicinity of the multiuse (pedestrian/bike) path bridge. The channel bottom is located at 2.7 feet above mean sea level (msl) at the proposed rubber dam location. Since the high tide within the vicinity of the project area is just below five feet above msl, the rubber dam would be subject to the tidal influence, but would not allow ocean water intrusion when operational. The rubber dam would be fully deflated during winter storm events to allow the discharge of storm flows to the ocean and provide adequate flood protection. A control building would house the rubber dam's air compressor and control panel. The LACFCD anticipates the building would be located partly below grade, and would be approximately 10 feet by 10 feet with a height of no more than four feet above the top of the Santa Monica Canyon Channel.

Construction of the Santa Monica Canyon LFD would be a joint cooperative effort between the City and the Los Angeles County Flood Control District. The City would be responsible for the design and construction of the LFD's intake system, consisting of the channel outlet, trash/separator, wet well with pumps, and related control equipment. The LACFCD would be responsible for the design and construction of the diversion

structure, consisting of a rubber dam and its control building structure.

The CIRS would extend from its upstream end at the existing Palisades Park LFD downstream southeasterly, across the City of Los Angeles border, into the City of Santa Monica, where a connection would be made to the existing 60-inch sewer. The CIRS would consist of approximately 4,500 total lineal feet of pipe. Roughly 1,400 lineal feet of the alignment would be located within Will Rogers Parking Lot 2 East and Parking Lot 1 and the remaining portion would lie within Pacific Coast Highway right-of-way.

A concrete diversion structure with stop logs and three (two 36-inch and one 24-inch) maintenance hole covers would be constructed at the northern terminus of the project. Approximately 4,300 lineal feet of reinforced concrete pipe (RCP) of varying diameters (30, 36, 42, and 48-inch) and 50 lineal feet of 24-inch ductile iron pipe forcemain would be installed along the alignment. Seventeen additional maintenance holes (six and seven feet in diameter) would be installed at various locations along the sewer alignment. A transition structure would be constructed to connect the CIRS to the existing 60-inch diameter sewer at the southerly terminus of the project.

An inverted siphon, consisting of approximately 220 lineal feet of 20-inch ductile iron pipe (DIP) would be installed underneath the existing Santa Monica Canyon Channel and pedestrian tunnel. Two siphon airlines, approximately 150 lineal feet each of 16-inch polyvinyl chloride (PVC) pipe and two siphon structures with stop logs would also be installed.

All facilities for the CIRS, with the exception of maintenance hole covers at the ground surface and roughly sixty (60) lineal feet of the siphon airline, would be below grade. The siphon airline, roughly 245-feet of concrete-encased PVC pipe, will predominantly run below grade. A typical cross section of the pipe encasement is 4-feet horizontal by 2.1-feet vertical. Approximately thirty (30) lineal feet of the siphon airline would protrude roughly 0.9-feet above ground adjacent to the existing bike path, as needed to cross over the existing pedestrian tunnel. This is located north of the Santa Monica channel and east of the concrete bike path, in the existing sand area between the pedestrian staircase and the bike path. The other forty (40) lineal feet of the siphon airline would hang underneath the existing bike path/pedestrian bridge that spans the width of the Santa Monica Canyon Channel, and would be concealed between the two bridge beams. It is anticipated that construction of the CIRS siphon airline would require temporary closure of the existing multi-use path. A temporary reroute or alternate route would be provided to minimize impacts.

Construction of the CIRS would involve the sequential placement of pipe section in open-cut trenches. Tunneling would be required for the construction of the inverted siphon at the Santa Monica Canyon Channel. A 40-foot wide area, which would include temporary construction staging areas, would typically be impacted by the construction of the sewer pipe. The trench depth for the sewer pipe would vary from approximately seven (7) feet to 15 feet, and trench shoring would be required. Excavated material is anticipated to be unsuitable for trench backfill, containing rocks, boulders, concrete

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chunks, and foreign material, thus would need to be properly hauled off-site. Accordingly, trench backfill should be free from these materials and imported fill may be required.

Construction within a state highway, such as Pacific Coast Highway, is subject to approval from the State of California Department of Transportation (Caltrans). Temporary lane closures would be required to construct the sewer segments located within the highway's right-of-way (Figure 4). The number of lanes and the duration of the lane closures would be based on requirements of Caltrans' encroachment permit. However, lane closures are anticipated to occur in segments and would be limited to off-peak times, including nighttime hours.



**Figure 4: Pacific Coast Highway Locations Requiring Temporary Lane Closures
(● ● ● ● CIRS Alignment)**

The proposed project and environmental documentation, including this initial study/mitigated negative declaration, would require approval by the City of Los Angeles Board of Public Works and City Council. The project is also anticipated to require permits or approvals from the following agencies:

- U.S. Army Corps of Engineers, work within Santa Monica Canyon flood control channel
- State of California Coastal Commission, Coastal Development Permit
- State of California Department of Transportation (Caltrans), state highway

- encroachment
- State of California Department of Fish and Game, streambed alteration agreement
- State Water Resources Control Board/ RWQCB-LA, NPDES General Construction Permit
- LACFCD, work within Santa Monica Canyon flood control channel
- Los Angeles County Department of Beach and Harbors, work within Will Rogers State Beach
- State Lands Commission, work within Will Rogers State Beach
- City of Los Angeles Public Works Department, BOE, Local Coastal Permit
- City of Santa Monica, for connection to sewer within Santa Monica's jurisdiction

The analysis in this document assumes that, unless otherwise stated, the project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., *Los Angeles Municipal Code* and Bureau of Engineering *Standard Plans*). Construction will follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., *Standard Specifications for Public Works Construction* and the *Work Area Traffic Control Handbook*) as specifically adapted by the City of Los Angeles (e.g., The City of Los Angeles Department of Public Works Additions and Amendments to the Standard Specifications For Public Works Construction [AKA "The Brown Book," formerly Standard Plan S-610]).

III. EXISTING ENVIRONMENT

The project site is located approximately 15 miles west of downtown Los Angeles. The LFD sites and a major portion of the sewer pipe would be located within the City of Los Angeles. However, at the southern terminus, approximately 400 linear feet of the sewer pipe would lie within the City of Santa Monica.

The project site lies within the USGS Topanga Topographic Quadrangle and within the Santa Monica Bay watershed which extends from Malibu to the north to El Segundo to the south. The northwestern portion of the site is located within the Brentwood-Pacific Palisades Community Plan area of the City of Los Angeles. Will Rogers State Beach Parking Lot 1 and Lot 2 East are zoned for open space uses within a limited height district (OS-IXL). Adjacent land uses within the City of Los Angeles consist primarily of open space (Will Rogers State Beach), residential (single and multiple dwellings such as apartments), and commercial uses. Adjacent land uses within the City Santa Monica consist primarily of residential (single and multiple dwellings such as apartments), visitor, commercial, beach parking and open space. The proposed project is located within the California Coastal Zone and is therefore subject to the regulations of the Coastal Act (Public Resources Code Section 3000 et. seq.)

The Brentwood-Pacific Palisades Community Plan identifies Pacific Coast Highway as a major scenic highway. Pacific Coast Highway is also a state highway (State Route 1) under the California Department of Transportation (Caltrans) jurisdiction. Within the

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vicinity of the project site, West Channel Road is designated as a secondary highway, and Entrada Drive is a local street.

The project site is located adjacent to the coastal margin of the Los Angeles Basin and along the southern edge of the Santa Monica Mountains. The Santa Monica Mountains are part of the Transverse ranges Geomorphic Province. Santa Monica Canyon Channel collects runoff from both Santa Monica Canyon and Rustic Canyon. The two streams join approximately 900 feet inland from Pacific Coast Highway. Santa Monica Canyon Channel is concrete-lined upstream from beyond the confluence with Rustic Canyon to where it discharges onto the beach seaward of the Pacific Coast Highway bridge. The channel is devoid of vegetation. Summer dry-weather flows are currently diverted by the existing LFD located within West Channel Road upstream of the proposed new location.

The California Department of Conservation, California Geological Survey's Seismic Hazard Zonation Program Map indicates that the project site is not within an Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo zone to the project site is located approximately 7 miles to the east-northeast of the site. However, the project site is located within the Fault Rupture Study Zone associated with the Santa Monica Fault. The Santa Monica Fault is generally shown as two branches, the northern branch (Potrero Canyon Fault) and the southern branch. The Potrero Canyon Fault traverses Pacific Coast Highway just north of the project's proposed northern terminus and the Santa Monica Fault within the vicinity of the City boundary near the southern terminus. The project site is also in a liquefaction zone, and portions of the alignment are located within a tsunami hazard area. Additionally, although the project site itself is not located with a landslide area, the coastal bluffs adjacent to Pacific Coast Highway are located within such area. A project segment within the vicinity of the Santa Monica Channel would be located within the 500-year flood plain (Flood Zone B, per FEMA Map No. 060137 0076D and 060137 0069D, dated February 4, 1987) and the diversion structure for the LFD would be located within the floodway.

Based on the Geologic Map of the Palisades Area (McGill, 1989), the project site is underlain by artificial fill and Quaternary-age surficial units consisting of beach deposits described as fine to medium-grained sand with rounded pebble gravel locally present.

A biological assessment conducted November 2000 for the Santa Monica Canyon LFD project indicates that no vegetation was observed at the mouth of the channel and only common avian species (pigeons, sea gulls, and mallard ducks) were observed at the mouth of the channel and along Will Rogers State Beach. Additionally, in 2001 a tidewater goby (TWG) survey was conducted by Dave Crawford, senior biologist with Impact Sciences to meet requirements of the California Department of Fish and Game for the construction of the existing Santa Monica Canyon LFD. Mr. Crawford concluded that the resulting substrate, lack of natural aquatic biota, salinity levels, and overall surrounding developed condition all contribute to a habitat that is unsuitable for persistence of TWG. Mr. Crawford further concluded that based on these factors and the negative results of the focused survey, the drainage does not support TWG and

would not be expected to in the future under similar conditions.

A site visit was conducted August 9, 2007 to confirm site conditions. Site conditions remain unchanged since the 2000 biological assessment and 2001 TWG survey. The project site consists mostly of paved surfaces and a small area of the concrete-lined channel near the mouth of the Santa Monica Canyon Channel. With the exception of small patches of ruderal plant species such as ice plant, the site is devoid of vegetation. Several mallard ducks were observed at the mouth of the channel. Pigeons and sea gulls were observed along Will Rogers State Beach within the vicinity of the project site. The vegetation within the adjacent coastal bluff areas has been highly disturbed due to urbanization and landslides and consists of fragmented patches of vegetation dominated by annual grasses, tree tobacco (*Nicotiana glauca*), coyote brush (*Baccharis pilularis*), saltbush (*Atriplex lentiformis*), and laurel sumac (*Malosma laurina*).

According to the *Western Snowy Plover Recovery Plan* (U.S. Fish and Wildlife, August 2007), a critical habitat subunit for the federally threatened western snowy plover (*Charadrius alexandrinus nivosus*) stretches approximately 0.9 miles along the beach area adjacent to the project site, from the vicinity of the mouth of Santa Monica Canyon Channel southeasterly to Montana Avenue. This habitat subunit is identified as CA 21B (Santa Monica Beach) (Federal Register Vol. 70, No. 242) and includes bare sand that could potentially support nesting habitat for the western snowy plover. However, the management objective of the Recover Plan for this beach is to protect it as a wintering site for the plovers and has no breeding (zero) goal for this beach.

The City of Santa Monica implements habitat management activities that include installation of winter fencing within the critical habitat. The Los Angeles and Santa Monica Bay Audubon Societies, in cooperation with other agencies and volunteers, monitor the beach from Chataqua Boulevard to the Santa Monica Peer. Sixteen snowy plovers were observed in the winter of 2006 and nineteen plovers were observed during the first survey in the spring of 2007. No nests have been recorded to date. Most of the plover sightings for the winter-spring 2007 surveys were within the protected fencing. Primary threats to wintering plovers in this area include disturbance from human recreational use, beach raking, vehicle strikes, off-leash dogs, American crows, and common ravens.

IV. ENVIRONMENTAL EFFECTS/INITIAL STUDY CHECKLIST

This section documents the screening process used to identify and focus upon environmental impacts that could result from this project. The Initial Study Checklist below follows closely the form prepared by the Governor's Office of Planning and Research and was used in conjunction with the City's *CEQA Thresholds Guide* and other sources to screen and focus upon potential environmental impacts resulting from this project. Impacts are separated into the following categories:

- No Impact. This category applies when a project would not create an impact in the specific environmental issue area. A "No Impact" finding does not require an

explanation when the finding is adequately supported by the cited information sources (e.g., exposure to a tsunami is clearly not a risk for projects not near the coast). A finding of “No Impact” is explained where the finding 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).

- Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and would therefore be less than significant impacts.
- Less Than Significant After Mitigation. This category applies where the incorporation of mitigation measures would reduce a “Potentially Significant Impact” to a “Less Than Significant Impact.” The mitigation measures are described briefly along with a brief explanation of how they would reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be incorporated by reference.
- Potentially Significant Impact. This category is applicable if there is substantial evidence that a significant adverse effect might occur, and no feasible mitigation measures could 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 Environmental Impact Report (EIR) is required. There are no such impacts for the proposed project.

Sources of information that adequately support findings of no impact are referenced following each question. All sources so referenced are available for review at the offices of the Bureau of Engineering, 1149 South Broadway, Suite 600, Los Angeles, California 90015. (Call Maria Martin at (213) 485-5753 for an appointment.) Answers to other questions (as well as answers of “no impact” that need further explanation) are discussed following each question.

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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1. AESTHETICS – Would the project:

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

☐ ☐ ☒ ☐

Reference: *IRP EIR, L.A. CEQA Thresholds Guide* (Sections A.1 and A.2), and *Brentwood Pacific Palisades Community Plan*

Comment: A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact may occur if the proposed project introduced incompatible visual elements within a field of view containing a scenic vista or substantially altered a view of a scenic vista.

The project would be located adjacent and along the seaward side of Pacific Coast Highway. Motorists have views of the ocean as they drive within the vicinity of the project area. The site is located within an urbanized area where views of the ocean are interrupted by various man-made structures, including beach parking lots, buildings, electrical poles, signs, traffic signals, guard rails, and fencing for a pedestrian bridge over the Santa Monica Canyon Channel.

Most of the project elements would be located below grade. However, the control panel boxes for the LFDs and the control building for the inflatable dam would be located above grade and clustered within the vicinity of existing structures. The boxes housing these elements and the control building would be sized and located as to minimize impacts to views along the ocean. Construction would be subject to applicable mitigation required under the *IRP EIR*. Mitigation measure AES-MM-4 from the *IRP EIR* is incorporated into this project and added as Mitigation Measure AES-1 to this Initial Study:

Mitigation Measure AES-1: To the extent feasible, permanent structures shall be designed and located in a manner that does not remove, alter, or destroy an existing valued natural or urban feature that contributes to the valued aesthetic character of an area; or so that key views are not blocked.

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

☐ ☐ ☒ ☐

Reference: California Scenic Highway Mapping System, *L.A. CEQA Thresholds Guide* (Sections A.1 and A.2) and *Brentwood Pacific Palisades Community Plan*

Comment: A significant impact may occur where scenic resources within a state scenic highway would be damaged or removed as a result of the proposed project.

Although not formally designated as a state scenic highway, within the vicinity of the project site, Pacific Coast Highway is identified as eligible in the California Scenic Highway Mapping System. Additionally, the *Brentwood Pacific Palisades Community Plan* designates Pacific Coast Highway as a scenic highway. However, as discussed above, the project elements located above grade would be sized and located as to minimize impacts to views from the highway.

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

☐ ☐ ☒ ☐

Reference: *L.A. CEQA Thresholds Guide* (Sections A.1 and A.2)

Comment: A significant impact may occur if the proposed project introduced incompatible visual elements to the project site or visual elements that would be incompatible with the character of

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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the area surrounding the project site.

See comment for 1 (a) above.

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

☐ ☐ ☒ ☐

Reference: *L.A. CEQA Thresholds Guide* (Section A.4)

Comment: A significant impact would occur if the proposed project caused a substantial increase in ambient illumination levels beyond the property line or caused new lighting to spill-over onto light-sensitive land uses such as residential, some commercial and institutional uses that require minimum illumination for proper function, and natural areas.

No new sources of light or glare would be built. Construction lighting would be used as necessary on a temporary basis and would be governed by Municipal Code and Standard Specifications designed to minimize impacts (e.g. it would be shielded and directed toward the construction, away from residences).

2. AGRICULTURE RESOURCES – Would the project:

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

☐ ☐ ☐ ☒

Reference: CDC - Div. of Land Resource Protection, City of Los Angeles General Plan Conservation Element, Zone Information & Map Access System (ZIMAS)

Comment: A significant impact may occur if the proposed project were to result in the conversion of state-designated agricultural land from agricultural use to a non-agricultural use.

No prime or unique farmland, or farmland of statewide importance, exists within the City of Los Angeles. The project site is not located on or near any property zoned or otherwise intended for agricultural uses.

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

☐ ☐ ☐ ☒

Reference: CDC - Div. of Land Resource Protection, *City of Los Angeles General Plan Conservation Element*, Zone Information & Map Access System (ZIMAS)

Comment: A significant impact may occur if the proposed project were to result in the conversion of land zoned for agricultural use, or indicated under a Williamson Act contract, from agricultural use to a non-agricultural use.

No land on or near the project site is zoned for or contains agricultural uses. The City of Los Angeles does not participate in the Williamson Act. Therefore, there are no Williamson Act properties in the City of Los Angeles.

- 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?

☐ ☐ ☐ ☒

Reference: CDC - Div. of Land Resource Protection, , City of Los Angeles General Plan Conservation Element, Zone Information & Map Access System (ZIMAS)

Comment: A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use.

See Comments for 2 (a) and 2 (b) above.

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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3. AIR QUALITY – Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan? ☐ ☐ ☐ ☒

Reference: *Brentwood-Pacific Palisades Community Plan* and *L.A. CEQA Thresholds Guide* (Sections B1 and B2)

Comment: The proposed project is located within the South Coast Air Basin which is under the jurisdiction South Coast Air Quality Management District (SCAQMD). The SCAQMD is the air pollution control district responsible for the Air Quality Management Plan (AQMP), which is a comprehensive air pollution control program for attaining state and federal ambient air quality standards. As part of its General Plan, the City adopted an Air Quality Element that contains policies and goals for attaining state and federal air quality standards, while simultaneously facilitating local economic growth and includes implementation strategies for local programs contained in the AQMP. A significant impact would occur if the project were not consistent with the AQMP or the City's General Plan.

The *Brentwood-Pacific Palisades Community Plan* recognizes the need to ensure the availability of adequate public facilities. The proposed project would serve existing and intended land uses and would not include regional employment or population growth. The main objectives of the project are to meet regulatory requirements and improve water quality. The project would also not result in a violation of air quality standards, as discussed in item 3(b) below. The project would therefore be consistent with the AQMP.

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

Reference: *L.A. CEQA Thresholds Guide* (Sections B1 and B2)

Comment: A significant impact may occur if the proposed project violated any SCAQMD air quality standard. The SCAQMD has set thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO₂), and particulate matter (PM10) emissions resulting from construction and operation in the South Coast Air Basin.

Construction emissions have been estimated using the URBEMIS 2007 (Version 9.2.4) computer model recommended by the SCAQMD. As shown below, daily construction emissions would not exceed SCAQMD significance thresholds.

	ROG lbs/day	NOX lbs/day	CO lbs/day	SOX lbs/day	PM10 lbs/day
Construction Peak Daily Emissions	10.66	96.81	45.11	0.03	22.52
SCAQMD Construction Emission Thresholds	75	100	550	150	150

Minimal operation emissions are anticipated since the pumps are electrically driven and once operational, minimal onsite maintenance is anticipated. The total emissions from worker vehicle exhaust are considered negligible and should not exceed SCAQMD daily operational emission thresholds or have a significant impact on air quality.

Since all constituents would be below emission standards established by the SCQMD, air quality impacts would be less than significant. Nonetheless, contractors would be required to follow all applicable SCAQMD rules and regulations, including AQMD Rule 403 (Fugitive Dust)

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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and 431 (Diesel Equipment), to minimize air quality impacts. Contractors, for example, would water dusty areas and minimize the tracking of soil from unpaved dirt areas to paved roads.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

☐ ☐ ☒ ☐

Reference: IRP EIR, L.A. CEQA Thresholds Guide (Sections B1 and B2), 2006 State Area Designation Maps from <http://www.arb.ca.gov/design/adm/adm.htm#state>

Comment: A significant impact would occur if the proposed project resulted in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin exceeds federal and state ambient air quality standards and has been designated as an area of non-attainment by the USEPA and/or California Air Resources Board. The South Coast Air Basin is a non-attainment area for ozone fine particulate matter (PM10), and carbon monoxide (federal only).

As indicated in item 3(b) above, construction and operational emissions of the project would not exceed the SCAQMD's thresholds of significance for criteria pollutants. For those emissions generated during construction, the minor generation of criteria pollutants would be temporary and short-term in nature.

Although significant construction air quality impacts were identified for the IRP projects, which are considered related projects, construction periods are not expected to overlap. Additionally, mitigation measures were included to minimize potential impacts. The proposed project would be a much smaller-scale near term project with construction anticipated to be completed by December 2010.

Climate change has been at the forefront of research and policy in recent years. In June 2005, California Governor Arnold Schwarzenegger signed Executive Order (E.O.) S-3-05. The goal of this E.O. is to reduce the state's greenhouse gas (GHG) emissions, including carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride emissions, to 2000 levels by 2010, 1990 levels by 2020, and 80% below the 1990 levels by the year 2050. On 2006, the California Global Warming Solutions Act, also known as Assembly Bill (AB) 32, established a cap on statewide greenhouse gas (GHG) emissions, called for a regulatory framework to achieve the corresponding emissions reduction, and charged the California Air Resources Board (CARB) with implementation of the act.

When dealing with air quality issues related to operation emissions, thresholds are usually compared to the net change in emissions compared to baseline conditions (normally existing conditions with no project). However, the project's purpose is to meet Clean Water Act regulatory mandates. Thus, the City does not have a "no project" option. The proposed project would divert low-flows from two existing storm drains into the sanitary sewer and eventually to the nearest City treatment plant (Hyperion in this instance) rather than proposing treatment on-site, which would require construction of an on-site treatment facility. GHG emissions are tied to energy consumption, in general, the more energy used the higher the emissions. Based on pre-design information, no substantial difference in energy use was identified for runoff treatment on-site vs. off-site. The project would incorporate energy efficiency through selection of energy efficient motors and pumps thus optimizing energy consumption as feasible.

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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- d) Expose sensitive receptors to substantial pollutant concentrations? ☐ ☐ ☒ ☐

Reference: *L.A. CEQA Thresholds Guide* (Sections B1, B2, and B3)

Comment: A significant impact would occur if construction or operation of the proposed project generated pollutant concentrations to a degree that would significantly affect sensitive receptors.

As discussed above, the proposed project is not anticipated to result in substantial pollutant concentrations.

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

Reference: *L.A. CEQA Thresholds Guide* (Sections B1 and B2)

Comment: A significant impact would occur if the project created objectionable odors during construction or operation that would affect a substantial number of people.

During construction, the project may generate objectionable odors as sewer connections are made during diversion. However, the City and its contractors would implement applicable odor control measures for sewer projects, such as the use of temporary air scrubber units. At the northern terminus, the diversion structure would be designed to reduce turbulence in the existing sewer line and thus reduce potential objectionable odors.

Other construction sources of odor are diesel emissions from construction equipment and volatile organic compounds from sealant applications or paving activities. However, these odors would be temporary and localized. Nonetheless, applicable best management practices such as those in SCAQMD Rule 431 (Diesel Equipment) would, in addition to minimizing air quality impacts, also help minimize potential construction odors.

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? ☐ ☐ ☒ ☐

Reference: CNDDDB, City of Los Angeles General Plan, City of Los Angeles General Plan Conservation Element, IRP EIR, *L.A. CEQA Thresholds Guide* (Section C), U.S. Fish and Wildlife Service Habitat Conservation Plan (HCP) Program, U.S. Fish and Wildlife Service Critical Habitat Database (<http://crithab.fws.gov/>)

Comment: A significant impact may occur if the proposed project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the state or federal regulatory agencies cited.

The project site consists of paved parking lots and a paved roadway and is devoid of trees or significant vegetation. No habitat or sensitive natural community occurs within the project area. The CNDD lists occurrences of the following plant and animal species which are federally and/or state listed as endangered or threatened species within the USGS Topanga Quadrangle:

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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Brauton's milk-vetch (*Astragalus brautonii*), Ventura Marsh milk-vetch (*Astragalus psycnostachyus* var. *lanosissimus*), coastal dunes milk-vetch (*Astragalus tener* var. *titi*), salt marsh bird's-beak (*Cordylanthus maritimus* ssp. *maritimus*), beach spectaclepod (*Dithyrea maritima*), Santa Monica dudleya (*Dudleya cymosa* ssp. *ovatifolia*), and southern steelhead (*Oncorhynchus mykiss irideus*).

However, Ventura Marsh milk-vetch salt marsh and bird's-beak were listed as extirpated (removed or destroyed) and no habitat associated with or suitable for the other listed species was identified within the project site.

The western snowy plover is federally listed as threatened and is a bird species of special concern in California. Western snowy plover critical habitat and coastal resources occur within the vicinity of the project site. Although the areas that the plovers occupy vary year to year, the plovers tend to remain on sandy beach areas between the low tide and approximately 100 to 150 feet inland. Annual surveys of the area are lead by the Audobon Society and the City of Santa Monica implements habitat protection activities, including the installation of fencing of the areas known to be used by the plovers.

The project site is within and immediately adjacent to Pacific Coast Highway and consists mostly of hardscape areas, paved parking lots and roadway. Due to the proximity of the project site to the busy highway and the multi-use pedestrian/bike path, plovers are not anticipated to occur within the vicinity of the project site. Nonetheless, mitigation measure BIO-1 below and best management practices to protect water quality would be implemented during construction to ensure no adverse impacts occur as a result of construction activities. Once constructed, the project would have a positive impact on water quality by decreasing pollutants that reach coastal waters and would ultimately result on improved coastal habitat.

Mitigation Measure BIO-1: A preconstruction survey by a qualified biologist shall be conducted for any construction within the sandy areas to ensure that no western snowy plovers are in the immediate project vicinity. As applicable, the biologist would make recommendations based on the results of the survey to prevent any impacts to western snowy plovers.

- 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 US Fish and Wildlife Service? ☐ ☐ ☒ ☐

Reference: CNDDDB, *City of Los Angeles General Plan Conservation Element, L.A. CEQA Thresholds Guide* (Section C), U.S. Fish and Wildlife Service Habitat Conservation Plan (HCP) Program, U.S. Fish and Wildlife Service Critical Habitat Database (<http://crithab.fws.gov/>)

Comment: A significant impact may occur if riparian habitat or any other sensitive natural community were to be adversely modified.

See comment for 4 (a).

- 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? ☐ ☐ ☒ ☐

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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Reference: *L.A. CEQA Thresholds Guide* (Section C)

Comment: A significant impact may occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be modified or removed.

The project would divert water from the existing Santa Monica Canyon Channel which is a man-made channel devoid of vegetation. As indicated above, the site does not provide significant habitat for plants or animals. The diversion and treatment of stormwater runoff is urgently needed to meet bacteria TMDL requirements. The project would protect the health of hundreds of thousands of visitors to Will Rogers State Beach. Summer low-flow runoff is already being diverted upstream of the proposed location. This upgrade is needed to divert low flows year round. As applicable, the U.S. Army Corps of Engineers and California Department of Fish and Game, through their permitting process, would add conditions to the project approval if needed to protect jurisdictional waters.

- 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? ☐ ☐ ☒ ☐

Reference: *L.A. CEQA Thresholds Guide* (Section C)

Comment: A significant impact may occur if the proposed project interfered or removed access to a migratory wildlife corridor or impeded the use of native wildlife nursery sites.

As discussed above, the proposed project site consists mostly of paved surfaces. The project area within the concrete-lined channel does not provide significant habitat for plants or animals. Additionally, mitigation measure BIO-1 and best management practices to protect water quality would be implemented during construction to ensure no adverse direct or indirect impacts occur as a result of construction activities. Therefore, the project is not expected to have an impact on habitat suitable for wildlife movement or migration.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ☐ ☐ ☐ ☒

Reference: *L.A. CEQA Thresholds Guide* (Section C)

Comment: A significant impact may occur if the proposed project would cause an impact that was inconsistent with local regulations pertaining to biological resources.

No sensitive or protected tree species, or habitat, occur on the project site.

- 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? ☐ ☐ ☐ ☒

Reference: CNDDDB, City of Los Angeles General Plan, City of Los Angeles General Plan Conservation Element, *L.A. CEQA Thresholds Guide* (Section C), U.S. Fish and Wildlife Service Habitat Conservation Plan (HCP) Program

Comment: A significant impact may occur if the proposed project would be inconsistent with mapping or policies in any conservation plans of the cited type.

See comments for 4 (a) through (e).

5. CULTURAL RESOURCES – Would the project:

- a) Cause a substantial adverse change in the significance of a historical ☐ ☐ ☐ ☒

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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resource as defined in California Code of Regulations Section 15064.5?

Reference: *L.A. CEQA Thresholds Guide* (Section D.3), City of Los Angeles Cultural Heritage Commission "Historic-Cultural Monuments (HCM) Report by Planning Community", Brentwood-Pacific Palisades Community Plan, *Archaeological Investigation for Proposition O and CIS Projects, City of Los Angeles, Los Angeles County, California*

Comment: A significant impact may result if the proposed project caused a substantial adverse change to the significance of a historical resource (as identified above).

No historic resources were identified within the project area or vicinity.

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

☐ ☐ ☒ ☐

Reference: *L.A. CEQA Thresholds Guide* (Section D.3), City of Los Angeles Cultural Heritage Commission "Historic-Cultural Monuments (HCM) Report by Planning Community", Brentwood-Pacific Palisades Community Plan, *Archaeological Investigation for Proposition O and CIS Projects, City of Los Angeles, Los Angeles County, California*

Comment: A significant impact may occur if the proposed project were to cause a substantial adverse change in the significance of an archaeological resource which falls under the CEQA Guidelines section cited above.

Greenwood and Associates (2007) evaluated the project area and found that no archaeological or historical resources have been documented in the vicinity of the project area. The project area was deemed to have a low sensitivity for cultural resources. Should any potentially important cultural deposits be encountered during construction, per standard public works construction practice, work would be temporarily diverted from the vicinity of the find until a qualified archaeologist can identify and evaluate the find, conduct any appropriate assessment, and make recommendations as needed to protect the resource or mitigate impacts.

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

☐ ☐ ☒ ☐

Reference: *Standard Specification for Public Works Construction, L.A. CEQA Thresholds Guide* (Section D.1)

Comment: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb unique paleontological resources or unique geologic features.

The project area contains fill associated with the construction of Pacific Coast Highway. Excavation would be fairly shallow, varying from approximately seven (7) feet to 15 feet below grade. Excavation is not anticipated to reach any bedrock. Should bedrock or any potentially important paleontological deposits be encountered during construction, per standard public works construction practices, work would be temporarily diverted from the vicinity of the find until a qualified resource specialist can evaluate the find and make recommendations as needed to protect the find or mitigate the impact.

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

☐ ☐ ☒ ☐

Reference: *Standard Specification for Public Works Construction, L.A. CEQA Thresholds Guide* (Section D.2)

Comment: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb interred human remains.

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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No known burial sites are located within the project site. Should human remains be encountered during construction, per standard public works construction practice, work would be temporarily diverted from the vicinity of the find until the coroner is notified in accordance with the Health and Safety Code Section 7050.5. If the remains were determined to be of Native American descent, the coroner would have 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would identify the person(s) thought to be the Most Likely Descendent, who would then help determine the appropriate course of action.

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?

☐ ☐ ☒ ☐

Reference: CDC Publication 42, *L.A. CEQA Thresholds Guide* (Section E.1), *General Plan Safety Element*

Comment: A significant impact may occur if the proposed project were located within a state-designated Alquist-Priolo Zone or other designated fault zone and appropriate building practices were not followed.

The project site is located within a Fault Rupture Study Zone. As part of building code and BOE Standard Project Specifications, construction measures are prescribed that enable safe and efficient project implementation within areas subject to seismic movement. Per standard practice, site-specific geotechnical and geological investigations that focus on these potential hazards are performed as part of project design studies.

- ii) Strong seismic ground shaking?

☐ ☐ ☒ ☐

Reference: Planning Department "Parcel Profile Report", *L.A. CEQA Thresholds Guide* (Section E.1)

Comment: A significant impact may occur if the proposed project design did not comply with building code requirements intended to protect people from hazards associated with strong seismic ground shaking.

See comment 6(a)(i).

- iii) Seismic-related ground failure, including liquefaction?

☐ ☐ ☒ ☐

Reference: CDC Seismic Hazard Zones, Planning Department "Parcel Profile Report", *L.A. CEQA Thresholds Guide* (Section E.1)

Comment: A significant impact may occur if the proposed project would be located in an area identified as having a high risk of liquefaction and appropriate design measures required within such designated areas were not incorporated into the project.

The project site is located in an area identified as being susceptible to liquefaction. However, as part of building code and BOE Standard Project Specifications, construction measures are prescribed that enable safe and efficient project implementation within the liquefaction zone area. As stated above, per standard practice, site-specific geotechnical and geological investigations that focus on these potential hazards are performed as part of project design studies. Design and construction of the proposed project would include

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
applicable measures, such as flexible connections or structural anchors.				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Reference: General Plan (Landslide Inventory and Hillside Areas in the City of Los Angeles Map), Planning Department "Parcel Profile Report", <i>L.A. CEQA Thresholds Guide</i> (Section E.1)				
Comment: The project site is not located in a landslide area. However, segments of the project site are located adjacent to coastal bluffs which are prone to landslides. Compliance with design and/or construction recommendations in the project-level geotechnical studies that would be prepared as a standard practice would keep potential impacts within acceptable levels.				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Reference: <i>L.A. CEQA Thresholds Guide</i> (Section E.2), Planning Department "Parcel Profile Report"				
Comment: A significant impact may occur if the proposed project were to expose large areas to the erosion effects of wind or water for a prolonged period of time.				
The project site is not located in a high wind area. Construction of the proposed project would result in ground surface disruption activities, such as site grading and excavation. These activities could result in the potential for erosion to occur at the proposed project site. However, soil exposure would be temporary and short-term in nature and applicable Department of Building and Safety erosion control techniques would limit potential erosion.				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Reference: <i>L.A. CEQA Thresholds Guide</i> (Section C1), General Plan (Landslide Inventory and Hillside Areas in the City of Los Angeles Map), Planning Department "Parcel Profile Report"				
Comment: A significant impact may occur if the proposed project were built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property.				
Prior to construction and per standard practice, a geotechnical evaluation would be prepared which would prescribe methods, techniques, and specifications for: site preparation, treatment of undocumented fill and/or alluvial soils, fill placement on sloping ground, fill characteristics, fill placement and compactions, temporary excavations and shoring, permanent slopes, treatment of expansive soils, and treatment of corrosive soils. Design construction of the proposed project would conform to recommendations in the geotechnical evaluation. Additionally, see comment for 6(a) (iii).				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Reference: Uniform Building Code				
Comment: The project site is in an area underlain by recent alluvium composed of clay, silt, sand, and gravel. Typically, these soils do not have a high potential for expansion.				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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Reference:

Comment: A significant impact may occur if the proposed project were built on soils that were incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system, and such a system were proposed.

No alternative treatment systems are proposed or needed.

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?

☐ ☐ ☒ ☐

Reference: DTSC's EnviroStor Data Management System

(<http://www.envirostor.dtsc.ca.gov/public>), L.A. CEQA Thresholds Guide (Sections F.1 & F.2), SWRCB LUST and UST listings on Geotracker (<http://geotracker.swrcb.ca.gov>)

Comment: Operation of the proposed facility would not routinely require transport, use of, or disposal of significant quantities of hazardous materials, including, but not limited to oils, pesticides, or chemicals.

Construction activities would be short-term and limited in nature and may involve limited transport, storage, use or disposal of hazardous materials. Some examples of hazardous materials handling include fueling and servicing construction equipment on-site, and the transport of fuels, lubricating fluids, and solvents. These types of materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated.

No sites with known hazardous materials releases were identified within the project area or vicinity. However, if unknown contamination were identified during project construction or a spill were to occur during construction, agencies with jurisdiction would be notified and immediate measures would be taken to ensure the health and safety of the public and workers and to protect the environment. Any excavation, treatment, and/or disposal of contaminated soils would be conducted to the satisfaction of the applicable regulatory agencies, which could include LAFD, LACoFD, LARWQCB and/or DTSC. Adherence to regulations set forth by local, state, and federal regulatory agencies would reduce the potential for hazardous materials impacts to less than significant levels.

- 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?

☐ ☐ ☒ ☐

Reference: DTSC's EnviroStor Data Management System

(<http://www.envirostor.dtsc.ca.gov/public>), L.A. CEQA Thresholds Guide (Sections F.1 and F.2), SWRCB LUST and UST listings on Geotracker (<http://geotracker.swrcb.ca.gov>)

Comment: Refer to 7a) above.

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

☐ ☐ ☐ ☒

Reference: L.A. CEQA Thresholds Guide (Section F.2)

Comment: A significant impact may occur if the proposed project were located within one-quarter mile of an existing or proposed school site and were projected to release toxic emissions which pose a hazard beyond regulatory thresholds.

No schools or proposed school sites are located within one-quarter mile of the proposed

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
project site.				
<p>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?</p> <p>Reference: DTSC's EnviroStor Data Management System (http://www.envirostor.dtsc.ca.gov/public), L.A. CEQA Thresholds Guide (Section F.2), SWRCB's GeoTracker, and USEPA's EnviroMapper</p> <p>Comment: The project site is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground fuel tank sites and Spills, Leaks, Investigations, and Cleanups sites; or the Department of Toxic Substances Control EnviroStor Data Management System which includes CORTESE sites, or the Environmental Protection Agency's database of regulated facilities.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p> <p>Reference: Brentwood-Pacific Palisades Community Plan, General Plan, L.A. CEQA Thresholds Guide (Section F.1), The Thomas Guide, Los Angeles County Street Guide (2007)</p> <p>Comment: A significant impact may occur if the proposed project site were located within a public airport land use plan area, or within two miles of a public airport, and would create a safety hazard.</p> <p>The project site is not located within an airport land use plan, or within two miles of a public airport of public use airport.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p> <p>Reference: Brentwood-Pacific Palisades Community Plan, L.A. CEQA Thresholds Guide (Section F.1), The Thomas Guide, Los Angeles County Street Guide (2007)</p> <p>Comment: The project site is not located within the vicinity of a private airstrip.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p> <p>Reference: L.A. CEQA Thresholds Guide (Section F.1)</p> <p>Comment: A significant impact may occur if the proposed project were to substantially interfere with roadway operations used in conjunction with an emergency response plan or evacuation plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such plan.</p> <p>The proposed project would not alter the adjacent street system. As applicable, traffic detour plans would address emergency response or emergency evacuation for implementation during construction.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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?</p> <p>Reference: Brentwood-Pacific Palisades Community Plan and General</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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Plan

Comment: A significant impact may occur if the proposed project were located in a wildland area and poses a significant fire hazard, which could affect persons or structures in the area in the event of a fire.

The proposed project is located within a fully urbanized area with no adjacent wildlands.

8. HYDROLOGY AND WATER QUALITY – Would the project:

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

Reference: *L.A. CEQA Thresholds Guide* (Section G.2)

Comment: A significant impact may occur if the proposed project discharged water which did not meet the quality standards of agencies which regulate surface water quality and water discharge into storm-water drainage systems. For example, if a project were not in compliance with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The project would result in a beneficial impact to water quality. The purpose of the project is to meet the RWQCB winter dry-weather TMDL requirements for the Santa Monica Bay and improve water quality in the receiving waters.

Compliance with the receiving water limitations would be determined using shoreline monitoring data obtained in conformance with the Santa Monica Bay Beaches Bacterial TMDLs Coordinated Shoreline Monitoring Plan dated April 7, 2004.

Short-term impacts to water quality due to construction activities would be regulated under California State Water Resources Control Board Water Quality Order No. 99-08-DWQ (General Construction Permit). Under this permit, the City of Los Angeles would implement a storm water pollution prevention plan and Best Management Construction Practices would be implemented to ensure no significant impacts to water quality occur during construction.

- 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)? ☐ ☐ ☐ ☒

Reference: *L.A. CEQA Thresholds Guide* (Sections G.2 and G.3)

Comment: Groundwater is a major component of the water supply for many public water suppliers in the Los Angeles metropolitan area, and is also used by private industries, as well as a limited number of private agricultural and domestic users. A project would normally have a significant impact on groundwater supplies if it were to result in a demonstrable and sustained reduction of groundwater recharge capacity or change the potable water levels sufficiently that it would reduce the ability of a water utility to use the groundwater basin for public water supplies or storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow.

The proposed project site contains mostly impervious surfaces, including paved roadway and

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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parking surfaces. The proposed project would not use groundwater resources or change the amount of permeable area within the project site.

- 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?

☐ ☐ ☒ ☐

Reference: *L.A. CEQA Thresholds Guide* (Sections G.1 and G2)

Comment: A significant impact may occur if the proposed project resulted in a substantial alteration of drainage patterns that resulted in a substantial increase in erosion or siltation during construction or operation of the project.

The proposed project would divert dry-weather flows from the Santa Monica Canyon storm drain channel, which is concrete-lined within the project area and vicinity. The course of the channel would not be altered. Summer dry-weather flows are currently being diverted at the existing LFD upstream of the project site. The proposed project would divert dry-weather flows year-round, while storm flows would continue to reach the receiving waters.

- 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?

☐ ☐ ☐ ☒

Reference: *L.A. CEQA Thresholds Guide* (Section G.1)

Comment: A significant impact may occur if the proposed project resulted in increased runoff volumes during construction or operation of the proposed project that would result in flooding conditions affecting the project site or nearby properties.

Runoff volumes would not be altered. Also, see comment for 8 (c) above.

- 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?

☐ ☐ ☐ ☒

Reference: *L.A. CEQA Thresholds Guide* (Section G.2)

Comment: A significant impact may occur if the volume of runoff were to increase to a level which exceeded the capacity of the storm drain system serving a project site. A significant impact may also occur if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system.

See comments for 8 (a-d) above.

- f) Otherwise substantially degrade water quality?

☐ ☐ ☐ ☒

Reference: *L.A. CEQA Thresholds Guide* (Section G.3)

Comment: A significant impact may occur if a project included potential sources of water pollutants and potential to substantially degrade water quality.

The project's objective is to improve water quality and increase the

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
<p>beneficial and recreational uses of the receiving waters (the Santa Monica Bay) by diverting dry-weather surface runoff to the wastewater system year-round. The runoff would be diverted to the CIRS and ultimately reach the Hyperion Treatment Plant, where it would be treated prior to discharge into the ocean.</p>				
<p>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? Reference: FIRM FEMA Panel No 060137 0076 D, <i>L.A. CEQA Thresholds Guide</i> (Sections G.1 to G.3) Comment: No housing is proposed as part of the proposed project.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? Reference: FIRM FEMA Panel No 060137 0076 D, <i>L.A. CEQA Thresholds Guide</i> (Sections G.1 & G.3) Comment: The purpose of the proposed project is to divert dry-weather low flows. No changes during wet-weather flows are proposed. As such, flood flows would not be affected.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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? Reference: <i>City of Los Angeles General Plan Safety Element, L.A. CEQA Thresholds Guide</i> (Sections E.1 & G.3) Comment: A significant impact may occur if the proposed project were located in an area where a dam or levee could fail, exposing people or structures to significant risk of loss, injury or death.</p> <p>The Inundation and Tsunami Hazard Areas map (Exhibit G) of the Safety Element of the <i>Los Angeles City General Plan</i> (adopted by City Council November 26, 1996) identifies the project site as being located in an inundation area due to proximity to low-lying coastal area. Design criteria for coastal development are provided in the City of Los Angeles Flood Hazard Specific Plan (City of Los Angeles Safety Element). The Flood Hazard Management Specific Plan Guidelines by City of Los Angeles Department of Building and Safety stipulate development requirement for construction within flood risk zones.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>j) Inundation by seiche, tsunami, or mudflow? Reference: <i>City of Los Angeles General Plan Safety Element, LA CEQA Thresholds Guide</i> (Section E.1) Comment: A significant impact may occur if the proposed project would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.</p> <p>The Inundation and Tsunami Hazard Areas map (Exhibit G) of the Safety Element of the <i>Los Angeles City General Plan</i> (adopted by City Council November 26, 1996) indicates some portions of the project</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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site are located within a potential tsunami hazard area. However, the proposed project would improve existing infrastructure and does not include structures for habitation or occupancy.

9. LAND USE AND PLANNING – Would the project:

- a) Physically divide an established community?

☐ ☐ ☐ ☒

Reference: *City of Los Angeles General Plan, LA CEQA Thresholds Guide* (Section H.2)

Comment: Determination of impact is made based on several factors, including whether the proposed project is sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community.

The proposed project involves construction of utility infrastructure that would be located below grade or on currently developed parcels and would not adversely impact land uses within the area or act as a physical barrier within the surrounding community.

- 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?

☐ ☐ ☒ ☐

Reference: *City of Los Angeles General Plan, LA CEQA Thresholds Guide* (Sections H.1 & H.2)

Comment: A significant impact may occur if the proposed project were inconsistent with the General Plan, or other applicable plan, or with the site's zoning if designated to avoid or mitigate a significant potential environmental impact.

Land uses within the project site consist of open space and public right-of-way within Pacific Coast Highway. The proposed project consists of improvements to the stormwater infrastructure system to improve public health and safety. Most of the project elements would be located below grade. The project would be a component of the municipal infrastructure and would not require changes in land use. Allowed uses within areas designated for "Open Space" includes uses for public health and safety and right-of-way for utilities.

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

☐ ☐ ☒ ☐

Reference: *City of Los Angeles General Plan, LA CEQA Thresholds Guide* (Sections H.1 & H.2)

Comment: A significant impact may occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan and would conflict with such plan.

No habitat conservation plan or natural community conservation plan is known to exist for the project site. U.S. Fish and Wildlife

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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designated western snowy plover critical habitat is located within the vicinity of the project site. However, as explained above under 4 (a), no impacts are anticipated with implementation of mitigation BIO-1.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Reference: *City of Los Angeles General Plan, L.A. CEQA Thresholds Guide* (Section E4)

Comment: No mineral resources are identified within the project area.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Reference: *City of Los Angeles General Plan, L.A. CEQA Thresholds Guide* (Sections H.1 & H.2)

Comment: Refer to 10 (a) above.

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?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Reference: *City of Los Angeles General Plan, City of Los Angeles Municipal Code, L.A. CEQA Thresholds Guide* (Section I), *Noise and Vibration Study of Los Angeles Proposition O LFD Design Project*

Comment: A significant impact may occur if the project resulted in or exposed people to noise levels that exceeded the standards established by the general plan and and/or noise ordinance of the Municipal Code.

A baseline noise analysis study indicates ambient noise levels in the project area range from 54 dBA* to 72 dBA (Air & Noise Logic 2008). Noise levels generated by construction equipment would vary based on several factors, including equipment type and models, operation being performed, and the condition of the equipment. Construction activities are anticipated to generate noise levels ranging from 60 dBA to 90 dBA. Since construction activities have the potential to increase ambient noise levels above 5 dBA at a noise sensitive use during nighttime hours (CEQA Thresholds 2006), construction of the CIRS would result in a significant noise level impact to adjacent residential uses. The following mitigation measures have been designed to reduce construction noise impacts to a less than significant level:

Mitigation Measure NOI1: Construction contracts shall specify that all construction equipment shall be equipped with noise mufflers, blankets and other suitable noise attenuation.

Mitigation Measure NOI2: To the extent feasible, the contractor shall minimize impulsive noise during nighttime construction.

Mitigation Measure NOI3: The contractor shall monitor nighttime construction activity. Prior to the start of nighttime construction activities, the contractor shall submit a comprehensive noise control plan for review and approval of the project engineer. The noise control plan shall identify best possible construction-staging locations and noise-monitoring procedures, evaluate anticipated construction noise impacts and mitigation measures, and establish

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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reporting requirements and complaint response procedures. The noise control plan shall impose restrictions on the use of equipment with backup alarms or any other devices that typically emit banging, clanging, buzzing, or other annoying noises.

Mitigation Measure NOI4: The City of Los Angeles shall establish a community liaison program designed to provide for two-way communication between the community and the City of Los Angeles to resolve noise problems that might arise during construction of the Coastal Interceptor Relief Sewer. The community liaison program will consist of:

- A 24-hour hotline to enable residents and community members to report noise problems. The hotline shall be staffed and operated by persons authorized to coordinate with the construction contractor, the construction manager, the inspector, and the design group to resolve identified issues. A database shall be developed to log complaints and document the status of the reported incidents and activities/actions undertaken to address the complaints.
- The distribution of the construction schedule, and any modifications to it thereafter, to residents, property owners, and local businesses.

Operation noise is anticipated to be limited to noise from the pumping equipment, LFD control equipment and the inflatable dam control equipment and compressor. The pumping equipment would be located below grade, the control equipment and the compressor would be located partly below grade and housed within a control building, and the LFD control equipment would be housed in a metal structure and sited within the vicinity Pacific Coast Highway away from residential uses. Noise increase from project operation is anticipated to have less than a significant impact.

* A-weighted decibel (dBA): an overall frequency-weighted sound level in decibels which approximates the frequency response of the human ear.

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

☐ ☒ ☐ ☐

Reference: *City of Los Angeles General Plan, City of Los Angeles Municipal Code, L.A. CEQA Thresholds Guide (Section I), Noise and Vibration Study of Los Angeles Proposition O LFD Design Project*

Comment: A significant impact may occur if the project were to expose persons to or generate excessive groundborne vibration or groundborne noise levels.

Construction activities associated with the project could generate groundborne vibration from use of heavy equipment. According to a noise and vibration study conducted for the proposed project (Air & Noise Logic 2008), there is the potential for vibration impacts from sonic and pile driving and for drilling within 100 feet of residential units. In accordance with Bureau of Engineering Standard Project Specifications, no pile driving is anticipated for this project. However, construction of the CIRS may require drilling within 100 feet of residential units. Mitigation measures NOI1 through NOI4 above, have been designed to reduce noise impacts. The following mitigation measures have been designed to reduce potential groundborne vibration impacts to a less than significant level:

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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Mitigation Measure NOI5: To the extent feasible during CIRS construction, the contractor shall route heavily-loaded trucks away from residential streets. If no alternatives are available, streets with fewest homes shall be selected.

Mitigation Measure NOI6: To the extent feasible during CIRS construction with 100 feet of residential units, the contractor shall phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.

Mitigation Measure NOI7: To the extent feasible during CIRS construction with 100 feet of residential units, the contractor shall select demolition methods not involving impact. For example, sawing structures into section that can be loaded onto trucks would result in lower vibration levels than impact demolition.

Mitigation Measure NOI8: Prior to the start of CIRS construction activities, the contractor shall submit a comprehensive vibration monitoring and mitigation plan for review and approval of the project engineer. The vibration monitoring and mitigation plan shall focus on adjacent residential uses, identify best possible construction-staging locations and vibration-monitoring procedures, evaluate anticipated vibration impacts and mitigation measures, and establish reporting requirements and complaint response procedures.

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

Reference: *City of Los Angeles General Plan, City of Los Angeles Municipal Code, L.A. CEQA Thresholds Guide* (Section I)

Comment: Comment: A significant impact may occur if the project were to substantially and permanently increase the ambient noise levels in the project vicinity above levels existing without the proposed project.

See comments under 11 (a) above.

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

Reference: *L.A. CEQA Thresholds Guide* (Section I)

Comment: A significant impact may occur if the project were to create a substantial temporary or periodic increase in the ambient noise levels in the project vicinity above levels existing without the proposed project.

See comments under 11 (a) above.

- 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? ☐ ☐ ☐ ☒

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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Reference: *Brentwood-Pacific Palisades Community Plan*, General Plan, *L.A. CEQA Thresholds Guide* (Section I), *The Thomas Guide*, *Los Angeles County Street Guide* (2007)
Comment: No public airport is located within the vicinity of the project area.

- 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? ☐ ☐ ☐ ☒

Reference: *Brentwood-Pacific Palisades Community Plan*, General Plan, *L.A. CEQA Thresholds Guide* (Section I), *The Thomas Guide*, *Los Angeles County Street Guide* (2007)

Comment: No private airstrips are located within the vicinity of the project area.

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)? ☐ ☐ ☐ ☒

Reference: *L.A. CEQA Thresholds Guide* (Section J.1)

Comment: A significant impact may occur if the proposed project induced substantial population and housing growth through new development in undeveloped areas or by introducing unplanned infrastructure that was not previously evaluated in the adopted community plan or general plan.

The proposed project would not promote population growth either directly or indirectly, since it consists of infrastructure upgrades to meet regulatory requirements in conformance with the needs projected in the adopted community and general plans.

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

Reference: *L.A. CEQA Thresholds Guide* (Sections J.1 and J.2)

Comment: No housing would be displaced or changed.

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

Reference:

Comment: See comment for 12 (b) above.

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? ☐ ☐ ☐ ☒

Reference: *City of Los Angeles General Plan Safety Element*, *L.A. CEQA Thresholds Guide* (Section K.2)

Comment: A significant impact may occur if the project required the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service.

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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The proposed project would not require additional fire protection or emergency response services beyond what is currently provided. As per Bureau of Engineering Standard Project Specifications, construction activities would comply with applicable Fire Code requirements. The nearest local fire responders (including Fire Station 69) would be notified, as appropriate, of any street lane closures during construction so as to coordinate emergency response routing during construction work.

ii) Police protection? ☐ ☐ ☐ ☒

Reference: *City of Los Angeles General Plan Safety Element, L.A. CEQA Thresholds Guide* (Section K.1)

Comment: A significant impact may occur if the proposed project were to result in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site.

The proposed project would not require additional police protection beyond what is currently provided. As per Bureau of Engineering Standard Project Specifications, construction activities would comply with applicable Municipal Code requirements. The nearest local police station (in Reporting District 821) would be notified, as appropriate, of any street lane closures during construction so as to coordinate emergency response routing during construction work.

iii) Schools? ☐ ☐ ☐ ☒

Reference: *L.A. CEQA Thresholds Guide* (Section K.3)

Comment: A significant impact may occur if the proposed project included substantial employment or population growth that could generate demand for school facilities that exceeded the capacity of the school district responsible for serving the project site.

The proposed project is not a growth inducing project, either directly or indirectly, and would therefore not increase the demand for schools in the area.

iv) Parks? ☐ ☐ ☐ ☒

Reference: *L.A. CEQA Thresholds Guide* (Section K.4)

Comment: A significant impact may occur if the recreation and park services available could not accommodate the population increase resulting from the implementation of the proposed project.

Operation of the proposed project is not a growth inducing project, either directly or indirectly, and would therefore not increase the demand for parks in the area.

v) Other public facilities? ☐ ☐ ☒ ☐

Reference:

Comment: Operation of the proposed project would not induce growth, either directly or indirectly, and would therefore not increase the demand or use for other public facilities in the area. Temporary impacts to Will Rogers State Beach parking and to the multiuse (pedestrian/bike) path may occur during construction. Due to permitting/regulatory constraints, construction is anticipated to occur during the off-peak beach season when demand for parking and other beach facilities is lower. Additionally, the City would coordinate with the County of Los Angeles Department of Beach and Harbors to

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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minimize construction-related impacts to Will Rogers State Beach.

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?

☐ ☐ ☒ ☐

Reference: *L.A. CEQA Thresholds Guide* (Section K.4)

Comment: A significant impact may occur if the proposed project included substantial employment or population growth that generated demand for public park facilities that exceed the capacity of existing parks.

The proposed project is not a growth inducing project, either directly or indirectly, and would therefore not increase the demand for parks or other recreational facilities in the area. As indicated above, temporary impacts to Will Rogers State Beach parking and to the multiuse (pedestrian/bike) path may occur during construction. Due to permitting/regulatory constraints, construction is anticipated to occur during the off-peak beach season when demand for parking and other beach facilities is lower. Additionally, the City would coordinate with the County of Los Angeles Department of Beach and Harbors to minimize construction-related impacts to Will Rogers State Beach.

- 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?

☐ ☐ ☐ ☒

Reference:

Comment: No recreational facilities would be included in the proposed project nor would any new recreation facilities be required.

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)?

☐ ☐ ☒ ☐

Reference: KOA Corporation (2008), *L.A. CEQA Thresholds Guide* (Section L.1 to L.4 and L.8)

Comment: A significant impact may occur if the proposed project caused an increase in traffic that would be substantial in relation to the existing traffic load and capacity of the street system.

The proposed project consists of the upgrades of existing storm drain and sewer infrastructure and would generate a nominal number of vehicle trips during operation, no more than one trip per week estimated.

Construction on Pacific Coast Highway would be subject to conditions of a Caltrans permit and is anticipated to occur at nighttime during off-peak hours. Based on a traffic analysis conducted for this project, construction scheduled during the recommended time periods below would maintain acceptable levels of service (LOS) during construction (minimum LOS D). Construction is anticipated to occur within the recommended time periods.

Issues				Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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Location	Recommended Construction Time Period			
	Weekday		Weekend	
	1-lane Closure	2-lane Closure	1-lane Closure	2-lane Closure
Pacific Coast Highway (Southbound)				
- n/o Channel Rd	5:00 PM to 7:00 AM	11:00 PM to 6:00 AM	Anytime	11:00 PM to 9:00 AM
- s/o Entrada Dr	6:00 PM to 7:00 AM	11:00 PM to 6:00 AM	Anytime	11:00 PM to 9:00 AM
Pacific Coast Highway (Northbound)				
- s/o Entrada Dr	7:00 PM to 7:00 AM	10:00 PM to 6:00 AM	6:00 PM to 4:00 PM	10:00 PM to 11:00 AM

Notes:

[a] Based on a minimum of LOS D maintained during construction

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

☐ ☐ ☒ ☐

Reference: See 15 (a).

Comment:

See 15 (a).

- 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?

☐ ☐ ☐ ☒

Reference:

Comment: The project does not involve any changes in air traffic patterns.

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

☐ ☐ ☐ ☒

Reference: *L.A. CEQA Thresholds Guide* (Section L.5)

Comment: A significant impact may occur if the proposed project substantially increased road hazards due to a design feature or incompatible uses.

The proposed project would not change the surrounding street system and would not introduce incompatible vehicles to surrounding roadways. Temporary lane closures would occur during off peak hours and the traffic control plan, which would be subject to Caltrans review and approval, would be designed to minimize potential hazards to motorists.

- e) Result in inadequate emergency access?

☐ ☐ ☐ ☒

Reference: *L.A. CEQA Thresholds Guide* (Section L.5 and L.8)

Comment: A significant impact may occur if the proposed project resulted in inadequate emergency access.

The proposed project area is readily accessible from adjacent roadways. The project does not include any permanent changes or alterations to emergency access. As indicated above, during construction, temporary lane closures would occur during off peak hours and the traffic control plan, which would be subject to Caltrans review and approval, would be designed to ensure appropriate emergency access is maintained.

- f) Result in inadequate parking capacity?

☐ ☐ ☒ ☐

Reference: *L.A. CEQA Thresholds Guide* (Sections L.7 & L.8)

Comment: The project would be designed to minimize permanent impacts to parking. However, loss of one space within Will Rogers State Beach Parking Lot 2 may occur to

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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allow the installation of one pole-mounted transformer within the vicinity of the Pacific Palisades LFD.

During construction, approximately 10 parking spaces within Will Rogers State Beach Parking Lot 2 and 46 parking spaces within Parking Lot 1 would be temporarily used for construction staging. Additional spaces within both lots would also be temporarily impacted during the CIRS construction. Due to permitting/regulatory constraints, construction is anticipated to occur during the off-peak beach season when demand for parking is lower. City would coordinate with the County of Los Angeles Department of Beach and Harbors to minimize construction-related impacts to Will Rogers State Beach parking.

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? ☐ ☐ ☒ ☐

Reference:

Comment: A significant impact may occur if the proposed project were to conflict with adopted policies, plans, or programs supporting alternative transportation.

The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. It is anticipated that construction of the CIRS siphon airline would require temporary closure of the existing multi-use pedestrian/bike path. A temporary reroute or alternate route would be provided to minimize impacts.

16. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

Reference: *L.A. CEQA Thresholds Guide* (Section M.2)

Comment: A significant impact may occur if the proposed project exceeded wastewater treatment requirements of the local regulatory governing agency.

The Hyperion Treatment Plant is located on a 144-acre site adjacent to the Santa Monica Bay, southwest of the Los Angeles International Airport. The drainage area served by the plant is approximately 328,000 acres. Sewage from five major interceptor sewer systems, including the CIS that serves the project area, is received and treated at this plant. According to the City's Bureau of Sanitation, the plant has sufficient capacity to accommodate the diverted stormwater flows.

- 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? ☐ ☐ ☐ ☒

Reference: *L.A. CEQA Thresholds Guide* (Sections M.1 and M.2)

Comment: A significant impact may occur if the proposed project resulted in the need for new construction or expansion of water or wastewater treatment facilities that could result in an adverse environmental effect that could not be mitigated.

Other than temporary construction water use, the proposed project would not include water uses. Also, refer to 16 (a) above.

- 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? ☐ ☐ ☐ ☒

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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Reference: *L.A. CEQA Thresholds Guide* (Section M.2)

Comment: A significant impact may occur if the volume of storm water runoff from the proposed project increases to a level exceeding the capacity of the storm drain system serving the project site.

The proposed project consists of improvements to the existing stormwater infrastructure. The proposed project would not increase the volume of stormwater runoff, but would redirect runoff to the sewer system prior to discharge into the ocean.

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

Reference: *L.A. CEQA Thresholds Guide* (Section M.1)

Comment: A significant impact may occur if the proposed project's water demands would exceed the existing water supplies that serve the site.

The City of Los Angeles Department of Water and Power provides potable water to the project area and vicinity. Other than temporary construction water use, the proposed project would not include water uses.

- 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? ☐ ☐ ☐ ☒

Reference:

Comment: Refer to 16 (a) above.

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

Reference: IRP EIR, *L.A. CEQA Thresholds Guide* (Section M.3)

Comment: A significant impact may occur if the proposed project were to increase solid waste generation to a degree that existing and projected landfill capacities would be insufficient to accommodate the additional waste.

Demolition debris would be recycled at aggregate-base facilities, with residual debris disposed at inert landfills, the Bradley West landfill (which as of 2002 had 4,725,968 cubic yards capacity left) or Sunshine Canyon landfill (which as of 2001 had 16,000,000 cubic yards capacity left). It is anticipated that most of the excavated soil would not be suitable for backfill. Unsuitable soil would also be disposed at these landfills, where some of this soil, may be suitable for use as daily cover.

During operation of the LFDs, trash and debris collected in the system would be removed two or three times a year. This would be a nominal volume and existing landfills have sufficient capacity to accommodate it.

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

Reference: *L.A. CEQA Thresholds Guide* (Section M.3)

Comment: A significant impact may occur if the proposed project would generate solid waste that was in excess of or was not disposed of in accordance with applicable regulations.

Issues	Potentially Significant Impact	Less Than Significant With	Less Than Significant	No Impact
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Solid waste disposal during construction and operation would comply with federal, state, local statutes and regulations related to solid waste.

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? ☐ ☐ ☒ ☐

Reference: IRP EIR and see 4 (Biological Resources) and 5 (Cultural Resources) above.

Comment: The project site is located in an urbanized area that does not contain significant biological resources or known cultural resources, including historical archaeological, or paleontological resources. The site is located adjacent to western snowy plover US. Fish and Wildlife designated critical habitat. However, with implementation of mitigation measure BIO-1, impacts are anticipated to be less than significant.

- 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)? ☐ ☐ ☒ ☐

Reference: OPR Technical Advisory CEQA and Climate Change, City of Los Angeles General Plan, IRP EIR

Comment: The projects included in the IRP are considered related projects for the purposes of CEQA. However, the proposed project would be a much smaller-scale near term project with construction anticipated to be completed by December 2010. Additionally, construction periods are not expected to overlap and mitigation measures would be implemented, as applicable, to minimize potential impacts.

- c) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals? ☐ ☐ ☐ ☒

Reference:

Comment: The purpose of the proposed project is to improve both the short-term and long-term water quality of the receiving waters.

- d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? ☐ ☐ ☒ ☐

Reference:

Comment: With implementation of the mitigation measures listed below, the proposed project is not anticipated to have significant air quality, hazard, land use, noise, or traffic impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

V. MITIGATION MEASURES

The following mitigation measures form the foundation of a mitigation monitoring program (MMP) for the proposed project. CEQA requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted

to mitigate or avoid significant effects on the environment (Public Resources Code Section 21081.6). The program must be adopted by the public agency at the time findings are made regarding the project. The State CEQA Guidelines allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both (14 CCR Section 15097(c)).

The mitigation measures described herein are supplemental to those required as standard procedure for the City and its contractors. The City and its contractors are the parties responsible for: (1) the necessary implementing actions; (2) verifying that the necessary implementing actions are taken; and (3) the primary record documenting the necessary implementing actions.

The mechanisms for verifying that mitigation measures have been implemented include design drawings, project plans and specifications, construction documents intended for use by construction contractors and construction managers, field inspections, field reports, and other periodic or special reports. All records pertaining to this mitigation program will be maintained and made available for inspection by the public in accordance with the City's records management systems.

Aesthetics:

Mitigation Measure AES-1: To the extent feasible, permanent structures shall be designed and located in a manner that does not remove, alter, or destroy an existing valued natural or urban feature that contributes to the valued aesthetic character of an ear; or so that key views are not blocked.

Biological Resources:

Mitigation Measure BIO-1: A preconstruction survey by a qualified biologist shall be conducted for any construction within the sandy areas to ensure that no western snowy plovers are in the immediate project vicinity. As applicable, the biologist would make recommendations based on the results of the survey to prevent any impacts to western snowy plovers.

Noise:

Mitigation Measure NOI1: Construction contracts shall specify that all construction equipment shall be equipped with noise mufflers, blankets and other suitable noise attenuation.

Mitigation Measure NOI2: To the extent feasible, the contractor shall minimize impulsive noise during nighttime construction.

Mitigation Measure NOI3: The contractor shall monitor nighttime construction activity. Prior to the start of nighttime construction activities, the contractor shall submit a comprehensive noise control plan for review and approval of the project

engineer. The noise control plan shall identify best possible construction-staging locations and noise-monitoring procedures, evaluate anticipated construction noise impacts and mitigation measures, and establish reporting requirements and complaint response procedures. The noise control plan shall impose restrictions on the use of equipment with backup alarms or any other devices that typically emit banging, clanging, buzzing, or other annoying noises.

Mitigation Measure NOI4: The City of Los Angeles shall establish a community liaison program designed to provide for two-way communication between the community and the City of Los Angeles to resolve noise problems that might arise during construction of the Coastal Interceptor Relief Sewer. The community liaison program will consist of:

- A 24-hour hotline to enable residents and community members to report noise problems. The hotline shall be staffed and operated by persons authorized to coordinate with the construction contractor, the construction manager, the inspector, and the design group to resolve identified issues. A database shall be developed to log complaints and document the status of the reported incidents and activities/actions undertaken to address the complaints.
- The distribution of the construction schedule, and any modifications to it thereafter, to residents, property owners, and local businesses.

Mitigation Measure NOI5: To the extent feasible during CIRS construction, the contractor shall route heavily-loaded trucks away from residential streets. If no alternatives are available, streets with fewest homes shall be selected.

Mitigation Measure NOI6: To the extent feasible during CIRS construction with 100 feet of residential units, the contractor shall phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.

Mitigation Measure NOI7: To the extent feasible during CIRS construction with 100 feet of residential units, the contractor shall select demolition methods not involving impact. For example, sawing structures into section that can be loaded onto trucks would result in lower vibration levels than impact demolition.

Mitigation Measure NOI8: Prior to the start of CIRS construction activities, the contractor shall submit a comprehensive vibration monitoring and mitigation plan for review and approval of the project engineer. The vibration monitoring and mitigation plan shall focus on adjacent residential uses, identify best possible construction-staging locations and vibration-monitoring procedures, evaluate anticipated vibration impacts and mitigation measures, and establish reporting requirements and complaint response procedures.

VI. NAME OF PREPARER

Maria E. Martin	Under Supervision of Jim Doty
Environmental Supervisor I	Environmental Supervisor II
Environmental Management Group	Environmental Management Group
Bureau of Engineering	Bureau of Engineering
Department of Public Works	Department of Public Works

VII. COORDINATION AND CONSULTATION

City of Los Angeles	County of Los Angeles
Department of Public Works	Department of Beach and Harbors
Bureau of Engineering	Greg Woodell
Proposition O Bond Program	
Andy Flores, Project Manager	State of California
Joanna Tesoro, Project Engineer	Coastal Commission
	Al Padilla
City of Santa Monica	
Civil Engineering & Architecture	State of California
Mr. Mark Cuneo	Department of Transportation
	Amon Omidghaemi
County of Los Angeles	U. S. Army Corps of Engineers
Department of Public Works	Kenneth Wong
Patrick Arakawa	
Oliver Galang	

IX. DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

A. Summary

The proposed project consists of the upgrade of two existing low flow diversions and the construction of a 4,500-foot long relief sewer within the Community of Pacific Palisades of Council District 11 and the northern limits of the City of Santa Monica. The project is needed to help the City meet the winter dry-weather bacteria TMDL requirements.

The Pacific Palisades LFD would be upgraded with a new wet well, a new trash/debris collection maintenance structure, and a new electrical panel. A new LFD system would be installed near the mouth of the Santa Monica Canyon Channel. The existing Santa Monica Canyon LFD would be left in place within West Channel Road for redundancy and system reliability. With the exception of the LFD panels and covers or hatches, the LFD structures would be located below grade. Construction of the Santa Monica Canyon LFD would be a joint effort between the City and the Los Angeles County Flood Control District (LACFCD). The LACFCD would install an air-inflatable 6-foot high by 40-foot wide rubber dam in the Santa Monica Canyon Channel and an adjacent control building (approximately 10 feet by 10 feet) housing the rubber dam's air compressor and control panel.

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and control panel.

The CIRS would extend from its upstream end at the existing Palisades Park LFD downstream southeasterly, across the City of Los Angeles border, into the City of Santa Monica, where a connection would be made to the existing 60-inch sewer. The CIRS would consist of approximately 4,500 total lineal feet of pipe of varying diameters (30, 36, 42, and 48-inch). Roughly 1,400 lineal feet of the alignment would be located within Will Rogers Parking Lot 2 East and Parking Lot 1 and the remaining portion would lie within Pacific Coast Highway right-of-way. Construction within Pacific Coast Highway would require nighttime construction and partial lane closures. Mitigation measures have been included to ensure that any impacts are reduced to a less than significant level.

B. Recommended Environmental Documentation

On the basis of this initial evaluation, I find that the project could not have a significant effect on the environment, and a **Mitigated Negative Declaration** should be adopted.

Prepared by: Maria E. Martin
Maria E. Martin
Environmental Supervisor I

Reviewed by: James E. Doty
James E. Doty
Environmental Supervisor II

Approved by: Ara Kasparian
Ara Kasparian, Ph.D., Manager
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