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*Final Initial Study/  
Mitigated Negative Declaration*

# **Robert W. Goldsworthy Desalter Expansion Project**

Prepared for  
**Water Replenishment District  
of Southern California**

4040 Paramount Blvd.  
Lakewood, CA 90712

June 2013

**CH2MHILL**  
1000 Wilshire Boulevard  
21<sup>st</sup> Floor  
Los Angeles, CA 90017



## **MITIGATED NEGATIVE DECLARATION FOR THE ROBERT W. GOLDSWORTHY DESALTER EXPANSION PROJECT**

The Water Replenishment District of Southern California (WRD) has prepared this Mitigated Negative Declaration (MND) to address the environmental effects of the proposed Robert W. Goldsworthy Expansion Project (proposed project). This MND and the Initial Study have been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et.seq. and the State CEQA Guidelines, California Code of Regulations Section 15000 et.seq. WRD is the CEQA lead agency for the proposed project.

In accordance with the CEQA statutes and guidelines for circulation of an MND, the Initial Study and draft MND were circulated for a 30-day public review period between May 8, 2013 and June 7, 2013. The Initial Study and draft MND were distributed to public agencies and organizations for review. In addition, the Initial Study and draft MND were available for general public review at: Water Replenishment District of Southern California, 4040 Paramount Boulevard, Lakewood, California 90712.

During this public review period, two comment letters were received. The comments on the Initial Study and draft MND and responses to comments have been incorporated into the Initial Study. No other changes have been made to the Initial Study text.

The Water Replenishment District of Southern California Board (Board) will use the Initial Study and final MND for all environmental decisions related to the proposed project. Prior to approving the proposed project, the Board will consider the proposed project in conjunction with comments received during the public review period. A project only will be approved when the Board finds that there is no substantial evidence that the project will have a significant effect on the environment and that the Initial Study and final MND reflect the lead agency's independent judgment and analysis. When adopting an Initial Study and final MND, a mitigation monitoring program also must be adopted to ensure implementation of mitigation measures required as conditions of approval.

The Initial Study includes two new sections. Section 6, Responses to Comments, was added and includes copies of the two letters received during the public review period and corresponding responses. Section 7, Mitigation Monitoring and Reporting Program, was added and provides a checklist to fulfill the project's mitigation monitoring and reporting requirements under CEQA.



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# Acronyms and Abbreviations

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BMPs	best management practices
CAAQS	California Ambient Air Quality Standards
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalents
CWA	Clean Water Act
dBA	decibels A-weighted
FEMA	Federal Emergency Management Agency
GHGs	greenhouse gases
gpm	gallons per minute
LRP	Local Resources Program
lb/day	pounds per day
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
NAAQS	National Ambient Air Quality Standards
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	nitrogen oxide
O <sub>3</sub>	ozone
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in aerodynamic diameter
PM <sub>10</sub>	particulate matter less than 10 microns in aerodynamic diameter
RO	reverse osmosis
ROC	reactive organic compound
RWQCB	Regional Water Quality Control Board
SCAWMD	South Coast Air Quality Management District
SHPO	State Historic Preservation Officer
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
VOC	volatile organic compound
WDR	Waste Discharge Requirements
WRD	Water Replenishment District of Southern California





SECTION 1

# Background Information

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## 1.1 Project Title

Robert W. Goldsworthy Desalter Expansion Project

## 1.2 Lead Agency Name and Address

Water Replenishment District of Southern California  
4040 Paramount Boulevard  
Lakewood, CA 90712

## 1.3 Lead Agency Contact Person and Phone Number

Mr. Jim McDavid, P.E.  
Water Replenishment District of Southern California  
Phone: (562) 275-4258  
Email: jmc david@ wrd. org

## 1.4 Project Location

The Goldsworthy Desalter is located in the City of Torrance Corporation Yard at 20500 Madrona Avenue. Water supply wells and pipelines would be constructed within 0.5 mile of the Corporation Yard (see Figure 1 through Figure 5).

## 1.5 Project Sponsor's Name and Address

Same as above.

## 1.6 General Plan Designation

The project area includes the following General Plan designated areas: I-BP – Business Park and PUB – Public/Quasi-Public/Open Space.

## 1.7 Zoning

The project area includes the following zoning districts: M2 – Heavy Manufacturing and PU – Public Use.

## 1.8 Description of the Project

### 1.8.1 Project Overview and Objectives

The Water Replenishment District of Southern California (WRD) owns the Robert W. Goldsworthy Desalter in the City of Torrance, in southern Los Angeles County. The purpose of this project is to expand the existing Goldsworthy Desalter blended product water production capacity of 2.5 million gallons per day (mgd) to 5 mgd. The project supports the applicant's efforts to increase local water supply reliability by accelerating the remediation of brackish (high chloride) groundwater.

The project includes the expansion of the existing Goldsworthy Desalter treated product water capacity from 2.5 mgd to 5.0 mgd, the installation of two new supply wells, and construction of pipelines to convey pumped groundwater to the expanded Goldsworthy Desalter. Under all alternatives, the existing well at the Goldsworthy Desalter, Madrona Well No. 2, would continue to be used as a backup groundwater source for the desalter.

The WRD is proposing to obtain financial assistance for the approved project through the Local Resources Program (LRP) that is administered by The Metropolitan Water District of Southern California (Metropolitan). The LRP provides a funding mechanism to member agencies to encourage local development of recycled water and

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recovered groundwater. This funding mechanism emphasizes cost-efficiency to Metropolitan, while timing new production according to regional water supply needs. Metropolitan provides assistance of up to \$250 per acre-foot of production to its partners within Metropolitan’s service area for agreement terms up to 25 years. A competitive Request for Proposal process is conducted periodically, dependent on the need to meet the targets established in the Integrated Resources Plan (IRP)<sup>1</sup>.

The key objectives of the LRP are to:

- Reduce future demand on Metropolitan’s imported water supplies through direct replacement of potable water
- Assist local projects that improve regional water supply reliability
- Meet periodically updated IRP local resource targets

As part of a consortium of agencies participating in the LRP process, WRD is proposing to partner with the City of Torrance in conjunction with Metropolitan. For the proposed project, Metropolitan will act as a Responsible Agency.

### **1.8.2 Goldsworthy Desalter**

The Goldsworthy Desalter is located within the existing City of Torrance Corporation Yard, a 25-acre municipal utility site within an industrial area in the City of Torrance. The site is designated as “Public/Quasi-Public” in the City of Torrance General Plan. The Goldsworthy Desalter currently produces 2.5 mgd of potable water by extracting brackish groundwater and treating it through a desalination treatment system employing reverse osmosis (RO) as the primary treatment process. A portion of the extracted groundwater delivered to the desalination treatment system is bypassed around the main RO treatment process and is then re-blended with the RO permeate to produce a final blended treated water that is pumped into the City of Torrance water distribution system for potable use.

The desalter was originally designed and constructed to easily accommodate expansion to an ultimate blended product water capacity of 5 mgd, and therefore no physical expansion of the existing facility is necessary. Capacity expansion would be accomplished primarily by adding a second RO treatment train. Inter-stage booster pumps would be installed between the first and second stages of the existing and new RO treatment trains to reduce energy use and to improve treated water quality. Appurtenant facilities supporting the second RO treatment train would be added, including a sequestering agent chemical system for the bypass flow; a cartridge filter; various pumps, pipes, and valves; and various instrumentation and control systems and system upgrades. In addition, the project also includes the replacement of some existing equipment, minor repairs to correct some existing facility operational deficiencies and the rehabilitation of existing Madrona Well No. 2 and modifications to the well pump. The discharge pipeline from the Goldsworthy Desalter into the City of Torrance potable water supply system is appropriately sized for the expanded desalter capacity – no changes are necessary.

### **1.8.3 Wells and Pipelines**

Water supply to the expanded Goldsworthy Desalter would be provided by drilling two new wells in the immediate vicinity, and constructing delivery pipelines to the desalter site. There are five proposed combinations of groundwater supply well sites and associated pipelines:

- Option 1 - Delthorne Park and Corporation Yard
- Option 2 - Delthorne Park and Torrance Police Department
- Option 3 - Corporation Yard and Torrance Police Department
- Option 4 - Delthorne Park and Panasonic Building
- Option 5 - Torrance Police Department and Panasonic Building

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<sup>1</sup> Metropolitan’s Integrated Resource Plan (IRP) identifies goals for a diverse mix of local and imported water resource elements optimized to meet future supply reliability in a cost-effective manner. The IRP sets initial targets for resource development that the region must achieve for water supply reliability through the year 2020. IRP studies show reduced long-term costs to the region when local resources are developed due to downsizing or deferral of Metropolitan’s capital improvements, reduction in operating costs for importation, treatment and distribution, and reduction in costs for developing alternative regional supplies. These benefits are realized by all Metropolitan member agencies through improved regional water supply reliability.

The five options are shown on Figures 1 through 5. Following completion of additional engineering studies and consultation with the City of Torrance, WRD would select a preferred option.

Each of the wells would have the same characteristics, and be constructed in the same manner. Wells would be designed with a production capacity of 2,200 gallons per minute (gpm) to meet the production demands of the expanded Goldsworthy Desalter (up to 4,400 gpm). To meet this demand, wells with an appropriate diameter would be drilled with a total depth of approximately 400 to 500 feet with screened intervals in the productive groundwater basin (Silverado Aquifer). The exact well specifications, however, have not been determined. Specifications would be finalized based on site-specific conditions. The chloride concentration in the pumped groundwater is an important design requirement for the constructed wells – the target concentration for chloride is at least 1,400 milligrams per liter (mg/L). The combined discharge from the two wells constructed under any of the design options would need to meet this design requirement.

Permanent well sites would occupy approximately 700 square feet (roughly 20 feet by 35 feet). Vertical turbine pumps with electric motors would be used for the new wells, with surface discharge heads connecting to the new well discharge pipelines (described below). The wellhead facilities, including discharge pipes, would be constructed on a concrete slab, and enclosed in a masonry block building with wood truss and concrete tile roof. The wellhead building would be the only permanent structure at the Delthorne Park and Corporation Yard sites. At the Torrance Police Department and Panasonic Building sites, the wellhead building would be surrounded by a gravel surface and an 8-foot high masonry block wall with a steel gate.

As discussed above, construction would start with the drilling of two wells at the selected well option sites. A pilot hole would be drilled to a depth of approximately 600 feet, requiring operation of a drill rig for approximately two weeks (24 hours a day). Bentonite and water (drilling mud) would be used for the pilot borehole. For this analysis, a recirculating system with an enclosed tank would be used to contain the Bentonite slurry. When drilling is complete, additional well components would be installed, including well casing, monitoring tubes, gravel packing, and seals. After the well is constructed, a diesel test pump would be installed for well development. The test pump may be operated up to 24 hours per day for a short period of time. Following well testing, the wells would be designed to their final specifications. Well construction would be completed by installing all of the final well and wellhead facilities, and by building the wellhead and perimeter structures. Because of the small scale of the activity, limited site preparation would be necessary in order to complete these construction activities. Any disturbed area not part of the wellhead facility would be restored to pre-project conditions. Completion of the well construction activities would occur at the same time as pipeline construction. Because of the potential time delay, temporary site stabilization measures would be implemented at the well sites.

Pipelines would range in size from 16 inches (well discharge pipelines) to 20 inches (combined pipelines). Construction of the pipelines would occur primarily within existing road rights-of-way using the “cut and cover” method. Cut and cover construction would require the use of a backhoe or excavator to dig a trench, and the excavated material would be removed or temporarily stored alongside the excavated pipeline trench or close to the trench. Trench depth is expected to be in the range of 4 to 7 feet. Bedding material would be placed at the bottom of the trench, and the pipeline would be laid on top of the bedding material, and covered with additional compacted backfill material. A new layer of subgrade material would be placed on top of the compacted backfilled material, and asphalt paving would be placed to match the existing street profiles. Removed existing pavement and excess material excavated from the trench would be disposed of at the contractor’s discretion.

### **Option 1 – Delthorne Park Well Site and Corporation Yard Well Site**

The Delthorne Park well option would be located within an existing city park (Delthorne Park) near the end of Osage Ave. The park is designated as “Public/Quasi-Public” in the City of Torrance General Plan. A short well discharge pipeline would connect the Delthorne Park well to the Goldsworthy Desalter, requiring excavation in Delthorne Park (approximately 100 feet), along Osage Avenue and Spencer Street (approximately 1,250 feet), and across Madrona Avenue into the City of Torrance Corporation Yard. Total pipeline length would be approximately 2,000 feet, including construction within the Corporation Yard.

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The Corporation Yard well option would be located within the existing City of Torrance Corporation Yard, a 25-acre municipal utility site within an industrial area in the City of Torrance. The site is designated as “Public/Quasi-Public” in the City of Torrance General Plan.

**Option 2 – Delthorne Park Well Site and Torrance Police Department Parking Lot Well Site**

The Delthorne Park well option and associated pipeline are described above. The Torrance Police Department well option would be located in the Police Department parking area, next to Civic Center Drive, within a paved storage area at the northeast corner of the Police Department site. The pipeline would be installed within Civic Center Drive and Madrona Avenue, connecting with the Delthorne Park well discharge pipeline at the entrance to the City of Torrance Corporation Yard.

**Option 3 – Corporation Yard Well Site and Torrance Police Department Well Site**

The Corporation Yard and Torrance Police Department Parking Lot well option well option, and their associated pipelines, are described above.

**Option 4 – Delthorne Park Well Site and Panasonic Building Parking Lot Well Site**

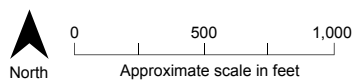
The Delthorne Park well option and associated pipeline is described above. The Panasonic Building Parking Lot well option would be located in the southeast corner of an existing parking lot, within a landscaped area. The well discharge pipeline would be installed within Maple Avenue (approximately 0.15 miles), in a powerline easement (approximately 0.1 mile), and within the City of Torrance Corporation Yard (approximately 0.15 miles).

**Option 5 – Torrance Police Department Parking Lot Well Site and Panasonic Parking Lot Well Site**

The Torrance Police Department Parking Lot and Panasonic Building Parking Lot well options are described above. The Police Department well discharge pipeline would have a different alignment. Under this option, the well discharge pipeline would be constructed east within Civic Center Drive, then north within Maple Ave to connect with the Panasonic Building Parking Lot well discharge pipeline.



Aerial image © Google Earth, 2012. Annotation by CH2M HILL, 2012.

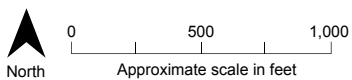


**FIGURE 1**  
Well Siting Option 1  
*Robert W. Goldsworthy Desalter Expansion Project*





Aerial image © Google Earth, 2012. Annotation by CH2M HILL, 2012.



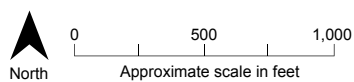
**FIGURE 2**  
Well Siting Option 2  
*Robert W. Goldsworthy Desalter Expansion Project*







Aerial image © Google Earth, 2012. Annotation by CH2M HILL, 2012.

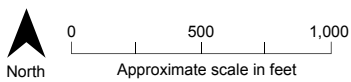


**FIGURE 3**  
 Well Siting Option 3  
 Robert W. Goldsworthy Desalter Expansion Project





Aerial image © Google Earth, 2012. Annotation by CH2M HILL, 2012.

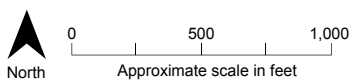


**FIGURE 4**  
 Well Siting Option 4  
 Robert W. Goldsworthy Desalter Expansion Project





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**FIGURE 5**  
Well Siting Option 5  
Robert W. Goldsworthy Desalter Expansion Project



# Environmental Determination

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## 2.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, i.e. involve at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture Resources         | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing       | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |

## 2.2 Determination

Determination: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
Agency





# Evaluation of Environmental Impacts

## 3.1 Aesthetics

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Impact Analysis

**a. Would the project have a substantial adverse effect on a scenic vista?**

*NO IMPACT.* The project is not located in an area that contains scenic vistas.

**b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

*LESS-THAN-SIGNIFICANT IMPACT.* Well options that are located in Delthorne Park would have temporary impacts on the scenic resource of the park itself. Construction within the existing Delthorne Park would be temporary, and any landscape features (e.g., grassy areas) that are disturbed will be restored to pre-project conditions. Additionally, special care will be given not to affect any trees in the park. In the event that a tree is damaged, it will be replaced upon completion of the project.

**c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project would involve the construction of two new wells that would be housed in masonry buildings. These buildings would be small in size and every effort will be made to integrate these building into the site by use of materials and landscaping. The pipeline portion of the project would be constructed within developed city streets and would be completely underground. The expansion of the Goldsworthy Desalter would take place within an existing structure and would not involve the construction of any new structures. During project construction, portions of project site's visual character would change to a temporary construction work site. Once completed the project area would be returned to pre-project conditions.

**d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

*NO IMPACT.* The well sites and the expanded Goldsworthy Desalter would not include any additional lighting.

## 3.2 Agriculture and Forest Resources

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) Section 12220(g)) or timberland (as defined in PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Impact Analysis

- a. **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

*NO IMPACT.* The project is not located on or near land designated for agricultural use.

- b. **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

*NO IMPACT.* The project is not located on land zoned for agriculture or under a Williamson Act contract.

- c. **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC section 1220(g)) or timberland (as defined in PRC section 4526)?**

*NO IMPACT.* No forest or timber land is present at the project site or in the project vicinity.

- d. **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

*NO IMPACT.* No forest land is present at the project site or in the project vicinity.

- e. **Would the project involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use?**

*NO IMPACT.* The project would not involve other changes that could result in the conversion of farmland to non-agricultural use.

### 3.3 Air Quality

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone (O <sub>3</sub> ) precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Impact Analysis

##### a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

**LESS-THAN-SIGNIFICANT IMPACT.** The project site is located in the City of Torrance within the South Coast Air Basin. The South Coast Air Quality Management District (SCAQMD) is the local agency responsible for ensuring that the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) are attained and maintained in the basin. The project area is in nonattainment for ozone, particulate matter greater than 10 microns in diameter (PM<sub>10</sub>), and particulate matter greater than 2.5 microns in diameter (PM<sub>2.5</sub>) for both NAAQS and CAAQS, in maintenance for carbon monoxide (CO) for NAAQS and CAAQS, and in nonattainment for nitrogen dioxide (NO<sub>2</sub>) for CAAQS (CARB 2012, EPA 2012).

The most recent EPA-approved South Coast State Implementation Plans (SIPs) are the 1997 Air Quality Management Plan (AQMP) (SCAQMD, 1997) and the 1999 Amendment to the 1997 Ozone AQMP Revision for the South Coast Air Basin and Settlement Agreement on the 1994 Ozone SIP Litigation (SCAQMD, 1999). The 2007 Final AQMP/SIP was adopted by the AQMD Board on June 1, 2007. On September 27, 2007, the ARB Board adopted the State Strategy for the 2007 SIP and the 2007 SCAQMD Plan as part of the SIP. The final 2007 AQMP was submitted to EPA for approval on November 28, 2007. In May 2008, EPA made the adequacy determination on the 8-hour ozone budgets in the 2007 AQMP (73 FR 28110, May 15, 2008; as corrected on 73 FR 34837, June 18, 2008).

The 2007 AQMP includes emission budgets for off-road equipment such as construction equipment, and for fugitive dust. Construction of the proposed project would be temporary, and the potential emissions would be negligible compared to the regional emission inventory included in the 2007 AQMP. Therefore, project construction would not be a substantial contribution to the regional emission budget. In addition, construction activities would include the Best Available Control Measures as required by SCAQMD Rule 403, and comply with the other applicable state and local regulations. For this reason, the project is consistent with the AQMP strategy and would not conflict with or obstruct implementation of the applicable air quality plan.

Operation of the project does not require additional combustion equipment or vehicle trips. The pumps for the new wells would be equipped with electric motors. Construction of the expanded desalter unit would

mainly involve the delivery and installation of the expanded unit. Other air quality impacts would be minimal and immaterial once the desalter equipment is delivered on site. The expanded desalter would not use any additional combustion equipment and would rely on electric motors for power generation. Regional air pollutant emissions increases associated with the additional electricity productions would be negligible, and therefore are not expected to cause meaningful air quality impacts.

**b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

*LESS-THAN-SIGNIFICANT IMPACT.* Construction of the proposed project would cause temporary increases in ambient air pollutant emissions. SCAQMD has established construction significance thresholds in its CEQA guidance (SCAQMD 1993, updated 2012), and construction emissions would be deemed significant if daily emission estimates are above the significance thresholds. Similarly, projects with federal funds conform to the most recent EPA-approved state implementation plan (SIP) if the emissions are below the general conformity *de minimis* thresholds (described in 40 CFR 93.153[b]).

Construction emissions from the project were estimated for construction equipment, delivery trucks, and construction worker commutes using the CalEEMod (SCAQMD 2011) with project-specific construction schedules and equipment usage. The estimated daily construction emissions from the project construction were compared to the SCAQMD CEQA Thresholds of Significance and are shown in Table 1. Annual construction emissions of criteria pollutants and the comparisons with the General Conformity *de minimis* thresholds are shown in Table 2.

TABLE 1

**Maximum Daily Construction Emissions and Comparison to SCAQMD CEQA Thresholds (pounds per day)**

	<b>Reactive Organic Gases</b>	<b>Oxides of Nitrogen (NOx)</b>	<b>Carbon Monoxide</b>	<b>Sulfur Dioxide</b>	<b>PM10</b>	<b>PM2.5</b>
Well Construction	4.44	32.52	18.30	0.04	6.35	2.06
Pipeline Construction	0.63	5.23	3.15	0.00	0.34	0.31
<b>Total Construction</b>	<b>5.07</b>	<b>37.75</b>	<b>21.45</b>	<b>0.04</b>	<b>6.69</b>	<b>2.37</b>
SCAQMD Thresholds	75	100	550	150	150	55
Exceed Thresholds?	No	No	No	No	No	No

TABLE 2

**Maximum Annual Construction Emissions and Comparison to Conformity Thresholds (tons per year)**

	<b>Reactive Organic Gases</b>	<b>Oxides of Nitrogen (NOx)</b>	<b>Carbon Monoxide</b>	<b>Sulfur Dioxide</b>	<b>PM10</b>	<b>PM2.5</b>
Well Construction	0.21	1.85	0.83	0.00	0.31	0.07
Pipeline Construction	0.03	0.30	0.14	0.00	0.02	0.01
<b>Total Construction</b>	<b>0.24</b>	<b>2.15</b>	<b>0.97</b>	<b>0.00</b>	<b>0.33</b>	<b>0.08</b>
SCAQMD Thresholds	10	10	100	100	70	100
Exceed Thresholds?	No	No	No	No	No	No

As shown in Tables 1 and 2, emissions during construction would not exceed the CEQA Thresholds of Significance set by SCAQMD or the general conformity *de minimis* thresholds set in EPA's conformity rule. Therefore, emissions from project construction would have a less than significant impact on air quality.

Operation of the project does not require additional combustion equipment or vehicle trips. Air pollutant emissions increases are expected to be negligible, thus are not expected to cause meaningful air quality impacts.

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

*LESS-THAN-SIGNIFICANT IMPACT.* According to the SCAQMD white paper *Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix D Cumulative Impact Analysis Requirements Pursuant to CEQA* (SCAQMD 2003), projects that do not exceed the significance thresholds are generally not considered to be cumulatively significant. As shown in Table 1, the construction emissions of non-attainment pollutants (PM<sub>10</sub>, PM<sub>2.5</sub>, and ozone precursors [NO<sub>x</sub> and VOC]) would not exceed the CEQA Thresholds of Significance set by SCAQMD. Therefore, the cumulative impact from the proposed project construction would be less than significant.

There are no direct emissions from project operation. The project would not contribute to cumulative air quality impacts in the area during operation.

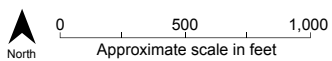
**d. Would the project expose sensitive receptors to substantial pollutant concentrations?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project would not expose sensitive receptors to substantial pollutant concentrations. As discussed in previous sections, project construction emissions are temporary, and project construction would implement applicable SCAQMD criteria pollutant control measures. Figure 6 shows the sensitive receptors in and along the project area.

Exhaust emissions from construction equipment contain toxic air contaminants (TACs), such as diesel particulate matter, that have potential cancer and non-cancer chronic health effects with long term exposure. Although the construction areas are located close to residential receptors, construction would not be occurring in one area for more than a few weeks. Therefore, sensitive receptors exposures would be short-term in nature and long term exposure to diesel particulate matter would not occur. In addition, construction activities would be limited in a relatively small area with only several pieces of construction equipment operating at a time. TAC emissions are expected to be minimal. The temporary minimal emission increase from the construction equipment would not expose nearby residents or other sensitive receptors to substantial long term diesel particulate concentrations great enough to cause cancer or other chronic risks. Because operation emissions of criteria and toxic air pollutants would not increase, impacts to sensitive receptors during project operation are not expected.

**e. Would the project create objectionable odors affecting a substantial number of people?**

*LESS-THAN-SIGNIFICANT IMPACT.* The use of diesel construction equipment during project construction may generate diesel exhaust emissions near the equipment. However the limited number of equipment used and the resulted emission odors are not expected to cause noticeable odor to nearby residents. Project operation would not emit odorous compounds. Therefore, the proposed project is unlikely to be a source of objectionable odors that would affect a substantial number of people.



**FIGURE 6**  
 Sensitive Receptors  
 Robert W. Goldsworthy Desalter Expansion Project

Aerial image © Google Earth, 2012. Annotation by CH2M HILL, 2012.

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## 3.4 Biological Resources

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local or regional habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Impact Analysis

- a. **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as 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?**

*LESS-THAN-SIGNIFICANT WITH MITIGATION INCORPORATION.* No federally or state threatened, endangered, or rare species are known to occur in the project area. The majority of the City of Torrance is developed urban areas and the only existing natural habitat is located within the Madrona Marsh Preserve and the Torrance Beach Bluffs. The Madrona Marsh Preserve is located approximately 1 mile south and the Torrance Beach Bluffs are approximately 3.7 miles southwest of the project area. In addition, the California Department of Fish and Game's (CDFG) California Natural Diversity Database (CNDDDB) was searched to obtain any species occurrences that have been documented within 1,000 feet and 1 mile of the project area. No federally or state threatened, endangered, or rare species have been recorded within 1,000 feet of the project area (CDFG 2012a). Within 1 mile of the project area, the following CNDDDB occurrences have been documented: tricolored blackbird (*Agelaius tricolor*), southern tarplant (*Centromadia parryi* ssp. *australis*), Palos Verdes

blue butterfly (*Glaucopsyche lygdamus palosverdesensis*), and coast horned lizard (*Phrynosoma blainvillii*) (CDFG 2012a). However, there is a lack of suitable habitat for special-status species within the project area.

The Well Site Options 1, 2, and 4 have a well site that would be located within Delthorne Park, which could provide habitat for some Migratory Bird Treaty Act (MBTA) species that are typically urbanized, including the American crow (*Corvus brachyrhynchos*), American robin (*Turdus migratorius*), house finch (*Carpodacus mexicanus*), killdeer (*Charadrius vociferus*), mourning dove (*Zenaida macroura*) and western bluebird (*Sialia mexicana*) (USFWS 2012). In addition, Well Site Options 2, 3, 4 and 5 would have a well site adjacent located within a utility easement and adjacent to an open field with trees located around the perimeter, which could provide nesting habitat for some MTBA-protected species. The majority of the project would be constructed along major city streets and developed areas, therefore no natural habitat would be directly or indirectly affected.

Nesting birds are not expected to be directly affected during construction because the project would be constructed primarily in city streets and developed areas, and therefore most tree and shrub removal would be avoided. Depending on well siting options, landscape vegetation removal may occur for project construction within Delthorne Park or within a landscaped area at the southeast corner of Panasonic Building parking lot. All trees and shrubs are considered to be potential nesting habitat for birds protected under the MBTA. Because of the presence of potential nesting habitat in the vicinity of the project area, the mitigation measure below will be implemented to avoid any direct and indirect effects to migratory birds during construction.

- To minimize and avoid potential direct and indirect impacts to migratory bird species and in conformance with the MBTA, pre-construction nesting bird surveys shall be conducted for all construction activity occurring within the nesting season (generally extending from February 1st to July 31st). Surveys shall be conducted no more than 7 days prior to any construction activity in areas within or directly adjacent to the construction disturbance area. Monitoring of activities nests during construction activities will be performed if it is determined that active nests will be significantly disturbed by the project. All surveys shall be completed by a qualified biologist in conformance with CDFG survey protocol for migratory birds. If ground-disturbing activities are delayed for more than 30 days after the pre-construction survey, the site must be re-surveyed.

**b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

*NO IMPACT.* The project area does not contain riparian habitat or other sensitive natural communities.

**c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

*NO IMPACT.* The project area does not contain nor is it adjacent to any wetland areas as defined by Section 404 of the CWA.

**d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

*NO IMPACT.* There are no established wildlife corridors in the project area. Native wildlife nursery sites are not known within or adjacent to the project area.



**e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

*NO IMPACT.* The City of Torrance does not have a tree preservation policy or ordinance; therefore, project implementation would not interfere with any such policy. The project would avoid trees to the maximum extent feasible; however, tree removal may occur for Well Site Options 1, 2, and 4.

**f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

*NO IMPACT.* The project area is not located within a Habitat Conservation Plan or Natural Community Conservation Plan (CDFG 2012b and USFWS 2008).

### 3.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Impact Analysis

**a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

*LESS-THAN-SIGNIFICANT IMPACT.* A formal search of resources within and adjacent to the project was completed using the California Historical Resources Information System (CHRIS) at the South Central Information Center. In addition, the 2012 City of Torrance Historic Properties Directory was reviewed, and the National Register of Historic Places, California Historical Landmarks, and California Points of Historical Interest also were consulted. Based on these reviews, no resources have been recorded or reported in or immediately adjacent to the project area. The closest recorded cultural resources include the Dow Chemical Plant and two different segments of the Harbor Subdivision of the Burlington Northern Santa Fe railroad (approximately 0.2 miles east of the project area). In addition, a review of the historic maps dating between 1896 and 1951 identified several roads, scattered residences, the Dominguez Reservoir, and the Madrona Avenue School in the vicinity of the project area. None of these built structures are currently formally recorded and none are currently listed on any local, state, or national register.

**b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

*LESS-THAN-SIGNIFICANT IMPACT.* According to the City of Torrance General Plan, only 12 prehistoric archaeological sites have been identified in or adjacent to the City (Torrance 2009). Of these, the status of five

is unknown, five have been destroyed, and the remaining two have been disturbed (Torrance 2009). None of these archaeological sites are located within or adjacent to the project area. A formal search of resources within and adjacent to the project was completed and no previously recorded prehistoric or historic archaeological resources are located near the project area, and there is a low potential for exposing significant archaeological resources during construction. The project area has been subject to previous utility impacts and much of the surrounding area has been previously graded and developed. If any significant cultural materials are exposed or discovered during construction, operations shall stop within 25 feet of the find and a qualified professional archaeologist contacted for evaluation and further treatment recommendations. The exposure of any Native American burials shall be handled in accordance with state law. The project will follow existing regulatory standards to mitigate any potential adverse impacts that could occur if there were an inadvertent discovery of buried cultural resources. Standard measures include, but are not limited to: (1) designation of a cultural resource specialist to investigate any cultural resource finds made during construction, (2) implementation of a construction worker training program, (3) procedures for halting construction in the event that there is an inadvertent discovery of archaeological deposits or human remains, (4) procedures for evaluating an inadvertent archaeological discovery, and (5) procedures to mitigate adverse impacts on any inadvertent archaeological discovery.

**c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

*LESS-THAN-SIGNIFICANT IMPACT.* No impacts to paleontological resources are expected because the project site is already highly disturbed as a result of past activities. Work would be done either in an existing roadway or in areas previously disturbed. Since the project site and much of the surrounding area has been previously graded and developed, these deposits are likely to have a low potential to contain fossil resources, and are thus, considered to have little to no paleontological sensitivity. Any anticipated paleontological resources that are discovered are likely to be small and lacking integrity due to developed nature of the project area. In the unlikely event that paleontological resources are uncovered during construction, all applicable local, state, and federal regulations would be followed. The project will follow existing regulatory standards to mitigate any potential adverse impacts that could occur if there were an inadvertent discovery of paleontological resources. Standard measures include, but are not limited to: (1) designation of a project paleontological resources specialist to investigate any unanticipated paleontological discovery, (2) procedures for halting construction in the event that there is discovery of paleontological resources, (3) procedures for adequate curation of any discovered paleontological resources.

**d. Would the project disturb any human remains, including those interred outside of formal cemeteries?**

*LESS-THAN-SIGNIFICANT IMPACT.* No prehistoric or historic archaeological resources are previously recorded near the project area. The project area is completely disturbed by development and there is a low potential for exposing significant archaeological resources (including human remains) during construction. The project alignment has been subject to previous utility impacts and much of the surrounding area has been previously graded and developed. If any human remains are exposed or discovered during either site preparation or subsurface construction, operations should stop within 25 feet of the find and a qualified professional archaeologist contacted for evaluation and further treatment recommendations. The exposure of any Native American burials shall be handled in accordance with state law. Applicable state laws are listed below for reference:

- Health and Safety Code Section 7050.5 - Construction may encounter Native American graves; coroner calls the Native American Heritage Commission.
- Public Resources Code Section 5097.98 - Construction may encounter Native American graves; Native American Heritage Commission assigns Most Likely Descendant.

## 3.6 Geology and Soils

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>

### Impact Analysis

a. **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

*NO IMPACT.* There are no Alquist-Priolo Earthquake Fault Zones that have been designated in the City of Torrance (Torrance 2010).

ii) **Strong seismic ground shaking?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project would be designed in conformance with the Uniform Building Code, which requires structures to be designed for earthquake shaking commensurate with those

of at least Seismic Risk Zone 4. Such design is considered to result in an acceptable level of risk for the Southern California region.

**iii, iv) Seismic-related ground failure, including liquefaction and landslides?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project involves the expansion of an existing desalter, installation of two new wells and the construction of new water pipeline – no people would be exposed to potential seismic-related ground failure. The project area is not identified in the Seismic-Related Hazards Zone of the City of Torrance (Torrance 2010) or by the State of California Division of Mines and Geology as being in a state seismic hazard zone (Division of Mines and Geology 1999).

**b. Would the project result in substantial soil erosion or the loss of topsoil?**

*NO IMPACT.* The construction will incorporate appropriate best management practices (BMPs) for stormwater pollution prevention. Because of the urban environment, the construction does not represent a hazard for erosion or loss of topsoil. Ground disturbance occurring from the construction process will be returned to pre-project conditions (paved street surface) upon completion. Standard construction practices for water pollution control would be used during construction as described below in Section 3.9.a of this document.

**c. Would the project be located on a geologic unit or soils that is unstable, or that would become unstable as a result of the project, and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project area is not identified in the Seismic-Related Hazards Zone of the City of Torrance (City of Torrance 2010). The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and does not create the potential for onsite or offsite landslides, lateral spreading, liquefaction, or collapse. The project would be designed in conformance with the Uniform Building Code, which requires structures to be designed for earthquake shaking commensurate with those of at least Seismic Risk Zone 4. Such design is considered to result in an acceptable level of risk for the Southern California region. Subsidence is an issue of concern in the region; however, groundwater extractions are managed on a regional level consistent with the groundwater budgets established consistent with the West Coast Basin adjudication. The increased amount of groundwater pumping would be minimal on a regional basis, and consistent with legal requirements, such that any potential for subsidence impacts would be less than significant.

**d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

*NO IMPACT.* Expansive soil does not represent a potential hazard for the pipeline, wells or desalter and does not increase the potential hazard from expansive soils to people or existing structures.

**e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

*NO IMPACT.* No septic tanks or alternative wastewater disposal systems would be used for this project.

### 3.7 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

## Impact Analysis

- a. **Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?**

*LESS-THAN-SIGNIFICANT IMPACT.* The proposed project would result in a short-term increase in greenhouses gas (GHG) emissions during construction and minor GHG emissions from operation due to the additional electricity usage.

Environmental impacts of GHG from the project were evaluated based on the SCAQMD's interim GHG significance threshold for industrial projects, e.g. 10,000 metric tons per year, including construction emissions amortized over 30 years and added to operational GHG emissions. SCAQMD's interim GHG thresholds apply when SCAQMD is the lead agency; however, for this project, the SCAQMD interim GHG threshold has been used as a reasonable reference level for determining the significance of project GHG impacts.

Construction emissions of GHG from construction equipment and vehicles were estimated using CalEEMod. Indirect GHG emissions from electricity use during operation were calculated using emission factors from U.S. EPA eGRID2012 Version 1.0 (2009 data, The Climate Registry 2012). The annual GHG emissions, which include the indirect emissions from electricity purchasing and the construction emissions amortized over 30 years, are less than the SCAQMD interim GHG significance threshold of 10,000 metric tons per year for industrial projects (see Table 3). Therefore, the project would result in a less-than-significant impact from GHG emissions.

TABLE 3

**Annual Operational Greenhouse Gas Emissions (metric tons per year)**

	Carbon Dioxide Equivalents
Indirect Operation Emissions	1,691
Amortized Construction Emissions	8
<b>Total Emissions</b>	<b>1,699</b>
SCAQMD Interim Threshold	10,000
Exceed Threshold?	No

- b. **Would the project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?**

*LESS-THAN-SIGNIFICANT IMPACT.* California State Legislature signed the Global Warming Solutions Act of 2006 or AB 32 in 2006, which provides the framework for regulating GHG emissions in California. The AB 32 Scoping Plan was approved in 2008. The Scoping Plan contains the main strategies California will use to reduce GHG emissions that cause climate change. The scoping plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 cost of implementation fee regulation to fund the program.

In 2008, California statewide GHG emissions were 474 million metric tons CO<sub>2</sub>-equivalent (CO<sub>2</sub>e) per year. Although the proposed project would result in minor GHG emissions from diesel engine and electricity use,

GHG emissions are negligible compared to the statewide GHG inventory. The proposed project would not conflict with an applicable plan, policy, or regulation adopted to reduce GHG emissions. The short-term construction GHG emissions would not interfere with the AB 32 Scoping Plan, and the long-term goal of AB 32 to reduce GHG emissions to 1990 levels by 2020. Therefore, the proposed project would not conflict with plans, policies, or regulations intended to reduce GHGs.

In addition, the project would improve water supply reliability in the City of Torrance, and would help to increase water supplies in the region. Using local water in place of imported water would greatly reduce energy use. In addition, the City of Torrance is encouraging groundwater desalination for domestic use as part of its Community Resources Element of the General Plan, Policy CR.15.2 (Torrance 2010). The proposed project would reduce the electricity consumption and GHG emissions from water transport by off-setting the use of imported potable water with desalinated ground water. The project would help implement state and local policies for greenhouse gas reduction, and would have a net GHG benefit.

### 3.8 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

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

*LESS-THAN-SIGNIFICANT IMPACT.* Small quantities of hazardous materials would be used during project construction, generally limited to gasoline, diesel fuel, motor oil, cleaning chemicals, lubrication oil, and acetylene for any welding activities. All hazardous materials would be handled in compliance with applicable laws and regulations regarding transport, handling, disposal, and storage. The contractor will be required to have a spill handling procedures in place that would need to be followed in the event of a spill. Therefore, the potential environmental effects from fueling operations are expected to be limited to small areas of contaminated soil, if spills occur during fueling. All local, State and Federal reporting requirements would be followed regarding the use of hazardous and non-hazardous materials at the project site.

The Los Angeles County Fire Department's Health Hazardous Materials Division is the Certified Unified Program Agency for Torrance. The Torrance Fire Department serves a participating agency and is responsible for implementing Chapter 6.95 (hazardous materials disclosure and the California Accidental Release Program) and Chapter 6.7 (underground storage tanks) of the California (City of Torrance 2010). The current hazardous materials plans for the Goldsworthy Desalter chemical storage facilities would be updated because of the increased quantity of the existing chemicals used, as well as the use of one additional chemical (orthophosphate) in the treatment process. The hazardous materials plans for the Goldsworthy Desalter chemical storage facilities will be updated by the City of Torrance prior to operation of the expanded facility.

**b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

*LESS-THAN-SIGNIFICANT IMPACT.* A closed landfill is present to and in close proximity to the project area. Based on information provided by Department of Resources Recycling and Recovery (CalRecycle), the landfill was closed in 1966 but is still being monitored by local oversight agencies. The landfill site has been redeveloped, with the City of Torrance Corporation Yard occupying a portion of the site. There are no other known sources or potential sources of hazardous materials within the project area. The project is not expected to 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. See the discussion in "d" below.

**c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

*NO IMPACT.* The project is not within 0.25 miles of an existing or proposed school.

**d. Would the project 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?**

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATION.* The project is not located on a site that is on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. An investigation of the Envirostor database, known as the Cortese List, did not identify any contaminated sites within the project alignment. (California Department of Toxic Substances Control 2012).

There are several active cleanup sites listed on the State Water Resources Control Board's Geotracker system that are located in the general vicinity on the project area. As the project would be constructed at previously developed sites and along developed city streets, it would not encounter any of these sites but could encounter soil contamination testing wells or contaminated groundwater associated with the sites. Because of the presence of potential hazardous materials in the vicinity of the project area, the mitigation measures below will be implemented to help ensure avoidance of any potential direct and indirect effects to the community caused by disturbances to these materials.

- Prior to any construction activities, the construction contractor shall conduct an initial site investigation to help confirm the absence of contaminated soil or groundwater that may exist within the area to be excavated. If any hazardous materials are found either during the investigation or during the construction process, work will cease to allow additional investigations to be done and a plan developed to properly and legally address, clean up and remove all contamination. Additional investigations may be required based on the results of the initial investigation. Regardless of the results of the investigation, any hazardous materials that are found during construction of the pipeline would be handled in compliance with applicable laws and regulations regarding transport, handling, disposal, and storage. All federal, state, and local reporting requirements would be followed regarding the use and handling of hazardous and non-hazardous materials at the project site.

**e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

*NO IMPACT.* The project area is located more than two miles from the nearest airport, Torrance Municipal Airport (Zamperini Field). The project site is not located within Torrance Municipal airport land use compatibility and safety zones.

**f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

*NO IMPACT.* There are no private airstrips located within the project vicinity.

**g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project would require temporary short-term lane closures that will be coordinated with local emergency response providers.

**h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

*NO IMPACT.* The project site is located within a highly urbanized area of Los Angeles County with no associated wildlands.

### 3.9 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements (WDR)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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 onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

### a. Would the project violate any water quality standards or WDRs?

*LESS-THAN-SIGNIFICANT IMPACT.* Surface water impacts are anticipated to be related primarily to short-term activities during construction. Construction activity would not include activities, such as mass grading, that could temporarily increase rates of erosion. Construction activities at the Goldsworthy Desalter site would be primarily enclosed within the existing structure. Any work done outside of this structure would utilize best management practices (BMPs) to address any potential runoff from construction activities. Trench excavation would occur to install the underground water pipelines; this would generate soil disturbance and increase the potential for erosion. Construction of the two new wells would disturb a small area to create the approximately 700 square foot well sites, and also would utilize BMPs during construction. In addition, all construction activities could contaminate runoff or groundwater if not properly stored and used.

Consistent with the development construction program requirements of the regional Municipal Stormwater Permit (Order No. 01-182), Local Stormwater Pollution Prevention Plan (SWPPPs) would be prepared for all construction activities, including BMPs to control erosion from disturbed areas and reduce runoff. The development construction program requirements are administered locally by the City of Torrance Public Works and Community Development Departments.

In addition to stormwater discharges, expanding the Goldsworthy Desalter treatment capacity also would result in an increase in discharges to the local sewer system. Sewer system discharges would consist of the waste stream that does not pass through the RO process into the potable water system; thus, the discharges would have a high salt concentration. Discharges to the local sewer system pass flow into the regional wastewater collection and treatment system operated by the Sanitation Districts of Los Angeles County.

Because the regional collection and treatment system discharges to the Pacific Ocean, high salt concentrations are not a concern for the Sanitation Districts' waste discharge requirements. Therefore, there would be no impact to water quality standards. Also see the discussion of utility impacts in Section 3.17(a) below.

- b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

*LESS-THAN-SIGNIFICANT IMPACT.* Expansion of the Goldsworthy Desalter represents an effort to create a locally sustainable groundwater supply that will eliminate dependence on imported water and accelerate the remediation of a plume of brackish groundwater. The project would increase groundwater use, but it would use groundwater that is currently not usable due to its high salt content. For this reason, the project would expand, rather than deplete, groundwater supplies.

- c. Would the project 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 onsite or offsite?**

*NO IMPACT.* No streams or rivers would be affected by project construction.

- d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?**

*LESS-THAN-SIGNIFICANT IMPACT.* Expansion of the Goldsworthy Desalter would occur within the existing Corporation Yard, and mostly within the existing footprint of the developed desalter site. The pipelines would not have an above-ground footprint – there would be no change in street drainage patterns or susceptibility to flooding. The well sites would result in changes in local drainage patterns, but the changes would be negligible because of the very small footprints (approximately 20 feet by 35 feet).

- e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

*LESS-THAN-SIGNIFICANT IMPACT.* As described in (d) above, changes in drainage patterns from the well sites would be negligible, and there would be no changes associated with the pipelines or the Goldsworthy Desalter expansion.

- f. Would the project otherwise substantially degrade water quality?**

*LESS-THAN-SIGNIFICANT IMPACT.* All potential water quality impacts are discussed in “a, c and d” above.

- g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

*NO IMPACT.* No housing construction is proposed as a part of the project. Therefore, construction and operation of the project would result in no flood hazard impacts to housing.

- h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

*NO IMPACT.* All of the options are not located in a flood hazard zone as identified by the Federal Emergency Management Agency (FEMA) (FEMA 2012).

- i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

*NO IMPACT.* All potential flooding impacts are discussed in “g and h” above.

**j. Would the project result in inundation by seiche, tsunami, or mudflow?**

*NO IMPACT.* The project area is not subject to inundation by seiche, tsunami, or mudflow.

**3.10 Land Use and Planning**

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Analysis****a. Would the project physically divide an established community?**

*NO IMPACT.* The project involves the installation of two new supply wells, and the construction of pipelines to convey pumped groundwater to the newly expanded Goldsworthy Desalter; all of which would be constructed within either previously developed areas of the business park, within public spaces including the civic center, along developed city streets and would be completely underground. It would not divide an established community.

**b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

*NO IMPACT.* The project it would not conflict with any applicable land use plan, policy, or regulation.

**c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?**

*NO IMPACT.* The project area is not located within a Habitat Conservation Plan or Natural Community Conservation Plan (CDFG 2012b and USFWS 2008).

**3.11 Mineral Resources**

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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"/>

- 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?

## Impact Analysis

- a. **Would the project 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 or result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

*NO IMPACT.* The project area is within Mineral Resource Zone MR-3 as identified in the City of Torrance General Plan. MR-3 is defined as “The significance of mineral deposits cannot be determined from the available data” (Torrance 2010). However, the urbanized nature of the project area currently limits access to developing mineral resources. There would be no change associated with the proposed project.

- b. **Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

*NO IMPACT.* The proposed project would not result in the loss of availability of a mineral resource recovery site as described in “a.” above.

## 3.12 Noise

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

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

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATION.* The project area is located in a highly urbanized area of the City of Torrance, with ambient noise levels dominated by traffic on major roadways (e.g., Madrona Avenue). As shown on Figure 6, the following sensitive receptors are located near the project area: several residential areas and the Kaiser Permanente medical center.

The City of Torrance has conditions governing noise from construction activities (Torrance Municipal Code, Section 46.3.1). Construction activities are exempt as long as the activities generate noise of less than 50 dBA at residential property lines, occur on weekdays from 7:30 a.m. to 6:00 p.m. and from 9:00 a.m. to 5:00 p.m. Saturdays, or receive approval from the Community Development Director in the case of unusual circumstances. Most project construction activities, including well site facilities, all pipelines, and the Goldsworthy Desalter expansion, would comply with the Municipal Code requirements for daytime construction. Construction of the wells, however, would need to occur on a 24 hour basis, and therefore cannot comply with the Municipal Code requirements for daytime construction.

Well construction activities are expected to generate noise in excess of 50 dBA at the nearest residential property lines. Drill rig noise levels are expected to be approximately 65 dBA at a distance of 100 feet, approximately 60 dBA at a distance of 200 feet, and approximately 55 dBA at a distance of 400 feet. Well construction activities are expected to comply with the Municipal Code standard of 50 dBA where sensitive receptors are located more than 800 feet from the well sites. Distances from each of the well site options to the nearest residential areas are as follows (also see Figure 6):

- Delthorne Park: Single-family residences are located approximately 50 feet south and west of the well site, and multi-family residences are located approximately 280 feet north of the well site.
- Torrance Corporation Yard: Single-family residences are located approximately 310 feet west and Delthorne Park is located approximately 265 west northwest of the well site.
- Torrance Police Department: Single-family residences are located approximately 660 feet southeast and approximately 1,000 feet west of the well site.
- Panasonic Building Parking Lot: Single-family residences are located approximately 950 feet south of the well site

Well construction requires operation of a drill rig for approximately two weeks (24 hours a day). After the well is constructed, a diesel test pump would be installed for well development, and would be operated up to 24 hours per day for a short period of time. A waiver from the daytime construction noise requirements would be required for well construction at the Delthorne Park, Corporation Yard, and Police Department sites. Impacts are likely to be less than significant because of the limited severity of noise impacts (no more than approximately 60 dBA) and limited duration (no more than approximately 2 weeks). The Community Development Director may require measures to further reduce noise impacts (e.g., acoustical blankets).

The noise-producing project features during operation would be the new wells and associated pumps, as well as from the enlarged Goldsworthy Desalter. There would be no noise associated with pipeline operation. Noise from operation of the expanded Goldsworthy Desalter would be similar to existing desalter operations, and would continue to be buffered from residences on the west side of Madrona Avenue by an existing masonry wall along the boundary of the Corporation Yard, and by the enclosure of most desalter facilities within the existing masonry building.

All of the options for well siting are close to sensitive receptors as described above. The City of Torrance has general conditions governing noise in residential areas (Torrance Municipal Code, Section 46.7.2). Based on the proximity of the project area residences to industrial areas, the noise standards would be 60 dBA during the daytime, and 55 dBA at night. The proposed wells would operate within masonry buildings, and therefore

noise levels from well operation are not likely to exceed these standards. This is especially true for options using the Torrance Police Department or Panasonic Building well sites.

Well options using Delthorne Park and the Corporation Yard (Options 1, 2, 3, and 4) would be in close proximity to nearby residences (approximately 50 feet south and west and 260 feet north for Delthorne Park and 310 feet for the Corporation Yard sites), and have the greatest potential for long-term noise impacts. Detailed noise calculations are not possible because pump types and building materials have not been specified. Although the masonry buildings are likely to provide sufficient noise attenuation, the following mitigation measure is required to ensure that noise levels remain within City of Torrance standards.

- During the well design phase associated with Options 1, 2, 3, and 4, the engineer shall design wellhead facilities so that noise levels at nearby residences do not exceed City of Torrance standards. This may require specification of masonry wall construction (e.g., stucco coating) and specialized materials (e.g., acoustical ventilation fans and wall louvers).

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

*LESS-THAN-SIGNIFICANT IMPACT.* The project construction may temporarily expose persons to ground vibrations above ambient levels but due to the short duration of the project they would remain less than significant.

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

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATION.* See the response to “a” above.

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

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATION.* See the response to “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?**

*NO IMPACT.* The project is not within two miles of the Torrance Municipal Airport (Zamperini Field) or any other public airport or public use airport.

**f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

*NO IMPACT.* The project is not within the vicinity of a private airstrip.

### 3.13 Population and Housing

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

## Impact Analysis

- a. **Would the project 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)?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project would supply additional quantities of potable water to the area. The quantity of potable water saved, however, would replace imported water currently being purchased from the Metropolitan Water District of Southern California. For this reason, the project is not expected to induce population growth.

- b. **Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

*NO IMPACT.* The project would be constructed along developed city streets, within already developed areas of the city, and within the City of Torrance Corporation Yard. Therefore, the project would not displace any existing housing.

- c. **Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

*NO IMPACT.* The project would be constructed along developed city streets, within already developed areas of the city, and within the City of Torrance Corporation Yard. Therefore, the project would not displace any people and would not necessitate the construction of replacement housing elsewhere.

## 3.14 Public Services

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:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

### a. Fire protection?

*LESS-THAN-SIGNIFICANT IMPACT.* Construction and operation of the project is not expected to increase the demand for fire protection services in the project area. During construction of the project, emergencies could occur at the project site; however, appropriate notification to local emergency service providers prior to construction would address impacts that could affect emergency response times such as lane closures. The contractor would be required to submit a temporary traffic plan for work performed in the public right-of-way (see discussion below under Transportation).

### b. Police protection?

*NO IMPACT.* The project would not increase population and is not anticipated to affect crime rates in the vicinity. Therefore, additional police protection is not needed.

### c. Schools?

*NO IMPACT.* The project would not generate additional population or students during construction or operation.

### d. Parks?

*NO IMPACT.* The desalter project would not increase the use of existing neighborhood and regional parks or other recreational facilities.

### e. Other public facilities?

*NO IMPACT.* The project would not result in an increase in population during project construction or operation; therefore, the project would not affect other government services or public facilities.

## 3.15 Recreation

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

### 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?

*LESS-THAN-SIGNIFICANT IMPACT.* The project would not increase population, and therefore not increase the use of existing park and recreational facilities. Temporary construction at the Delthorne Park site might shift park usage to other facilities during the construction of the well itself. This would not constitute a substantial physical deterioration of the facility and would be temporary in nature.



**b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

*NO IMPACT.* The project would not increase population, and therefore does not include or require the construction or expansion of recreational facilities.

### 3.16 Transportation/Traffic

Would the Project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Impact Analysis

**a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

*NO IMPACT.* The project would not generate additional traffic, and therefore would not conflict with the City of Torrance Plan goals and policies for transportation system effectiveness (e.g., Objective C1.1). Construction impacts are discussed under “e” and “f” below.

**b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

*NO IMPACT.* The project would not generate additional traffic, and therefore would not conflict with the City of Torrance General Plan Circulation and Infrastructure Element or the South Bay Bicycle Master Plan. Construction impacts are discussed under “e” and “f” below.

**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?**

*NO IMPACT.* The project would not change 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)?**

*NO IMPACT.* The project does not include design features that would affect local roadways.

**e. Result in inadequate emergency access?**

*LESS-THAN-SIGNIFICANT IMPACT.* Construction of the wells and wellhead facilities, and expansion of the Goldsworthy Desalter would occur off city streets, and only small numbers of construction vehicles would be required to access the sites. Pipeline construction includes excavation along Madrona Avenue (Options 1 – 4), Civic Center Drive (Options 2, 3, and 5), and Maple Avenue (Options 4 and 5), which may require lane closures in areas of active construction. Madrona Avenue is a six- and eight-lane roadway within the project area and Maple Avenue is a four-lane roadway; therefore some level of through traffic could be maintained during construction. In addition, construction activities would generate traffic from construction worker trips and materials delivery. Total construction traffic is estimated to be up to 30 trips per day.

Prior to the start of construction, a site-specific traffic control plan would be prepared for review and approval by the City of Torrance. As part of the plan the construction contractor would describe any required lane closures and how traffic control devices (e.g., advance warning signs, channelizing devices) would be implemented.

**f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

*LESS-THAN-SIGNIFICANT IMPACT.* As described above, a site-specific traffic control plan would be prepared for review and approval by the City of Torrance. The construction contractor would describe how conflicts with bus stops, bike lanes, sidewalks, and with uses of Delthorne Park would be resolved such that access is maintained during construction. In relation to uses of Delthorne Park, the traffic control plan would ensure that residents would still have access to the majority of the park at all times. Construction would be isolated to a specific location in the northwest side of the park, allowing residents to still utilize and pass through the park.

### 3.17 Utilities and Service Systems

Would the Project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable RWQCB?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

### a. Exceed wastewater treatment requirements of the applicable RWQCB?

*LESS-THAN-SIGNIFICANT IMPACT.* Expanding the Goldsworthy Desalter treatment capacity would result in an increase in discharges to the local sewer system. Sewer system discharges would consist of the waste stream that does not pass through the RO process into the potable water system; thus, the discharges would have a high salt concentration. Discharges to the local sewer system pass flow into the regional wastewater collection and treatment system operated by the Sanitation Districts of Los Angeles County. Because the regional collection and treatment system discharges to the Pacific Ocean, high salt concentrations are not a concern for the Sanitation Districts' wastewater treatment requirements.

### b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

*LESS-THAN-SIGNIFICANT IMPACT.* As described above, expanding the Goldsworthy Desalter would increase discharges to the local sewer system. In order to accommodate the increased discharge, WRD would pay connection fees to the Sanitation Districts of Los Angeles County. Payment of the connection fees would address the wastewater capacity impacts of the proposed project.

### 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?

*LESS-THAN-SIGNIFICANT IMPACT.* Expansion of the Goldsworthy Desalter would occur within the existing Corporation Yard, and mostly within the existing footprint of the developed desalter site. The pipelines would not have an above-ground footprint – there would be no change in street drainage patterns. The well sites would result in changes in discharges to storm drainage facilities, but the changes would be negligible because of the very small footprints (approximately 20 feet by 35 feet).

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

*NO IMPACT.* During construction, water would be required primarily for dust suppression, and would also be used for soil compaction. Water required for construction would be obtained from a local water retailer. Construction water volumes would be minimal and would not require new or expanded entitlements. There would be no water use during operations.

The City of Torrance, on behalf of WRD, will submit a proposal to Metropolitan to receive Local Resources Program (LRP) financial assistance for the Goldsworthy project. As the Responsible Agency, Metropolitan’s Board of Directors will review and consider the proposal and environmental documentation prepared by the WRD and the City of Torrance in determining whether or not to approve financial assistance for the project within the LRP administrative process.

The proposed project (i.e., a partnership with Metropolitan in the LRP for the Goldsworthy project) would be consistent with Metropolitan’s commitment to develop LRP activities that would increase water supply reliability. The proposed project would have up to a 25-year term as negotiated between the Lead Agency and Metropolitan. For Metropolitan, the proposed project would be beneficial in terms of being consistent with the objectives of the LRP. Accordingly, this activity would not result in a tangible change in the physical environment.

**e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?**

*LESS-THAN-SIGNIFICANT IMPACT.* As described above, expanding the Goldsworthy Desalter would increase discharges to the local sewer system. In order to accommodate the increased discharge, WRD would pay connection fees to the Sanitation Districts of Los Angeles County. Payment of the connection fees would address the wastewater capacity impacts of the proposed project.

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

*LESS-THAN-SIGNIFICANT IMPACT.* During construction of the project, a small amount of construction waste would be generated, which would be recycled to the extent possible. When completed, the project would not have any solid waste disposal needs.

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

*NO IMPACT.* The project may require disposal of construction debris, some of which could be contaminated. Debris from construction would be disposed of in a lawful manner consistent with federal, state, and local regulations. Construction waste is accepted at local disposal facilities and recycling is encouraged. There would be no solid waste from this project after the project is completed.

### 3.18 Mandatory Findings of Significance

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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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?

- |    |   |                          |                          |                                     |                                     |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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?) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c. | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
- 

## Impact Analysis

- 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?**

*NO IMPACT.* The project would be constructed along developed areas of the city, potentially including streets, parking lots, the City of Torrance Corporation Yard, and public use facilities. Wells would be enclosed within masonry buildings, and the existing Goldsworthy Desalter facility can accommodate the expansion activities. Pipelines would be underground at the completion of construction. Therefore there would be no potential to degrade the quality of the environment or cause substantial reductions in the habitat of fish, plant, or wildlife species.

- 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?**

*NO IMPACT.* The project would be constructed along developed areas of the city, potentially including streets, parking lots, the City of Torrance Corporation Yard, and public use facilities. No other significant construction activities are planned for this area.

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

*LESS-THAN-SIGNIFICANT IMPACT.* As indicated throughout this Initial Study, impacts on all environmental resources were deemed to result in either ‘no impact,’ a ‘less-than-significant impact,’ or ‘less than significant with mitigation incorporation.’ As a result, the project with proposed mitigation measures would not create environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.



# List of Preparers

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## 4.1 CH2M HILL

**Melissa Fowler**, Biologic Resources

**Matt Franck**, Environmental Planner – Project Manager

**Natalie Lawson**, Cultural Resources

**Stephen Layton**, Environmental Planner

**Dennis Smith**, Project Description

**Andy Vollmar**, Graphic Designer

**Hong Zhuang**, Environmental Engineer





## SECTION 5

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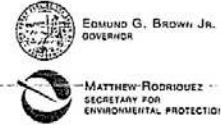
SECTION 6

# Response to Comments

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The Draft IS/MND was distributed for public review on May 8, 2013, initiating a 30-day public review period pursuant to CEQA and its implementing guidelines. During this public review period, two comment letters were received. Copies of the letters are provided in this section, as well as responses to the comments contained in the letters.

# Letter #1



CWRP  
6/6/13  
C

State Water Resources Control Board  
JUN 03 2013

RECEIVED

JUN -4 2013

STATE CLEARING HOUSE

Jim McDavid, P.E.  
Water Replenishment District of Southern California  
4040 Paramount Boulevard  
Lakewood, California 90712

Dear Mr. McDavid:

INITIAL STUDY (IS) FOR WATER REPLENISHMENT DISTRICT OF SOUTHERN CALIFORNIA (DISTRICT); ROBERT W. GOLDSWORTHY DESALTER EXPANSION (PROJECT); LOS ANGELES COUNTY; STATE CLEARINGHOUSE NO. 2013051020

We understand that the District may be pursuing Clean Water State Revolving Fund (CWSRF) financing for this Project. As a funding agency and a state agency with jurisdiction by law to preserve, enhance, and restore the quality of California's water resources, the State Water Resources Control Board (State Water Board) is providing the following information and comments for the environmental document prepared for the Project.

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

The CWSRF Program is partially funded by the United States Environmental Protection Agency and requires additional "CEQA-Plus" environmental documentation and review. Four enclosures are included that further explain the CWSRF Program environmental review process and the additional federal requirements. The State Water Board is required to consult directly with agencies responsible for implementing federal environmental laws and regulations. Any environmental issues raised by federal agencies or their representatives will need to be resolved prior to State Water Board approval of a CWSRF financing commitment for the proposed Project. For further information on the CWSRF Program, please contact Mr. Ahmad Kashkoli, at (916) 341-5855.

It is important to note that prior to a CWSRF financing commitment, projects are subject to provisions of the Federal Endangered Species Act (ESA), and must obtain Section 7 clearance from the United States Department of the Interior, Fish and Wildlife Service (USFWS), and/or United States Department of Commerce National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NMFS) for any potential effects to special status species.

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

In addition, CWSRF projects must comply with federal laws pertaining to cultural resources, specifically Section 106 of the National Historic Preservation Act (Section 106). The State Water Board has responsibility for ensuring compliance with Section 106 and the State Water Board must consult directly with the California State Historic Preservation Officer (SHPO). SHPO consultation is initiated when sufficient information is provided by the CWSRF applicant. The District must retain a consultant that meets the Secretary of the Interior's Professional Qualifications Standards ([www.cr.nps.gov/local-law/arch\\_stnds\\_9.htm](http://www.cr.nps.gov/local-law/arch_stnds_9.htm)) to prepare a Section 106 compliance report.

Note that the District will need to identify the Area of Potential Effect (APE), including construction and staging areas, and the depth of any excavation. The APE is three-dimensional and includes all areas that may be affected by the Project. The APE includes the surface area and extends below ground to the depth of any Project excavations. The records search request should be made for an area larger than the APE. The appropriate area varies for different projects but should be drawn large enough to provide information on what types of sites may exist in the vicinity.

Other federal requirements pertinent to the Project under the CWSRF Program include the following:

- A. Compliance with the Federal Clean Air Act: (a) Provide air quality studies that may have been done for the Project; and (b) if the Project is in a nonattainment area or attainment area subject to a maintenance plan; (i) provide a summary of the estimated emissions (in tons per year) that are expected from both the construction and operation of the Project for each federal criteria pollutant in a nonattainment or maintenance area, and indicate if the nonattainment designation is moderate, serious, or severe (if applicable); (ii) if emissions are above the federal de minimis levels, but the Project is sized to meet only the needs of current population projections that are used in the approved State Implementation Plan for air quality, quantitatively indicate how the proposed capacity increase was calculated using population projections.

- B. Compliance with the Migratory Bird Treaty Act: List any birds protected under this act that may be impacted by the Project and identify conservation measures to minimize impacts.
- C. Compliance with the Flood Plain Management Act: Identify whether or not the Project is in a Flood Management Zone and include a copy of the Federal Emergency Management Agency flood zone maps for the area.
- D. Compliance with the Wild and Scenic Rivers Act: Identify whether or not any Wild and Scenic Rivers would be potentially impacted by the Project and include conservation measures to minimize such impacts.

Following are specific comments on the District's draft IS:

- 1. Section 1, page 3 – Background Information.
- 2. Please explicitly describe the timeline in which the test pump will be running at the rate of 24 hours per day.
- 3. Section 3, page 10 – Cultural Resources: Please provide the Project's Area of Potential Effect (APE) in a textual explanation and visually on a map of the Project's site.

Thank you for the opportunity to review the District's draft IS. If you have any questions or concerns, please feel free to contact me at (916) 341-5855, or by email at [AKashkoli@waterboards.ca.gov](mailto:AKashkoli@waterboards.ca.gov), or contact David Werner at (916) 327-9117, or by email at [DWerner@waterboards.ca.gov](mailto:DWerner@waterboards.ca.gov).

Sincerely,



Ahmad Kashkoli  
Senior Environmental Scientist

Enclosures (4)

- 1. SRF & CEQA-Plus
- 2. Quick Reference Guide to CEQA Requirements for State Revolving Fund Loans
- 3. Instructions and Guidance for "Environmental Compliance Information"
- 4. Basic Criteria for Cultural Resources Reports

cc: State Clearinghouse  
(Re: SCH# 2013051020)  
P.O. Box 3044  
Sacramento, CA 95812-3044

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**LETTER 1: State Water Resources Control Board**Responses to Comments

In its comment letter, the State Water Resources Control Board (SWRCB) describes the enhanced environmental review process (CEQA-Plus) required for projects seeking Clean Water State Revolving Fund financing. At this time, WRD is not seeking State Revolving Fund financing. If WRD chooses to apply for State Revolving Fund financing, the applicable CEQA-Plus processes will be followed.

# Letter #2



Ron Chapman, MD, MPH  
Director

State of California—Health and Human Services Agency  
California Department of Public Health



EDMUND G. BROWN JR.  
Governor

June 11, 2013

Water Replenishment of Southern California  
Attn: Jim McDavid  
4040 Paramount Boulevard  
Lakewood, CA 90712

**RE:** Comment Letter for Water Replenishment District of Southern California,  
Mitigated Negative Declaration, Robert W. Goldsworthy Desalter Expansion Project,  
SCH#2013051020

Dear Mr. McDavid:

Thank you for the opportunity to review the Mitigated Negative Declaration, titled Robert W. Goldsworthy Desalter Expansion Project. The proposed project is to expand the existing Goldsworthy Desalter, located in the City of Torrance corporation yard. Blended product water production capacity would be expanded from 2.5 million gallons per day (mgd) to 5 mgd. Water supply to the expanded Goldsworthy Desalter would be provided by drilling two new wells in the immediate vicinity, and constructing delivery pipelines to the Desalter site. The Water Replenishment District of Southern California will need to apply for an amended water supply permit following project completion.

The California Department of Public Health (CDPH), Division of Drinking Water and Environmental Management is responsible for issuing water supply permits administered under the Safe Drinking Water Program. A project triggers a permit if it includes changes to the water supply, storage, treatment of drinking water, or consolidation of one or more public water systems. In addition to applying for a water supply permit once the facility is constructed, CDPH recommends the design and construction of the new wells and pipelines, including the raw water pipelines, comply with California Waterworks Standards.

Please contact Shu-Fang Orr, CDPH Angeles District Office, at (818) 551-2004 or e-mail [Shu-Fang.Orr@cdph.ca.gov](mailto:Shu-Fang.Orr@cdph.ca.gov) if you have any questions regarding the comments provided. If you have any questions regarding CDPH CEQA permit requirements, please call Jeffery Werth at (916) 449-5285 or e-mail to [jeffery.werth@cdph.ca.gov](mailto:jeffery.werth@cdph.ca.gov).

Sincerely,

Jeffery Werth  
CDPH Drinking Water Program, Environmental Review Unit



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**LETTER 2: California Department of Public Health**Responses to Comments

The California Department of Public Health (CDPH) states that WRD will need to apply for an amended water supply permit following project completion. WRD acknowledges this requirement and will apply for an amended permit at the appropriate time.

CDPH also recommends that design and construction of new wells and pipelines comply with California Waterworks Standards. WRD acknowledges that all project facilities will be designed to meet or exceed California Waterworks Standards.



## SECTION 7

# Mitigation Monitoring and Reporting Program

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Public Resources Code, Section 21081.6 requires that mitigation measures identified in environmental review documents prepared in accordance with CEQA be implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during preparation of the final plans and specifications and project construction phase of the Robert W. Goldsworthy Desalter Expansion Project.

WRD is the lead agency responsible for implementation of the mitigation measures identified in the MND. The MMRP includes the following information:

- Phase of the project during which the required mitigation measure must be implemented
- Phase of the project during which the required mitigation measure must be monitored
- Enforcement agency
- Monitoring agency

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



**TABLE 7-1  
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement/ Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
<b>Biological Resources</b>						
To minimize and avoid potential direct and indirect impacts to migratory bird species and in conformance with the MBTA, pre-construction nesting bird surveys shall be conducted for all construction activity occurring within the nesting season (generally extending from February 1st to July 31st). Surveys shall be conducted no more than 7 days prior to any construction activity in areas within or directly adjacent to the construction disturbance area. Monitoring of activities nests during construction activities will be performed if it is determined that active nests will be significantly disturbed by the project. All surveys shall be completed by a qualified biologist in conformance with CDFG survey protocol for migratory birds. If ground-disturbing activities are delayed for more than 30 days after the pre-construction survey, the site must be re-surveyed.	Pre-construction	Pre-construction	WRD			
<b>Hazards and Hazardous Materials</b>						
Prior to any construction activities, the construction contractor shall conduct an initial site investigation to help confirm the absence of contaminated soil or groundwater that may exist within the area to be excavated. If any hazardous materials are found either during the investigation or during the construction process, work will cease to allow additional investigations to be done and a plan developed to properly and legally address, clean up and remove all contamination. Additional investigations may be required based on the results of the initial investigation. Regardless of the results of the investigation, any hazardous materials that are found during construction of the pipeline would be handled in compliance with applicable laws and regulations regarding transport, handling, disposal, and storage. All federal, state, and local reporting requirements would be followed regarding the use and handling of hazardous and non-hazardous materials at the project site.	Pre-construction	Pre-construction	WRD			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement/ Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
<b>Noise</b>						
During the well design phase associated with Options 1, 2, 3, and 4, the engineer shall design wellhead facilities so that noise levels at nearby residences do not exceed City of Torrance standards. This may require specification of masonry wall construction (e.g., stucco coating) and specialized materials (e.g., acoustical ventilation fans and wall louvers).	Design	Operations	WRD			