
DRAFT

**Initial Study and Mitigated Negative Declaration
Jeffries Tank and Plant Improvements Project**

June 2022

Lead Agency:



**State Water Resources Control Board
500 N. Central Ave. Suite 500,
Glendale, CA 91203**

Prepared for:



**401 South San Dimas Canyon Road
San Dimas, CA 91773**

Prepared by:



**215 N. Fifth Street
Redlands, CA 92374**

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**DRAFT MITIGATED NEGATIVE DECLARATION
JEFFRIES TANK AND PLANT IMPROVEMENTS PROJECT**

- Lead Agency:** State Water Resources Control Board
- Project Proponent:** Golden State Water Company
- Project Location:** The Jeffries Plant site is located at 124 West Jeffries Avenue in the City of Monrovia, California 91016 (APN 8511-015-800, 801). A portion of the site is located within unincorporated Los Angeles County. The site is located within Section 2, Township 1 South, Range 11 West, San Bernardino meridian of the U.S. Geological Survey (USGS) 7.5-minute Series El Monte Topographic quadrangle.
- Project Description:** The Project would install a 1.25 million gallon (MG) above ground potable water storage tank, three booster pumps within a new block building, a new block disinfectant building, and associated fencing, landscaping, lighting, control panels and appurtenances at the existing Jeffries Plant site. Existing plant site piping will be modified as needed and the existing fencing, storage building, chemical building and MCC will be demolished. The existing Jeffries Well 4 currently pumps directly into the distribution system; after the project, this well will pump into the proposed tank. The Project would also replace approximately 1,000 feet of existing 8-inch steel water main with a 12-inch PVC water main in Jeffries Avenue from approximately Treelane Avenue to Peck Road.

Best Management Practices Incorporated into the Project

BMP-1: Fugitive Dust Control. In accordance with Rule 403 (Fugitive Dust), the project applicant shall implement best available control measures for all sources, and all forms of visible PM are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.

- a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

- e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

BMP-2: Stormwater Pollution Prevention. During construction, to comply with the General Permit the project proponent shall implement a Stormwater Pollution Prevention Plan (SWPPP), which would include BMPs to prevent construction pollutants and products from violating any water quality standards or any waste discharge requirements. The project proponent shall prevent construction and demolition pollutants and products from violating any water quality standard or waste discharge requirements. BMPs would consist of measures such as a stabilized construction entrance (to avoid tracking soils off-site) and straw wattles and silt filter bags (to prevent offsite runoff onto public roadways or into drainage outlets).

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

BIO-1: Pre-Construction Nesting Bird Survey: If construction (including vegetation removal) or tree trimming activities are scheduled to occur during the bird breeding season (February 15 through August 31), a pre-construction nesting-bird survey shall be conducted by a qualified avian biologist to ensure that active bird nests will not be disturbed or destroyed on the Project Site. The survey shall be completed no more than three days prior to initial ground disturbance. If an active nest is identified, the biologist shall establish an appropriately sized disturbance limit buffer around the nest using flagging or staking. Project-related activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

Cultural Resources

CUL-1: Unanticipated Discovery of Cultural Resources In the event that new cultural resources are discovered during the project, all ground-disturbing activities in the vicinity of the find shall cease, and an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards (National Park Service 1983) shall be retained to evaluate the find. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If the find appears to be a historical or unique archaeological resource, the State Water Board will be notified immediately.

If human remains are found, State of California Health and Safety Code Section 7050.5 shall be followed. Section 7050.5 requires that all excavation cease immediately in the vicinity of the find and the County Coroner be called within 24 hours of the find. The requirements in the previous paragraph also apply to the discovery of human remains.

After the initial archaeological assessment is completed, the archaeologist shall submit a report to the State Water Board describing the significance of the discovery with cultural resource management recommendations. If a resource is determined by the State Water Board, based on recommendations of the qualified archaeologist to constitute a “historical resource” or a “unique

archaeological resource, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2 for unique archaeological resources, and section 21084.3 for tribal cultural resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. If the find is Native American, the SWRCB and landowner shall, in good faith, consult with the Gabrieleño Band of Mission Indians – Kizh Nation on the disposition and treatment of any Native American artifacts or other cultural materials encountered during the project.

Geology and Soils

GEO-1: Unanticipated Discovery – Paleontological Resource. If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the Lead Agency and cease excavation within 100 feet of the find until a qualified paleontologist can provide an evaluation of the site. The qualified paleontologist will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

Hazards and Hazardous Materials

HAZ-1: Traffic Control Plan. Prior to construction, the project proponent shall prepare a Traffic Control Plan to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow.

Noise

NOI-1: In order to reduce construction noise at sensitive residential receptors adjacent to Project construction, a temporary noise barrier or enclosure shall be positioned between construction equipment and all residences within 25 feet of construction activities in a manner that breaks the line of sight between the construction equipment and these residences, to the extent feasible. The temporary noise barrier shall have a sound transmission class (STC) of 10 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. The temporary noise barrier can consist of a solid plywood fence at least 7/16-inch in thickness and/or flexible sound curtains, such as an 18-ounce tarp or a 2-inch-thick fiberglass blanket, attached to chain link fencing or some other support structure. The length, height, and location of the temporary noise barrier shall be adequate to assure proper acoustical performance. Specifically, the barrier must completely break the line of sight between construction equipment and residential properties within 25 feet of construction activity, must be free of degrading holes or gaps, and must not be flanked by nearby

**Draft Initial Study and Mitigated Negative Declaration
Jeffries Tank and Plant Improvements Project**

reflective surfaces. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion.

NOI-2: The following measures is recommended during all construction of the Proposed Project:

- All construction equipment shall be operated as far away from residential structures as reasonably possible.
- Replacement of the proposed water main line shall be implemented without the use of vibratory rollers. Pneumatic rollers are permitted.

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	Methane
CMP	Congestion Management Plan
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
CO Plan	Federal Attainment Plan for Carbon Monoxide
CRHR	California Register of Historic Places
CWA	California Water Act
DTSC	Department of Toxic Substances Control
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHGs	Greenhouse Gases
LACFD	Los Angeles County Fire District
LSTs	Localized Significance Thresholds

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MBTA	Migratory Bird Treaty Act
MCC	Motor Control Center
MLD	Most Likely Descendent
MMT	Million Metric Tons
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MSHCP	Multiple Species Habitat Conservation Plan
MTCO ₂ eq	Metric Tons of Carbon Dioxide Equivalent
NAHC	Native American Heritage Commission
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
N ₂ O	Nitrous Oxide
NO _x	Nitrogen Oxides
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OHV	Off-Highway Vehicle
OPR	California Office of Planning and Research
PCE	tetrachloroethylene
PM ₁₀ and PM _{2.5}	Particulate Matter
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SP	Service Population
SoCAB	South Coast Air Basin
SR	State Route
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCE	trichloroethylene
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone

SECTION 1.0 BACKGROUND

1.1 Summary

Project Title:	Jeffries Tank and Plant Improvements Project
Lead Agency Name and Address:	State Water Resources Control Board PO Box 944212 Sacramento, CA 94244-2120
Contact Person and Phone Number:	Wendy Pierce Senior Environmental Scientist Special Project Review Unit Division of Financial Assistance State Water Resources Control Board Wendy.Pierce@waterboards.ca.gov (916) 449-5178
Project Proponent:	Golden State Water Company
Contact Person and Phone Number:	George Zakhari Water Quality Engineer Golden State Water Company George.Zakhari@gswater.com (909) 592-4271 ext. 1404
Project Location:	The Jeffries Plant site is located at 124 West Jeffries Avenue in the City of Monrovia, California 91016 (APN 8511-015-800, 801). The site is located within the U.S. Geological Survey (USGS) 7.5-minute Series El Monte Topographic quadrangle Section 2, Township 1 South, Range 11 West, San Bernardino meridian. The project is located with the City of Monrovia and unincorporated Los Angeles County (Figures 1 and 2).
General Plan Designation:	Residential High (RH) - City of Monrovia Single Family Residence (R-1) - County of Los Angeles
Zoning:	Residential High (RH) - City of Monrovia Single Family Residence (R-1) – County of Los Angeles

1.2 Introduction

The State Water Resources Control Board is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the proposed Jeffries Tank and Plant Improvements Project (Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a Project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

1.3 Surrounding Land Uses/Environmental Setting

The Jeffries Plant site is located at 124 West Jeffries Avenue in the City of Monrovia, California 91016 (APN 8511-015-800, 801). The City of Monrovia is located just twenty miles northeast of Los Angeles and eight miles east of the City of Pasadena. The site is located within Section 2, Township 1 South, Range 11 West, San Bernardino meridian of the USGS 7.5-minute Series El Monte Topographic quadrangle. The Jeffries Plant site is located with the City of Monrovia and a portion of the pipeline replacement is located in unincorporated Los Angeles County. The Project site is approximately 1.01 acres in size, is generally flat, and at an elevation of approximately 366 feet above mean sea level.

The Project site contains modern structures and associated fencing, lighting, control panels, and appurtenances at the existing Jeffries Plant water well site. The site consists of a flat field area covered with modern gravel, an asphalt road, structures associated with the water well, a landscaped grass lawn, wood and metal fencing, and an open dirt area for soil stockpiles (northwest corner) with the surface covered sparsely in low-lying vegetation.

The Project site is located in a generally flat area surrounded by residential buildings, commercial/industrial buildings, a school/church (Pearl Preparatory School & Annunciation Church) and a retail convenience store. To the north are residential buildings, to the south are residential buildings and a school/church; to the west are residential buildings; and to the east are retail, commercial and industrial buildings. No major topographical features are located in the immediate area. Depressions from active gravel pits are located approximately 0.5 to 1 mile to the east.

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Table 1-1. Surrounding Land Uses

	Land Use Designation	Zoning Designation	Existing Land Use
Project Site	Residential High (RH) - City of Monrovia Single Family Residence (R-1) - Los Angeles County	Residential High (RH) - City of Monrovia Single Family Residence (R-1) - Los Angeles County	GSWC Jeffries Plant Site
North	Residential High (RH) - City of Monrovia	Single Family Residence (R-1) - Los Angeles County	Single Family Homes
East	Planned Development - City of Monrovia	Planned Development - City of Monrovia	Convenience Store, Commercial and Industrial Buildings
South	Residential High (RH), Residential Low (RL) - City of Monrovia	Residential High (RH), Residential Low (RL) - City of Monrovia	Single Family Homes
West	Residential High (RH) - City of Monrovia	Residential High (RH) - City of Monrovia	Single Family Homes
<i>Source: City of Monrovia 2019, 2020; County of Los Angeles 2021</i>			

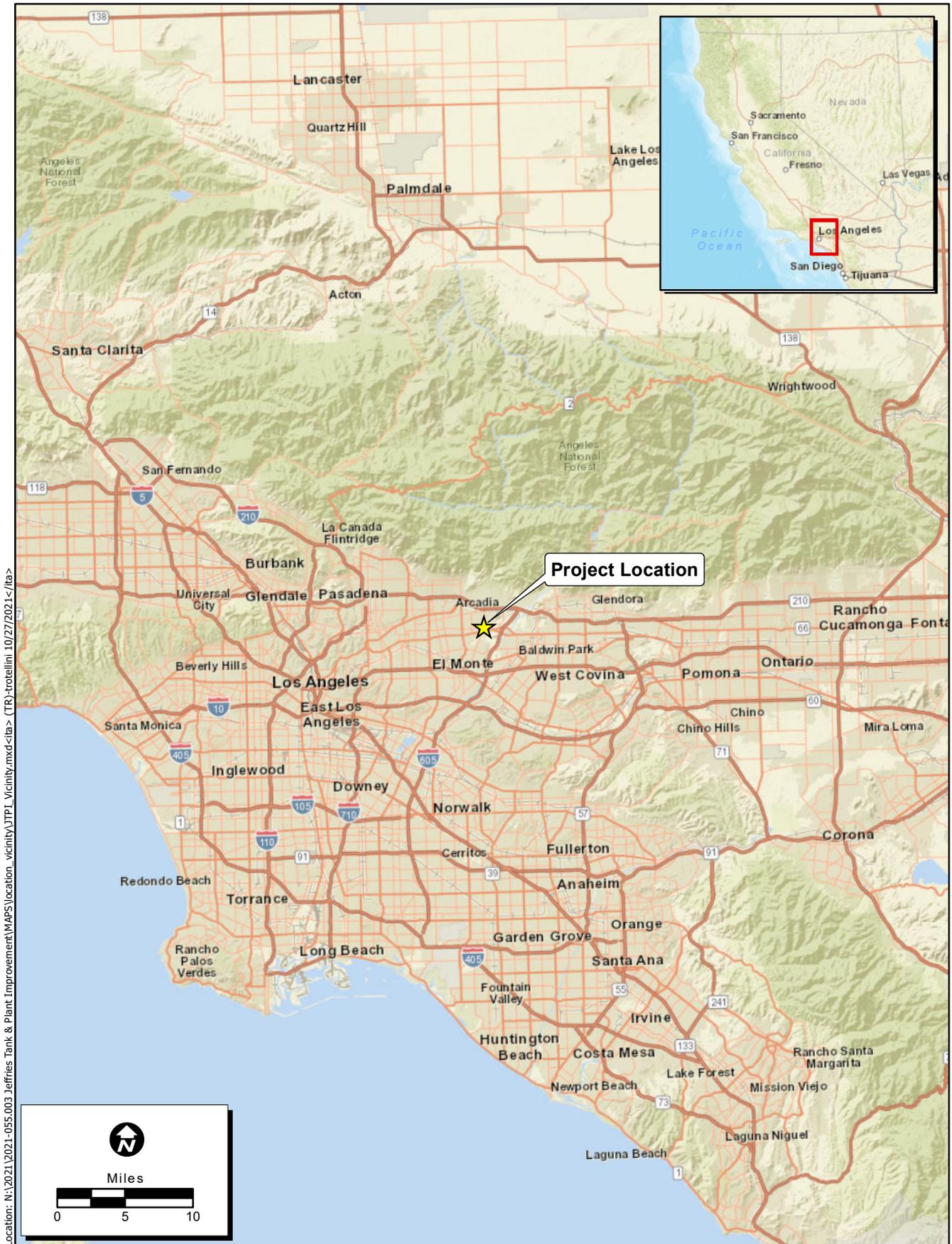


Figure 1. Project Vicinity

2021-055.003 Jeffries Tank and Plant Improvement



Location: N:\2021\2021-055.003_Jeffries Tank & Plant Improvement\MAPS\location_vicinity\TPI_Location.mxd<|ba> (TR)-trotellini_10/27/2021</|ba>

Map Date: 10/27/2021

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community Photo Source: NAIP

Figure 2. Project Location

2021-055.003 Jeffries Tank and Plant Improvement

SECTION 2.0 PROJECT DESCRIPTION

2.1 Project Background

The Golden State Water Company – South Arcadia System serves portions of the cities of Arcadia, El Monte, Irwindale, Monrovia, and Temple City and unincorporated areas within Los Angeles County. The system is composed of seven (7) wells with a total capacity of 7,200 gpm, and currently delivers approximately 932 million gallons per year.

Groundwater from Encinita Well 1, 2 and 3 in Arcadia is pumped directly through the Encinita Treatment Plant for tetrachloroethylene (PCE) and trichloroethylene (TCE) removal and then directly into the distribution system. Groundwater from Farna Well 2 in Arcadia is pumped through underground piping into the Farna tank. Groundwater from the other 3 wells is pumped directly into the distribution system through underground piping. Groundwater from all wells is chlorinated to provide a residual disinfectant in the distribution system. Finished water is transported directly to the distribution system from storage facilities.

2.2 Project Purpose and Need

A 2019 GSWC analysis of storage capacity of the South Arcadia water system recommended an additional 1.25 million gallons (MG) of storage. The Project would meet this recommendation. There is no existing reservoir at the Jeffries Plant. For a more robust and flexible distribution system, a new reservoir would be constructed, adding the recommended storage. The Project would address the existing storage deficiency, add redundancy to the existing system, and maintain a reliable supply of water for the GSWC South Arcadia System.

2.3 Project Description

The Project would include installation of a 1.25 MG above ground potable water storage tank, three booster pumps within a new block building, a new block disinfectant building, and associated fencing, lighting, landscaping, control panels and appurtenances at the Jeffries Plant site. Existing plant site piping would be modified as needed and the existing storage building, chemical building and motor control center (MCC) would be demolished. The existing Jeffries Well 4 currently pumps directly into the distribution system; after implementation of the Project, this well would pump into the proposed tank (see Figure 3a). The Project would not result in increased capacity.

The 1.25 MG potable water tank would be 94-ft in diameter, and the overflow of the tank would be approximately 24 ft above ground surface. The final height of the tank will be determined during the final design phase of the project, but is not expected to exceed 30 ft.

The Project would also include replacing approximately 1,000 feet of existing 8-inch steel water main with a 12-inch PVC water main in Jeffries Avenue from approximately Tree Lane Avenue to Peck Road (Figure 3b). No additional transmission facilities are planned, however auxiliary piping would be installed at the Project Site to convey water from the well to the new tank, through the new booster pumps and into the

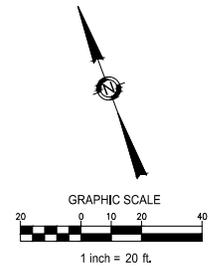
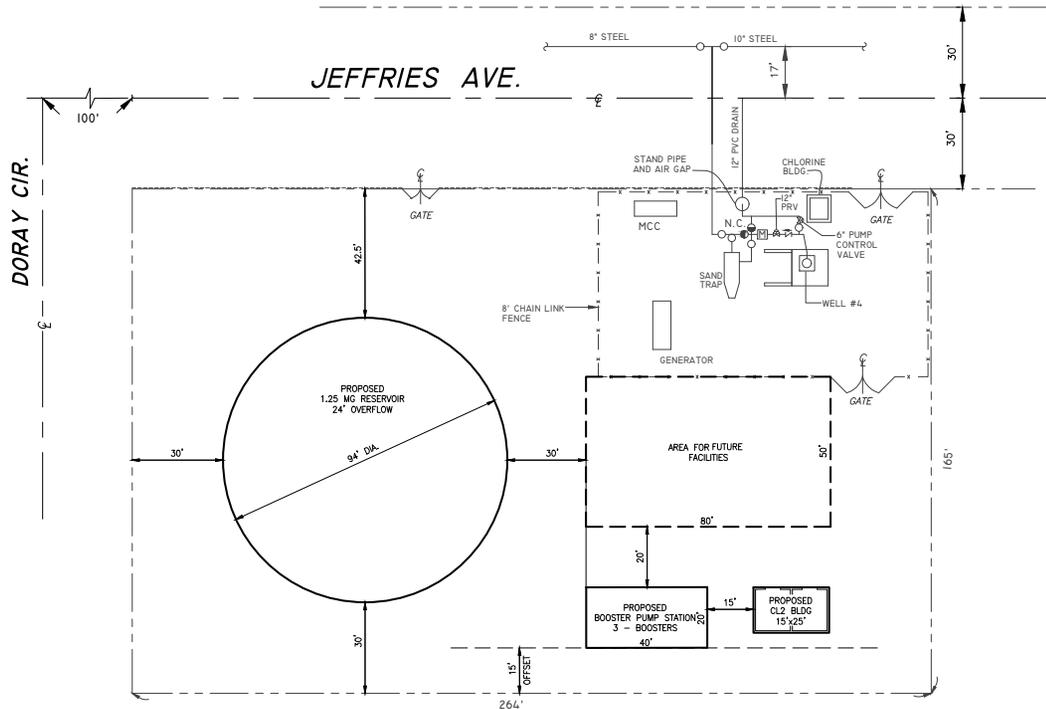
distribution system. The tank overflow would be connected to an existing raised concrete pipe that connects to a storm drain.

Two appurtenant structures would be built, one to house the booster pumps and the other to house the chemicals and disinfectant equipment. The disinfectant building would be constructed of wood or cinderblock and would be approximately 15 ft by 25 ft by 12 ft tall would house sodium hypochlorite, associated chemical feed pump and chemical analyzer. The booster pump building would also be constructed of wood or cinderblock, be approximately 20 ft by 40 ft by 12 ft tall, and would house the new booster pumps, motors, MCC and electrical equipment. The facility would be unmanned, and no bathroom facilities would be built. Lighting, fencing, landscaping, control panels are also proposed for the proposed tank and appurtenant structures.

Grading is anticipated in the areas of the proposed tank, booster building, disinfectant building, in the areas of the structures to be removed, areas where the existing onsite road is re-aligned, and in areas of proposed new and existing subsurface piping. Small amounts of debris or solid waste may be generated and transported to an approved solid waste disposal facility during construction.

2.4 Project Timing

It is anticipated that construction would occur in three overlapping phases from August 2022 through July 2023. Phase 1 would include reservoir construction and occur for approximately 14 months. Phase 2 would include booster station construction and occur for approximately 11 months. Phase 3 would include fencing construction and occur for 4 months.



811
Know what's below.
Call before you dig.

THIS PLAN WAS PREPARED BY THE STAFF OF GSWC ENGINEERING DESIGN. ENGINEERING DESIGN MADE A REASONABLE REVIEW OF AVAILABLE RECORDS AND A VISUAL INSPECTION OF THE PROJECT AREA TO COMPLETE THE INFORMATION GIVEN HEREON INCLUDING THE EXISTENCE AND LOCATION OF SUBSTRUCTURES AND UNDERGROUND UTILITY PIPES. HOWEVER GSWC DOES NOT WARRANT THE INFORMATION GIVEN HEREON.

THE CONTRACTOR, IN ADDITION TO COMPLYING WITH THE PROCEDURES OF UNDERGROUND SERVICE ALERT, IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO LOCATE AND PROTECT THE ABOVE AND BELOW GROUND STRUCTURES IN THE VICINITY OF THE PROJECT.

BY:	DATE:	REVISION:	APPROVED BY:	APPROVED DATE:

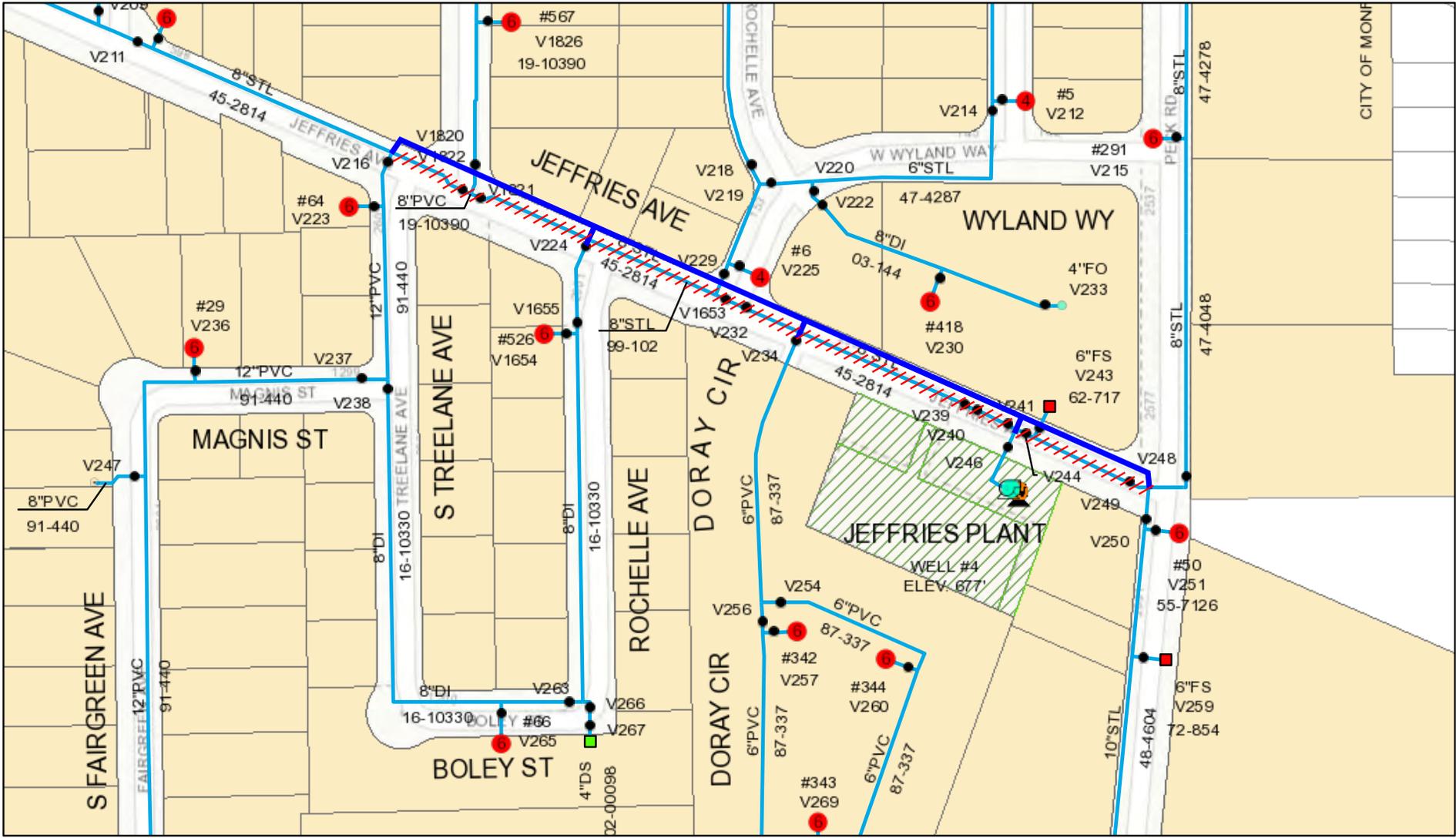


BUDGET YEAR: 2019	SYSTEM MAP NO.:	DRAWING PREPARED BY: TC	DATE: 02/23/21
THOMAS GROUP	SCALE: 1"=20'	DESIGN BY: PC	DATE: 02/23/2021
DISTRICT: Foothill	AS-BUILT RECORDS BY: DATE:	TREE CHECK & SERVICE SURVEY BY: DATE:	
REVIEWED & APPROVED BY: ROBERT N. HANFORD		DATE: 02/23/2021	R.C.E. NO. 33072

Golden State Water Company
A Subsidiary of American States Water Company
160 E. VA VERDE, SUITE 250, SAN DIMAS, CA 91773
PHONE: (909) 305-8427

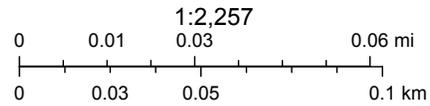
PROJECT TITLE: JEFFRIES PLANT 124 W. JEFFRIES AVE MONROVIA, CA	JURISDICTION: EXHIBIT A	SHEET NUMBER: 1 of 1 SHEETS
DWG NO.:	DWG DESC: SITE PLAN	NO.:
FRANCHISE NUMBER:		33210466

Jeffries Discharge Pipeline Upgrade, Install approximately 1,000 LF of 12" PVC



February 3, 2021

- Commercial Services
- Domestic
- Fire Service
- Water Leaders
- Water Fittings
- Water Flushouts
- Water Pumps
- Water Network Structures
- Production Well
- Water Hydrants
- Water System Valves
- Water Lateral Line
- Water Mains
- Parcels
- GSWC
- Gidley Zone



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Web AppBuilder for ArcGIS

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA | Mapping & GIS Services, Office of the Assessor, Los Angeles County. |



Figure 3b. Proposed Pipeline
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Figure 4. Project Site overview from northwestern corner (view southeast; October 4, 2021).

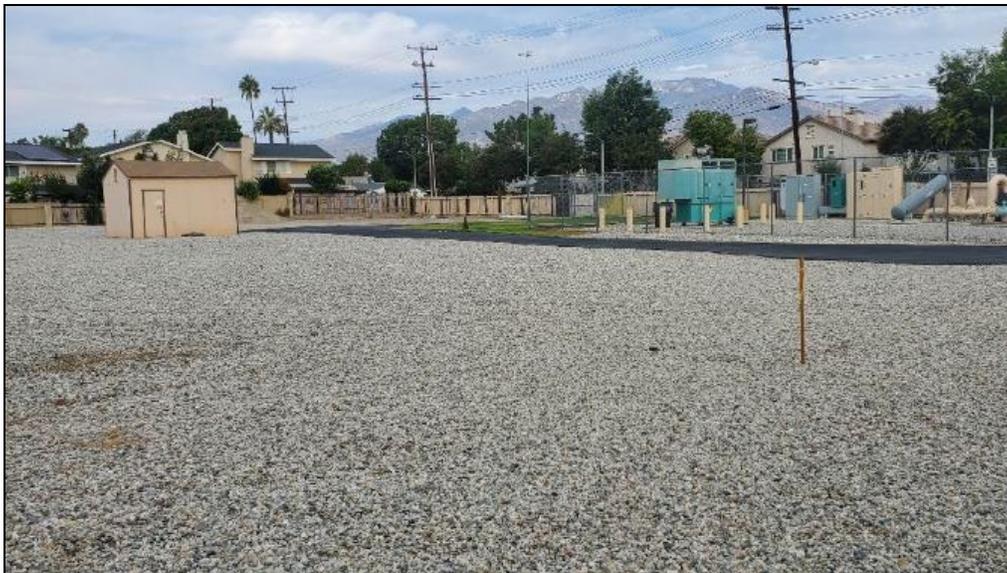


Figure 5. Project Site overview from southeastern corner (view northwest; October 4, 2021).



Figure 6. Jeffries Avenue, north of Project Site (view west; May 19, 2021).



Figure 7. Jeffries Avenue, north of Project Site (view east; May 19, 2021).

2.5 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project:

- California State Water Resources Control Board – Water Supply Permit
- Regional Water Quality Control Board, Los Angeles Region – National Pollutant Discharge Elimination System’s California General Permit for Storm Water Discharges Associated with Construction Activity

2.6 Consultation with California Native American Tribe(s)

On January 28, 2022, Project notification letters with invitations to consult on the Project were sent by email mail with delivery receipt to representatives of the two tribes on the State Water Board’s Assembly Bill (AB) 52 list for the Project area: the Gabrieleno Band of Mission Indians-Kizh Nation and the Gabrieleno Tongva San Gabriel Band of Mission Indians. Neither tribe requested consultation. Section 4.18 of this IS/MND provides further information on potential TCRs in the Project Area.

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SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving 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"/> Hazards/Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Public Services | |
| <input type="checkbox"/> Greenhouse Gas Emissions | | |

The State Water Board has reviewed the Initial Study for this Project and, following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

- The proposed project would have no impact on Agriculture and Forestry Resources, Public Services, Recreation, and Wildfire.
- The following resources would have a less than significant impact on Aesthetics, Air Quality, Energy, Greenhouse Gas Emissions, Mineral Resources, Population and Housing, Transportation, and Utilities and Service Systems.
- The following resources would have less than significant effects with mitigation measures incorporated on Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, Transportation, Tribal Cultural Resources, and Mandatory Findings of Significance.

Determination:

On the basis of this initial evaluation the State Water Board finds that although the 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.

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SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

The City of Monrovia is bordered by the Angeles National Forest to the north, a number of other small cities, including Arcadia, Bradbury and Duarte to the east and west, and unincorporated areas of Los Angeles County to the south (City of Monrovia 2018). Some parts of Monrovia have views toward the San Gabriel Mountains to the north. These views are often obscured by street trees, existing buildings, or landscaping.

The topography in the project area is relatively flat. The Jeffries Plant site is 1.01 acres and contains a chemical building and storage building, which would be removed as part of the project. The project area is generally developed with residential/commercial land uses and associated landscaping and roadways. Views in the vicinity of the Project Site are largely constrained by structures on adjacent parcels.

There are no locally designated scenic vistas in the City. While no designated scenic vistas or vantage points exist on the Project site, members of the public may access distant views of the San Gabriel Mountains from roads and sidewalks surrounding the site. Public views of the Project site from surrounding roads and sidewalks (e.g., Jeffries Avenue, Peck Road) are screened by perimeter fencing.

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California’s highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view. According to the City’s General Plan and Caltrans, there are no officially designated state scenic highways in the City (City of Monrovia 2019; Caltrans 2019).

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A scenic vista is not defined in the City of Monrovia General Plan, nor do any Monrovia Municipal Code regulations regarding view preservation apply to this site. The Proposed Project would construct one 94-ft diameter, 1.25 MG potable water tank at the existing Jeffries Plant site. The overflow of the tank will be approximately 24 ft above ground surface. The final height of the tank will be determined during the final design phase of the project, but is not expected to exceed 30 ft. Two appurtenant structures would be built, but neither would exceed a height of 12 ft. Scenic views in the Project area consist of views toward the San Gabriel Mountains to the north, however these views are partially obstructed by surrounding

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development, which consist largely of two-story homes approximately 20 feet in height. Furthermore, a 40-foot-tall water reservoir tank owned by the City of Monrovia is located approximately 700 feet east of the Project Site. Therefore, the height of the proposed reservoir tank and appurtenant structures would be comparable with the surrounding development.

Short-term construction activities could potentially temporarily degrade the existing visual character and quality of the site and surroundings. During the construction phase, various equipment, vehicles, building materials, stockpiles, disposal receptacles, and related activities would be visible within the Project Site. However, construction-related activities would be short-term and temporary in nature. Once completed, all general construction activities would cease, along with any construction-related aesthetic impacts. A less than significant impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

The Project would not substantially degrade scenic resources because the project is not visible from a designated state scenic highway nor has any jurisdiction identified a scenic resource in proximity to the Project Site. Potential scenic resources include eligible state scenic highway, or an officially designated county scenic highway, as identified on the California Scenic Highway System lists. The City of Monrovia has no local scenic roadways designated in their General Plan. The nearest state scenic highway is I-210, approximately 1.3 miles north of the Project Site (Caltrans 2019). Various urban uses are located between the site and I-210; therefore, the Project site is not within the viewshed of I-210 that is a State Scenic Highway.

In addition, no existing aesthetic or visual resources are located on the Project site or in the surrounding vicinity, and none have been designated in the City's General Plan. No existing scenic rock outcroppings are located within the Project limits. Therefore, the Proposed Project would not result in a significant impact to scenic resources. No mitigation would be required.

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Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Development of the Project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. The Project Site and surrounding area are developed with urban land uses, primarily a mix of residential and commercial land uses that define the visual character of the Project Site and surrounding area. No publicly accessible scenic vistas are afforded in the project area due to surrounding development, landscaping, and topography. Impacts would be less than significant.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Lighting would be installed for the water storage tank and appurtenant structures. The lighting would be directed downward. Additionally, the Proposed Project would limit reflective surface areas and the reflectivity of architectural materials used. Since the Project's buildings would be constructed with materials that have minimal potential for generating glare, the Project is not expected to create unusual or isolated glare impacts. Impacts would be less than significant.

4.1.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

"Forest land" as defined by Public Resources Code Section 12220(g) is "...land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

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“Timberland” as defined by Public Resources Code Section 4526 means “...land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.”

“Timberland zoned Timberland Production” is defined by Public Resources Code Section 51104(g) as “...an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision h.”

According to the California Department of Conservation (DOC) Important Farmland Finder, the Project site is classified as Urban and Built-Up Land, Grazing Land and Other Land. The site is not located on or near Prime Farmland, nor is it under a Williamson Act Contract (DOC 2021).

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	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"/>

According to the California Important Farmland Finder, the Project Site is located on land classified as Urban and Built-Up Land. Therefore, the Proposed Project would not be located on land classified as prime farmland, unique farmland, or farmland of statewide importance (DOC 2021). No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

The Project Site is not located on land zoned for agricultural use. According to the California Important Farmland Finder, the Project Site is mapped as Urban and Built-Up Land and not an agricultural preserve subject to a Williamson Act contract (DOC 2021). The Proposed Project would not conflict with zoning for agricultural use or a Williamson Act contract. No impact would occur.

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Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code 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"/>

The Project is located on the existing GSWC Jeffries Plant site and is surrounded by low-density residential land uses. The Project Site is not located on land designated for forest land, timberland, or timberland zoned timberland production. No impact would occur.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

The Project Site is not zoned for forest land, timberland, or timberland production (DOC 2021). Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

The Project Site and surrounding properties are not currently designated for agriculture. The Project Site areas to the north, east, south, and west are located on land designated as Urban and Built-Up Land (DOC 2021). Development on the Project Site would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

4.2.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The Project Site is located in the City of Monrovia, within Los Angeles County, California. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. The City of Monrovia is located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Both the US Environmental Protection Agency (USEPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O₃), carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO₂), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The portion of Los Angeles County encompassing the Project Site is designated as a nonattainment area for O₃ and fine particulate matter (PM_{2.5}) under the federal standards and O₃, coarse particulate matter (PM₁₀) and PM_{2.5} under the state standards (CARB 2019).

The local air quality regulating authority in the Los Angeles County portion of the SoCAB is the South Coast Air Quality Management District (SCAQMD). The SCAQMD’s primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the Los Angeles County portion of the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that represent Best Management Practices (BMPs) and are required of construction activities associated with the Project:

- **Rule 201 & Rule 203 (Permit to Construct & Permit to Operate)** – Rule 201 requires a “Permit to Construct” prior to the installation of any equipment “the use of which may cause the issuance of air contaminants . . .” and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires the implementation of best available control measures for all fugitive dust sources, and all forms of visible PM are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
 - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

- **Rule 481 (Spray Coating)** – This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:
 - 1. The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
 - 2. Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
 - 3. An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

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- **Rule 1108 (Volatile Organic Compounds)** – This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the site-specific development and infrastructure projects permitted by the TOD Plans must comply with SCAQMD Rule 1108.
- **Rule 1113 (Architectural Coatings)** – No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.
- **Rule 1143 (Paint Thinners and Solvents)** – This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	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 type="checkbox"/>	<input checked="" type="checkbox"/>

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment, regarding the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project Site is located within the Los Angeles County portion of the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which this region is in nonattainment. In order to reduce emissions for which the Los Angeles portion of the SoCAB is in nonattainment, the SCAQMD has adopted the 2016 Air Quality Management Plan (AQMP) (SCAQMD 2016). The 2016 AQMP establishes programs of rules and regulations directed at reducing air pollutant emissions and achieving the NAAQS and CAAQS. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the Southern California Association of Governments’ (SCAG’s) latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG’s latest growth forecasts. SCAG’s latest growth forecasts were defined in consultation with local governments and with reference to local general plans.

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According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning, two main criteria must be addressed:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

- a) *Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?*

As shown in Table 4.3-1 and Table 4.3-2, below (see Item b)), the Proposed Project would not result in emissions that would exceed the SCAQMD regional and localized thresholds during construction. The Project would not include the provision of new permanent stationary or mobile sources of criteria air pollutant emissions, and therefore, by its very nature, would not generate quantifiable criteria emissions from Project operations. Thus, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

- b) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

As shown in Table 4.3-1 and Table 4.3-2 below, the Proposed Project would generate emissions below the SCAQMD regional thresholds for construction. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the Project exceeds the assumptions utilized in preparing the forecasts presented in its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP?*

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant emissions in the City of Monrovia. Specifically, SCAG's Growth Management Chapter of the Regional

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Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's latest RTP/SCS provides socioeconomic forecast projections of regional population growth. The City of Monrovia's General Plan is referenced by SCAG in order to assist forecasting future growth in the City.

The Project is proposing the installation of a 1.25 million-gallon (MG) above ground potable water storage tank, three booster pumps within a new block building, a new block disinfectant building, and associated fencing, lighting, control panels and appurtenances at the existing Jeffries Plant site. Existing plant site piping will be modified as needed and the existing fencing, storage building, chemical building and MCC will be demolished. The existing Jeffries Well 4 currently pumps directly into the distribution system; once the Project construction is complete, this well will pump into the proposed tank. As such, the Project would not be contributing to an increase in population, housing or employment growth. Therefore, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP.

b) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402, 403, and 1113. SCAQMD Rule 402 prohibits the discharge, from any source whatsoever, in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible PM are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, or construction activity that has the potential to generate fugitive dust. As such, the Proposed Project meets this consistency criterion through the application of Best Available Control Measures and Best Management Practices (BMPs).

c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

The determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. As shown in Table 4.3-1 and Table 4.3-2 below, the Proposed Project would not exceed applicable SCAQMD thresholds of significance during construction and would have no contribution to operational related emissions. The Project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. The Project's long-term influence would also be consistent with the goals, objectives, and strategies of the SCAQMD's 2016 AQMP.

The Project would be consistent with the emission-reduction goals of the 2016 AQMP. There would be no impact and no mitigation is required.

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Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project’s individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable. Project air quality thresholds are identified in Tables 4.3-1 and 4.3-2 that follow.

Construction Emissions

Regional Construction Emissions Analysis

Construction associated with the Proposed Project would generate short-term emissions of criteria air pollutants, including reactive organic gas (ROG), CO, NO_x, PM₁₀, and PM_{2.5}. Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the Proposed Project: operation of the construction vehicles (e.g., tractors, excavators, pavers), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration provided by the Project proponent, used in this analysis.

Predicted maximum daily construction-generated emissions for the Project are summarized in Table 4.3-1. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD’s thresholds of significance.

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Table 4.3-1. Construction-Related Emissions (Regional Significance Analysis)						
Construction Component	Pollutant (pounds per day)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
PHASE 1 – Reservoir and Water Pipeline Replacement						
Construction in 2022	2.20	19.38	22.93	0.04	1.52	0.97
Construction in 2023	2.08	18.82	23.88	0.04	1.52	0.97
<i>SCAQMD Regional Significance Threshold</i>	75	100	550	150	150	55
Exceed SCAQMD Regional Threshold?	No	No	No	No	No	No
PHASE 2 – Booster Station						
Construction in 2022	1.68	14.03	17.12	0.03	0.86	0.67
<i>SCAQMD Regional Significance Threshold</i>	75	100	550	150	150	55
Exceed SCAQMD Regional Threshold?	No	No	No	No	No	No
PHASE 3 - Fencing						
Construction in 2022	0.74	7.33	8.80	0.01	0.48	0.38
<i>SCAQMD Regional Significance Threshold</i>	75	100	550	150	150	55
Exceed SCAQMD Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

Emissions were taken from summer or winter, whichever is greater.

As shown in Table 4.3-1, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard, and no health effects from Project criteria pollutants would occur. This impact is less than significant.

Localized Construction Emissions Analysis

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses.

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Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive land uses to the Project Site include multiple single-family residences with the closest being directly adjacent to the western and southern Project Site boundary.

In order to identify localized, air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing Localize Significance Thresholds (LSTs) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level proposed projects.

For this Project, the appropriate Source Receptor Area (SRA) for the localized significance thresholds is the East San Gabriel Valley, SRA 9. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD has produced lookup tables for projects that disturb one, two and five acres. The Project Site spans approximately 2 acres during Phase 1 (Reservoir), 1 acre during Phase 2 (Booster Station), and 0.27 acre during Phase 3 (Fencing). Thus, the LST threshold values for a one-and two-acre site were employed from the LST lookup tables.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The single-family residences closest to the Project Site are located directly adjacent to the Project boundary. Notwithstanding, the SCAQMD Methodology explicitly states: "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, LSTs for receptors located at 25 meters were utilized in this analysis. The SCAQMD's methodology clearly states that "offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "onsite" emissions outputs were considered. Table 4.3-2 presents the results of localized emissions. The LSTs reflect a maximum disturbance of the entire Project Site daily at 25 meters from sensitive receptors.

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Table 4.3-2. Construction-Related Emissions (Localized Significance Analysis)

Activity	Pollutant (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
PHASE 1 – Reservoir and Water Pipeline Replacement				
Project Demolition	6.42	7.65	0.33	0.30
Project Site Preparation	6.42	7.65	0.87	0.44
Project Grading	7.06	9.23	0.39	0.34
Project Construction	10.92	11.76	0.52	0.48
Project Paving	7.86	10.34	0.40	0.37
Project Painting	3.44	4.00	0.18	0.16
<i>SCAQMD Localized Significance Threshold (2.0 acre of disturbance)</i>	128	953	7	5
Exceed SCAQMD Localized Threshold?	No	No	No	No
PHASE 2 – Booster Station				
Project Demolition	5.95	7.04	0.30	0.27
Project Site Preparation	6.37	7.60	0.33	0.30
Project Grading	6.82	8.93	0.35	0.32
Project Construction	10.25	11.81	0.49	0.46
Project Painting	3.77	3.98	0.20	0.18
<i>SCAQMD Localized Significance Threshold (1.0 acre of disturbance)</i>	89	623	5	3
Exceed SCAQMD Localized Threshold?	No	No	No	No
PHASE 3 - Fencing				
Project Site Preparation	1.68	2.24	0.09	0.08
Project Construction	5.45	6.21	0.29	0.26
<i>SCAQMD Localized Significance Threshold (1.0 acre of disturbance)</i>	89	623	5	3
Exceed SCAQMD Localized Threshold?	No	No	No	No

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Emissions were taken from summer or winter, whichever is greater.

Table 4.3-2 shows that the emissions of these pollutants on the peak day(s) of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk*. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO_x, CO, PM₁₀, and PM_{2.5} demonstrates that the Project would not adversely impact Project vicinity receptors. This impact is less than significant.

Long-Term Operational Emissions

Regional Operational Emissions Analysis

The Project would not include the provision of new permanent stationary or mobile sources of criteria air pollutant emissions, and therefore, by its very nature, would not generate quantifiable criteria emissions from Project operations. The Project would increase water pumping above baseline levels, but the increase in pumping would result in negligible criteria air pollutant emissions associated with electricity consumption. The Project would not include the provision of new buildings or any other substantial energy consuming components. In addition, once the Project is implemented, there would be a minimal increase in automobile trips to the area from one Water System Operator. While it is anticipated that the Project would require intermittent maintenance to be conducted by Golden State Water Company (GSWC) staff, maintenance would be minimal requiring a negligible amount of traffic trips on an annual basis. Long-term impacts would be less than significant.

Since the Project does not conflict with any land uses, it is in conformance with the applicable air quality plans, and the Project's short-term and long-term emissions do not exceed the SCAQMD established thresholds of significance; the Project's net increase in criteria pollutant emissions for which the Project region is non-attainment is not cumulatively considerable and impacts are considered less than significant.

Localized Operational Emissions Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operations of a project only if the project includes stationary sources or attracts substantial amounts of heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Project does not include such uses. Therefore, in the case of the Proposed Project, the operational LST protocol is not applied. No impact would occur.

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Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive land use to the Project Site are residences located directly adjacent to the Project Site's southern and western boundaries. Additional sensitive receptors in the Project vicinity include the Annunciation Church and Plymouth Elementary School located south of the Project Site beyond a cluster of single-family residences on Doray Circle.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Project-generated emissions of diesel particulate matter (DPM), ROG, NO_x, CO, and PM₁₀ from the exhaust of off-road, heavy-duty diesel equipment for site preparation/excavation (e.g., clearing, excavating, material moving); truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the Project area is designated as a nonattainment area for federal O₃ and PM_{2.5} standards and is also a nonattainment area for the state standards for O₃, PM₁₀, and PM_{2.5} (CARB 2019). Thus, existing O₃, PM₁₀, and PM_{2.5} levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Tables 4.3-1 and 4.3-2, the Project would not exceed the SCAQMD regional or localized significance thresholds for emissions.

The health effects associated with O₃ are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O₃ precursor emissions (ROG or NO_x) in excess of the SCAQMD thresholds, the Project is not anticipated to substantially contribute to regional O₃ concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM₁₀ and PM_{2.5}) contain microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity,

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DPM is the primary TAC of concern. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust PM₁₀, considered a surrogate for DPM and includes emissions of exhaust PM_{2.5}, would be 0.89, 0.69, and 0.38 pounds per day for construction activities associated with the Proposed Project in construction year 2022 for Phases 1, 2, and 3, respectively. Maximum daily exhaust PM₁₀ emissions for construction year 2023 would be 0.87 during Phase 1 (see Appendix A). PM₁₀ exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. As with O₃ and NO_x, the Project would not generate emissions of PM₁₀ or PM_{2.5} that would exceed the SCAQMD's thresholds. Additionally, the Project would be required to comply with Rule 403 for fugitive dust control, as described above, which limit the amount of fugitive dust generated during construction (see BMP-1 Fugitive Dust Control). Accordingly, the Project's PM₁₀ and PM_{2.5} emissions are not expected to cause any increase in related regional health effects for these pollutants.

Operational Air Contaminants

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract mobile sources that spend long periods queuing and idling at the site. Furthermore, the Project does not propose any land uses that trigger the SCAQMD operational LST protocol. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. According to the SCAQMD LST methodology, LSTs would apply to the operations of a project only if the project includes stationary sources or attracts substantial amounts of heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Project does not include such uses. There is no impact.

In summary, the Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same

odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors. During construction, the Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. For these reasons, there is a less than significant impact associated with Project-generated odors.

4.3.3 Mitigation Measures

No significant impacts were identified. Therefore, no mitigation measures are required.

4.4 Biological Resources

4.4.1 Environmental Setting

The Project Site is an existing GSWC well site, which is located within a developed, urbanized area of Monrovia and Los Angeles County. The extensive urban landscaping that occurs within the project vicinity provides habitat for small animals. However, the urbanized nature of the surrounding area provides a less than ideal habitat. The Project Site is located in a generally flat area surrounded by residential buildings, commercial/industrial buildings, a school/church (Pearl Preparatory School & Annunciation Church) and a retail convenience store. To the north are residential buildings, to the south are residential buildings and a school/church; to the west are residential buildings; and to the east are retail, commercial and industrial buildings. Ornamental vegetation in the project area, such as street trees, would not be affected by the Proposed Project.

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A site visit was performed by biological consultant Lindsay Liegler, of ECORP Biology Group on May 19, 2021 to verify existing conditions at the Jeffries Plant Site. The Project site is barren and devoid of vegetation, covered in gravel, pavement, and buildings and provides habitat only for species adapted to urban environments and associated disturbances. Three bird species were observed during the site visit: American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), and mourning dove (*Zenaida macroura*). Two California ground squirrels (*Otospermophilus beecheyi*) were observed on the Project Site. Multiple burrows were present on the site, primarily in the northern central portion that was not covered in gravel. However, none of the California ground squirrel burrows were suitable in size or shape for burrowing owl (*Athene cunicularia*) use or presence. No burrowing owl sign was observed at any of the burrows. No amphibian or reptile species were observed during the survey. Results were documented in the text of the Initial Study/Mitigated Negative Declaration and peer-reviewed by Kristen Wasz, ECORP Biology Group Manager/Senior Biologist. A biological technical memo was prepared (Appendix B).

State Water Resources Control Board staff completed a literature and database review to evaluate biological resources in the Project area on January 7, 2022. The following resources were used:

- CDFW, California Natural Diversity Database (CNDDDB 2022) with a five-mile radius
- USFWS Species List, Information for Planning and Conservation (USFWS 2022a)
- USFWS National Wetlands Inventory (USFWS 2022b)
- California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Plants of California (CNPS 2022)
- National Marine Fisheries Service species search (NMFS 2022)

Due to the urban setting of the Project site, nearby construction activity, and the developed nature of the site, the Project site represents little to no habitat for most wildlife species. The Project Site provides habitat only for species adapted to urban environments and associated disturbances. No native habitat was observed on or adjacent to the Project Site. However, ornamental trees on adjacent properties could potentially provide habitat for nesting birds. Site photographs are presented in Figures 4 through 7.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project Site is currently developed as a GSWC facility, which is located within a developed, urbanized area of Monrovia and Los Angeles County. The Project Site does not contain any sensitive biological

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habitat and does not support any special-status species. Multiple burrows were present on the site, primarily in the northern central portion. However, none of the California ground squirrel burrows were suitable in size or shape for burrowing owl (*Athene cunicularia*).

The City of Monrovia does not have any candidate, sensitive or special status species listed in the General Plan Conservation Element (City of Monrovia 1996). The City of Irwindale boundary is approximately 1/6-mile east of the Project site. Irwindale’s General Plan Natural Resources Element was also reviewed to determine the likelihood for these species to occur on the Project Site. According to Irwindale’s General Plan, the natural areas associated with the Santa Fe Dam Recreation Area contain a relatively high diversity and density of wildlife. The alluvial scrub habitat functions as a valuable wildlife habitat to a wide variety of amphibian, reptiles, and mammals. In addition, the area contains an abundance of bird species. The following is a list of endangered plant species known to inhabit or inhabited areas of Irwindale that contain alluvial scrub: Braunton’s milk-vetch, Slender-horned spine flower, and San Gabriel Mountain Dudleya. Additionally, sensitive wildlife species known to inhabit the alluvial scrub include: Northern harrier, Sharp-shinned hawk, osprey, Cooper’s hawk, prairie falcon, burrowing owl, Coast horned lizard, yellow warbler, and western yellow-billed cuckoo (City of Irwindale 2008).

However, areas outside of the San Gabriel River channel and Santa Fe Dam Recreation area have been extensively disturbed by sand and gravel extraction or urban development. In general, these areas have low wildlife value and support wildlife species generally associated with urban areas (City of Irwindale 2008). As noted above, the urban setting of the Project site represents little to no habitat for most plant and wildlife species. The Project Site provides habitat only for species adapted to urban environments and associated disturbances. No candidate, sensitive, or special status species are identified in local plans, policies, or regulations, or by the CDFW or the USFWS likely occurs on the Project Site. Therefore, no impact on sensitive or special status species would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no known natural communities identified in local or regional plans or policies or by the CDFW or USFWS on the project Site or in the Project vicinity. The Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan.

No native or riparian habitat occurs on or in the immediate vicinity of the Project Site (USFWS 2019b). No impact to sensitive habitats would occur.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (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"/>

A review of the National Wetlands Inventory did not identify any potentially jurisdictional water features or wetlands (e.g., emergent, forested/shrub, estuarine and marine deep water, estuarine and marine, freshwater pond, lake, riverine) on or in the immediate vicinity of the Project Site (USFWS 2019b). As such, the Proposed Project would not result in the direct removal, filling, or hydrological interruption of a state or federally protected waters or wetlands as defined by Sections 401 and 404 of the Clean Water Act. Therefore, no impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Project Site is currently developed as an existing GSWC site, which is located within a developed, urbanized area. There is no native habitat on or adjacent to the Project Site and, due to the existing urban development surrounding the site, the Project Site does not function as a corridor for the movement of native or migratory animals. No native wildlife nurseries are located in the project area. Furthermore, the 605 Freeway (located 1.5 miles west of the site) and 210 Freeway (located 1.3 miles north of the site) act as artificial barriers to any potential wildlife movement.

Ornamental trees adjacent to the Project Site and Jeffries Avenue provide habitat for nesting birds. Nesting birds are protected under both the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (Sections 3503, 3503.5, 3513, and 3800) and cannot be subjected to take (as defined in California Fish and Game Code) during the bird breeding season, which typically runs from February 15 through August 31. If construction of the Proposed Project occurs during the bird breeding season, ground-disturbing construction activities could directly affect native and nongame birds and their nests through direct removal of nests and indirectly through increased disturbances associated with the Project such as noise, ground vibrations, and human and vehicular activity. Impacts would be less than significant with the implementation of Mitigation Measure **BIO-1**.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No trees are present on the Project Site. The Project would not impact Native or Heritage Trees, nor would it conflict with any tree ordinance. Impacts to local policies or ordinances protecting or preserving biological resources as a result of the Proposed Project would not occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site does not lie within a proposed or adopted habitat conservation plan area. No impact or conflict would occur in regard to conservation plans and no mitigation is required.

4.4.3 Mitigation Measures

BIO-1: Pre-Construction Nesting Bird Survey: If construction (including vegetation removal) or tree trimming activities are scheduled to occur during the bird breeding season (February 15 through August 31), a pre-construction nesting-bird survey shall be conducted by a qualified avian biologist to ensure that active bird nests will not be disturbed or destroyed on the Project Site. The survey shall be completed no more than three days prior to initial ground disturbance. If an active nest is identified, the biologist shall establish an appropriately sized disturbance limit buffer around the nest using flagging or staking. Project-related activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

4.5 Cultural Resources

4.5.1 Environmental Setting

In 2021, ECORP Consulting, Inc. was retained to conduct a cultural resources inventory for the Proposed Project (Appendix C). This cultural resources inventory included a records search of the California Historical Resources Information System (CHRIS) at the South Coastal Information Center (SCCIC), literature review, and field survey. A search of the Sacred Lands File was also completed by the California Native American Heritage Commission (NAHC) and resulted in a positive finding, indicating that Native American Sacred Lands have been recorded in Township 1 South, Range 11 West, a six square mile area that includes the Project Area and recommended contacting the Gabrieleño Band of Mission Indians –

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Kizh Nation. ECORP sent a letter to the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) on May 10, 2021 requesting information on the site and whether it is in the Project area. The Tribe did not respond to the letter.

No historical resources, archaeological resources, or tribal cultural resources were identified in the cultural resources study (Appendix C).

4.5.2 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The results of the records search and pedestrian survey of the Project site found no historical resources. The field survey confirmed that the Project area contains modern structures and associated fencing, lighting, control panels, and appurtenances at the existing Jeffries Plant water well site. However, the Project area was covered with gravel, hardscape, and small buildings. The possibility that archaeological resources, meeting the definition of historical resources pursuant to CEQA, could be encountered during construction cannot be entirely ruled out. Based on these findings the Proposed Project would not cause a substantial adverse change in the significance of a known historical resource as defined under CEQA with implementation of mitigation measure CUL-1. Impacts would be less than significant with incorporation of mitigation measure **CUL-1**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The results of the records search and pedestrian survey of the Project site found no known archaeological resources in the Project site. However, the potential exists for construction to expose previously unknown cultural resources. CEQA requires the Lead Agency to address any unanticipated cultural resource discoveries during Project construction. Impacts would be less than significant with incorporation of mitigation measure **CUL-1**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No formal cemeteries or isolated burials are recorded in or near the project area. No impacts to human remains are anticipated; however, if any are encountered during ground disturbing construction activities, existing laws (§7050.5 of the California Health and Safety Code and §5097.98 of the California Public Resources Code) are in place which detail the actions that must be taken if such discoveries are made. Implementation of mitigation measure **CUL-1** would reduce impacts to a less than significant level.

4.5.3 Mitigation Measures

CUL-1: Unanticipated Discovery of Cultural Resources. In the event that new cultural resources are discovered during the project, all ground-disturbing activities in the vicinity of the find shall cease, and an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards (National Park Service 1983) shall be retained to evaluate the find. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If the find appears to be a historical or unique archaeological resource, the State Water Board will be notified immediately.

If human remains are found, State of California Health and Safety Code Section 7050.5 shall be followed. Section 7050.5 requires that all excavation cease immediately in the vicinity of the find and the County Coroner be called within 24 hours of the find. The requirements in the previous paragraph also apply to the discovery of human remains.

After the initial archaeological assessment is completed, the archaeologist shall submit a report to the State Water Board describing the significance of the discovery with cultural resource management recommendations. If a resource is determined by the State Water Board, based on recommendations of the qualified archaeologist to constitute a “historical resource” or a “unique archaeological resource, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2 for unique archaeological resources, and section 21084.3 for tribal cultural resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. If the find is Native American, the SWRCB and landowner shall, in good faith, consult with the Gabrieleño Band of Mission Indians – Kizh Nation on the disposition and treatment of any Native American artifacts or other cultural materials encountered during the project.

4.6 Energy

4.6.1 Environmental Setting

Introduction

Energy consumption is analyzed in this Initial Study due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (oil, natural gas, coal, etc.) and emissions of pollutants during the construction phase. The impact analysis

focuses on the sources of energy that are relevant to the Proposed Project: the electricity consumed during the pumping and conveyance of water and the equipment-fuel necessary for Project construction.

Energy Types and Sources

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Natural gas provides California with a majority of its electricity followed by renewables, large hydroelectric and nuclear (California Energy Commissions [CEC] 2018a). Southern California Edison (SCE) provides electrical services to City of Monrovia through state-regulated public utility contracts. Southern California Edison, the largest subsidiary of Edison International, is the primary electricity supply company for much of Southern California. It provides 14 million people with electricity across a service territory of approximately 50,000 square miles.

The California Public Utilities Commission (CPUC) regulates SCE. The CPUC has developed energy efficiency programs such as smart meters, low-income programs, distribution generation programs, self-generation incentive programs, and a California solar initiative. Additionally, the CEC maintains a power plant data base that describes all of the operating power plants in the state by county. Los Angeles County contains 205 power plants generating electricity, of which 41 are natural gas-fired, 130 are solar-powered, 10 are biomass-powered, one is wind-powered, one is coal-fired, one is a battery energy storage plant, and 21 are hydro-powered (CEC 2021a).

Existing Transmission and Distribution Facilities

The components of transmission and distribution systems include the generating facility, switching yards and stations, primary substation, distribution substations, distribution transformers, various sized transmission lines, and the customers. The United States contains over a quarter million miles of transmission lines, most of them capable of handling voltages between 115 kilovolts (kv) and 345 kv, and a handful of systems of up to 500 kv and 765 kv capacity. Transmission lines are rated according to the amount of power they can carry, the product of the current (rate of flow), and the voltage (electrical pressure). Generally, transmission is more efficient at higher voltages. Generating facilities, hydro-electric dams, and power plants usually produce electrical energy at fairly low voltages, which is increased by transformers in substations. From there, the energy proceeds through switching facilities to the transmission lines. At various points in the system, the energy is "stepped down" to lower voltages for distribution to customers. Power lines are either high voltage (115, 230, 500, and 765 kv) transmission lines or low voltage (12, 24, and 60 kv) distribution lines. Overhead transmission lines consist of the wires carrying the electrical energy (conductors), insulators, support towers, and grounded wires to protect the lines from lightening (called shield wires).

Towers must meet the structural requirements of the system in several ways. They must be able to support both the electrical wires, the conductors, and the shield wires under varying weather conditions, including wind and ice loading, as well as a possible unbalanced pull caused by one or two wires breaking on one side of a tower. Every mile or so, a "dead-end" tower must be able to take the strain resulting if all the wires on one side of a tower break. Every change in direction requires a special tower design. In addition, the number of towers required per mile varies depending on the electrical standards, weather conditions, and the terrain. All towers must have appropriate foundations and be available at a fairly

regular spacing along a continuous route accessible for both construction and maintenance. A right-of-way is a fundamental requirement for all transmission lines. A right-of-way must be kept clear of vegetation that could obstruct the lines or towers by falling limbs or interfering with the sag or wind sway of the overhead lines. If necessary, land acquisition and maintenance requirements can be substantial. The dimensions of a right-of-way depends on the voltage and number of circuits carried and the tower design. Typically, transmission line rights-of-way range from 100 to 300 feet in width. The electric power supply grid within Los Angeles County is part of a larger supply network operated and maintained by SCE that encompasses a large portion of the Southern California region. This system ties into yet a larger grid known as the California Power Pool that connects with the San Diego Gas and Electric and Pacific Gas and Electric Companies. These companies coordinate the development and operation, as well as purchase, sale, and exchange of power throughout the State of California. Within Los Angeles County, SCE owns most of the transmission and distribution facilities. Seven major 500 kilovolt (kv) transmission lines pass through the county, and two renewable transmission line projects currently underway, connecting Los Angeles County to the national power grid, allowing the wheeling of power to locations where power is in demand (CEC 2021b).

The California Independent System Operator (CAISO) manages the flow of electricity across the high-voltage, long-distance power lines (high-voltage transmissions system) that make up 80 percent of California's and a small part of Nevada's grid. This nonprofit public benefit corporation keeps power moving to and throughout California by operating a competitive wholesale electricity market, designed to promote a broad range of resources at lower prices, and managing the reliability of the electrical transmission grid. In managing the grid, CAISO centrally dispatches generation and coordinates the movement of wholesale electricity in California. As the only independent grid operator in the western U.S., CAISO grants equal access to 26,000 circuit miles of transmission lines and coordinates competing and diverse energy resources into the grid where it is distributed to consumers. Every five minutes, CAISO forecasts electrical demand and dispatches the lowest cost generator to meet demand while ensuring enough transmission capacity for delivery of power.

CAISO conducts an annual transmission planning process that uses engineering tools to identify any grid expansions necessary to maintain reliability, lower costs or meet future infrastructure needs based on public policies. CAISO engineers design, run and analyze complex formulas and models that simulate grid use under wide-ranging scenarios, such as high demand days coupled with wildfires. This process includes evaluating power plant proposals submitted for study into the interconnection queue to determine viability and impact to the grid. The long-term comprehensive transmission plan, completed every 15 months, maps future growth in electricity demand and the need to meet state energy and environmental goals that require the CAISO grid to connect to renewable-rich, but remote areas of the Western landscape. CAISO promotes energy efficiency through resource sharing. CAISO electricity distribution management strategy designed so that an area with surplus electricity can benefit by sharing megawatts with another region via the open market. This allows the dispatch of electricity as efficiently as possible. By maximizing megawatts as the demand for electricity increases, CAISO helps keep electricity flowing during peak periods.

Energy Consumption

Electricity use is measured in kilowatt-hours (kWh) and vehicle fuel use is typically measured in gallons (e.g. of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh.

The electricity consumption associated with all non-residential uses in Los Angeles County from 2015 to 20219 is shown in Table 4.6-1. As indicated, the demand has decreased since 2015.

Table 4.6-1. Non-Residential Electricity Consumption in Los Angeles County 2015-2019	
Year	Non-Residential Electricity Consumption (kilowatt hours)
2019	46,556,118,166
2018	47,391,361,758
2017	47,993,452,246
2016	49,126,088,734
2015	49,099,767,206

Source: CEC 2020

Fuel Consumption

Fuel consumption during Project construction is analyzed in this analysis as the primary source of energy use that is relative to the Proposed Project.

Automotive fuel consumption in Los Angeles County from 2016 to 2020 is shown in Table 4.6-2. Fuel consumption has decreased between 2016 and 2020 for the County, with a significant drop from 2019 to 2020.

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Table 4.6-2. Automotive Fuel Consumption in Los Angeles County 2016-2020		
Year	Total Fuel Consumption (gallons) Los Angeles County	
	Onroad Fuel	Offroad Fuel
2016	4,545,567,013	285,866,752
2017	4,542,919,008	291,032,562
2018	4,489,481,091	296,122,868
2019	4,420,147,319	301,205,809
2020	3,960,517,147	306,113,447

Source: CARB 2021

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The impact analysis focuses on the sources of energy that are relevant to the Proposed Project: electricity needed to pump water into the reservoir and conveyance system, and the equipment-fuel necessary for Project construction and material hauling. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount electricity needed for water pumping and conveyance is quantified and compared to that consumed by all non-residential land uses in Los Angeles County. Similarly, the amount of fuel necessary for Project construction is calculated and compared to all that consumed in Los Angeles County.

The analysis of electricity usage is based on the California Energy Commission Recommended Revised Estimates for Water Embedded Energy. Specifically, the outdoor water use for water supply and conveyance in Southern California is utilized (CEC 2007). The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry’s General Reporting Protocol for the Voluntary Reporting Program, Version 2.1 (Appendix C). Energy consumption associated with the Proposed Project is summarized in Table 4.6-3.

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Table 4.6-3. Proposed Project Fuel Consumption		
Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Water Conveyance Electricity Consumption	12,159 kilowatt-hours	0.000
Phase 1 Construction Year 2022 Fuel Consumption	18,493 gallons	0.006
Phase 2 Construction Year 2022 Fuel Consumption	17,191 gallons	0.006
Phase 3 Construction Year 2023 Fuel Consumption	3,374 gallons	0.001
Project Construction Year 2022 (Combined Phases 1, 2 and 3) Fuel Consumption	39,058 gallons	0.013
Project Construction Year 2023 (Phase 1 only) Fuel Consumption	10,362 gallons	0.003

Source: Climate Registry 2016. See Appendix D.

Notes: The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2020, the most recent full year of data. The Project increases in electricity consumption is compared with all the non-residential uses in the Los Angeles County in 2019, the latest data available.

As shown in Table 4.6-3, the increase in electricity usage as a result of the Proposed Project operations would constitute a negligible increase of 0.000001 percent in the typical annual electricity consumption attributable to non-residential uses in Los Angeles County. The Project would replace outdated electrical pumping equipment with new high-efficiency equipment and construct a 1.25 MG storage tank and booster station. As a result, based on CEC-recommended estimates of electricity use for water pumping, the Project would utilize an estimated 12,159 kilowatt-hours of electricity per year for water supply and conveyance, if the 1.25 MG storage tank is filled once per year using the proposed well and booster station (CEC 2007). This would increase countywide energy consumption by less than 0.001percent. In addition, the Project is meant to provide redundancy, in terms of water pumping and storage, to the existing system. The proposed water storage tank would provide an additional 1.25 MG of new water storage capacity at the site. Due to the low increase in electricity consumption as a result of the Project and its objective to provide adequate clean water to the service area, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy.

Fuel necessary for Project construction would be required for the operation of construction equipment and the transportation of materials to the Project Site. The fuel expenditure necessary to construct the physical infrastructure would be temporary, lasting only as long as Project construction. As shown, the Project’s fuel consumption during construction in 2022 is estimated to be 39,058 gallons for all three Phases combined in 2022, and 10,362 gallons for Phase 1 (Reservoir) during construction activities in 2023. This would increase the combined annual countywide fuel use by 0.001 to 0.006 percent for all Project Phases (individually and combined). As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. As with most infrastructure improvement projects, the new equipment used for conveying the water to the localities in which it services will be more energy efficient as technology

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advancements have increased dramatically from the time of the existing installation to current times. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Proposed Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

The Project would not include the provision of new buildings or any other substantial energy consuming components. Nor would the Project instigate new gasoline-consuming vehicle trips over existing conditions. Therefore, by its nature, the Project would not cause wasteful, inefficient, and unnecessary consumption of energy from long-term operations over existing conditions.

For these reasons, this impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Project would comply with relevant energy conservation policies included in the City of Monrovia General Plan Land Use Element (Monrovia 2020). A major overarching goal of this element is to ensure that development in the City aligns with the City’s resource conservation goals. The most relevant goal being Goal 10, which focuses on ensuring that new development is sensitive to the City’s natural and open space resources and constraints. Furthermore, Policy 10.6 aims to encourage the conservation of water and energy resources in order to reduce the need for expansion of water reservoirs and distribution facilities, as well as energy generating plants and distribution facilities.

The Project would also comply with the goals and policies promulgated by the City of Monrovia Energy Action Plan (EAP), adopted by the City in June 2008 (Monrovia 2008). The EAP was prepared by the San Gabriel Valley Energy Wise Partnership (SGVEWP), which is comprised of 30 San Gabriel Valley cities, the SCAG, and Southern California Edison (SCE). The EAP consists of 21 action items identified as the Monrovia Environmental Accords. The Monrovia Environmental Accords are focused on developing City policies that support sustainability in the fields of energy, waste, urban design, urban nature, transportation, environmental health, and water. One major component of the EAP focuses on the energy consumption associated with water pumping stations and reservoirs. As of 2006, the City had 6 water pumping locations consuming 8,266,860 kWh of electricity annually. As stated in the *Water Pumping Site Recommendations* section (Monrovia 2008), the City aimed to upgrade the existing pumps to higher efficiency water pumps, work with and educate local residences on how to decrease their water consumption through water-efficient devices and implementation of a toilet exchange program and considered potential water recycling infrastructure to utilize recycled water for landscaping. The Proposed

Project has the potential to fulfill many goals of the EAP by installing new, higher-efficiency water pumping technology in order to reduce the energy consumption from water pumping and storage facilities City-wide. The Project would not conflict or obstruct any local or state plans for renewable energy or energy efficiency.

For these reasons, this impact would be less than significant.

4.6.3 Mitigation Measures

No significant impacts were identified. Therefore, no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Environmental Setting

Geomorphic Setting

The City of Monrovia is located in the northern San Gabriel Valley at the southern face of the San Gabriel Mountains. During the past two decades most single-family development in the City has resulted in new development being located in the geologically hazardous terrain of the foothills at the northern edge of the valley (City of Monrovia 2002).

The San Gabriel Mountains to the north of the City, as opposed to the valley basin, consists of relatively hard, igneous, and metamorphic rocks, which support the steep slopes and major canyons. The less steep San Rafael Hills, to the northwest of the City, are composed of the same substance. It is this difference in terrain of the valley basin and surrounding hills suggesting the past uplift along the front of the San Gabriel Mountains (City of Monrovia 2002).

The western San Gabriel Valley is underlain by Holocene and Pleistocene alluvium up to 5,000 to 6,000 feet in thickness. The valley floor, south of the Raymond Hill fault, is underlain by tertiary rocks. North of the same fault the valley floor is underlain by granite and metamorphic rocks comparable to those in the hills to the west and north (City of Monrovia 2002).

Regional Seismicity and Fault Zones

The Alquist-Priolo Earthquake Fault Zone Act was passed in 1972 by the State of California to mitigate the hazard of surface faulting to structures for human occupancy. This state law was a direct result of the 1971 San Fernando Earthquake, which resulted in extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The Act's main purpose is to prevent the construction of buildings used for human occupancy of the surface trace of active faults (City of Monrovia 2002). An "active fault," according to California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered "inactive."

The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards, such as ground shaking or liquefaction. The law requires the State Geologist to establish

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regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and issue appropriate maps (City of Monrovia 2002).

The most prominent faults in close proximity to the City of Monrovia are the Sierra Madre Fault Zone (includes the Duarte Fault), the San Andreas Fault, and the Raymond Hill fault. The former is located in the San Gabriel Mountains, while the Raymond Hill Fault is situated in the foothills in the northern portion of the City of Monrovia. The San Andreas Fault, which is located twenty miles to the north of the City, is also important as a major source of shaking at the base.

Soils

Soil types on the Project Site were determined using the USDA Web Soil Survey. Soils within the Project Site consist of Urban land-Palmview-Tujunga complex, 0 to 5 percent slopes (USDA 2021). The Proposed Project Site is generally flat and at an elevation of approximately 366 ft above mean sea level.

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
<hr/>				
i) The Project Site is located in seismically active Southern California. The closest known major, active and potentially active earthquake faults include the Raymond, Sierra Madre, Clamshell-Sawpit Section, Whittier and Newport-Inglewood Faults. The closest active fault, the Raymond Fault, is located approximately 3 miles northwest of the Project Site. No known faults traverse the Project Site or are located adjacent to the Project Site that may rupture during seismic activity. A less than significant impact would occur.				

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ii) Just like most of southern California, in the event of an earthquake strong ground shaking is expected to occur on the Project Site. The Proposed Project does not propose the construction of habitable structures and therefore would not expose people or structures to strong seismic ground shaking greater than what currently exists. Storage tank design and construction would comply with current building codes and standards which would reduce the risk of loss, injury, or death resulting from strong ground-shaking. Impacts would be less than significant.

iii) Liquefaction is a phenomenon where water-saturated granular soil loses shear strength during strong ground shaking produced by earthquakes. The loss of soil strength occurs when cyclic pore water pressure increases below the groundwater surface. Potential hazards due to liquefaction include the loss of bearing strength beneath structures, possibly causing foundation failure and/or significant settlements.

According to the County of Los Angeles eGIS Liquefaction Zones Layer, the Project Site is not located within an area that is known for being particularly susceptible to liquefaction (County of Los Angeles 2019a). The nearest liquefaction zone is located approximately 3,000 ft south of the site. A less than significant impact would occur.

iv) According to the General Plan, risk of landslides in the City is highest in the Monrovia hillside areas. The majority of the landslides are primarily in the steep northern area, which is underlain by granite bedrock. The risk of landslides is relatively low in the rest of the City due to the generally flat topography (City of Monrovia 2002). The Project site is also relatively flat and does not contain any steep slopes, nor is it located adjacent to a hillside area with unstable slopes. Accordingly, there is no potential for landslides and no impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Implementation of the Proposed Project would require ground-disturbing activities, such as grading, that could potentially result in soil erosion or loss of topsoil. Grading is anticipated in the areas of the proposed tank, booster building, disinfectant building, in the areas of the structures to be removed, areas where existing onsite road is re-aligned, and in areas of proposed subsurface piping. Best Management Practices (BMPs) would be implemented to minimize soil erosion during construction. These BMPs may include measures such as stabilized construction entrance (to avoid tracking soils off-site) and straw wattles and silt filter bags (to prevent offsite runoff onto public roadways or into drainage outlets). The Proposed Project's grading plan would also ensure that the proposed earthwork is conducted in a manner that prevents or reduces the potential for soil erosion. Impacts would be less than significant.

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Would the Project:

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Strong ground shaking can cause settlement, lateral spreading, or subsidence by allowing sediment particles to become more tightly packed, thereby reducing pore space. The potential for a landslide, lateral spreading, liquefaction, or collapse at the Project Site is very low and the Proposed Project would not construct habitable structures. Therefore, implementation of the Proposed Project would not contribute to or expose people or structures to substantial adverse effects associates with on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant.

Would the Project:

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The Project Site is not located on expansive soil as defined in Table 18-1-B of the Uniform Building Code. According to the USDA Web Soil Survey, soils at the sites consist of sandy loams and are not reported to be significantly expansive. Furthermore, the Proposed Project does not propose to build habitable structures. Therefore, no impacts are anticipated, and no mitigation is required.

Would the Project:

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would install a 1.25 MG above ground potable water storage tank, three booster pumps within a new block building, a new block disinfectant building, and associated fencing, lighting, control panels and appurtenances at the existing Jeffries Plant site. No septic tanks are proposed. No impact would occur.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A paleontological records search was completed for the Proposed Project at the Natural History Museum of Los Angeles County (NHMLAC 2021; Appendix E). The NHMLAC has no records of any fossil localities that lie directly within the Project area but does have fossil localities nearby from the same sedimentary deposits that occur in the Proposed Project area, either at the surface or at depth. Vertebrate land mammal fossils have been discovered in parts of the City, including the fossils of a mammoth, sabretooth cat, camel, horse, and deer (NHMLAC 2021).

There is always a possibility that paleontological resources exist at sub-surface levels on the Project Site and may be uncovered during grading and excavation activities. Implementation of mitigation measure **GEO-1** would ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels.

4.7.3 Mitigation Measures

GEO-1: Unanticipated Discovery – Paleontological Resource. If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the Lead Agency and cease excavation within 100 feet of the find until a qualified paleontologist can provide an evaluation of the site. The qualified paleontologist will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g., fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

Greenhouse Gas (GHG) emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth’s climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH₄ traps over 25 times more heat per molecule than CO₂, and N₂O absorbs 298 times more heat per molecule than CO₂. Often, estimates of GHG emissions are presented in

carbon dioxide equivalents (CO₂e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

The local air quality agency regulating the Los Angeles County portion of the SoCAB is the SCAQMD. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The GHG CEQA Significance Threshold Working Group recommended the options of a numeric "bright-line" threshold of 3,000 metric tons of CO₂e (MTCO₂e) annually and an efficiency-based threshold of 3.0 MTCO₂e per service population (defined as the people that congregate on the Project Site) per year in 2035. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Env'tl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code section 21003(f) provides it is a policy of the state that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "subjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Env'tl. L. J. 203, 221, 227.)

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The City of Monrovia may set a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation. This standard is

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appropriate for this Project because it is in the same air quality basin that the experts analyzed. For the Proposed Project, the SCAQMD’s 3,000 metric tons of CO₂e per year threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 metric tons of CO₂e per year threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 metric tons of CO₂e per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This threshold is correlated to the 90 percent capture rate for industrial projects within the air basin. Land use projects above the 3,000 metric tons of CO₂e per year level would fall within the percentage of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources. (SCAQMD, Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, at pp. 3-2 and 3-3; Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation, does not mean such small projects do not help the state achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs, such as constructing development in accordance with statewide GHG-reducing energy efficiency building standards, called Cal Green or Title 24 energy-efficiency building standards (Crockett 2011). Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas 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"/>

Construction GHG Emissions

A source of GHG emissions associated with the Project would be combustion of fossil fuels during construction activities. Construction activities associated with the Project are temporary but would result in GHG emissions from the use of heavy construction equipment and construction-related vehicle trips.

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., tractors, loaders, excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Project.

Emissions Source	CO₂e (Metric Tons/ Year)
Phase 1 – Reservoir (Construction Year 2022)	188
Phase 2 – Booster Station (Construction Year 2022)	174

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Table 4.8-1. Construction-Related Greenhouse Gas Emissions	
Emissions Source	CO₂e (Metric Tons/ Year)
Phase 3 – Fencing (Construction Year 2022)	34
Combined Phases for Construction Year 2022	396
Phase 1 – Reservoir (Construction Year 2023)	105
Project Total	501
<i>Significance Threshold</i>	3,000
Exceed Significance Threshold?	No

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 396 MTCO₂e for construction in 2022 and 105 MTCO₂e for construction in 2023 resulting in 501 MTCO₂e over the course of construction for the entire Project. This is less than the 3,000 MTCO₂e per year significance threshold. Once construction is complete, the generation of these GHG emissions would cease.

Operational GHG Emissions

The Project is proposing the installation of a new water reservoir and booster pump station. It would not include the provision of new permanent stationary or mobile sources of GHG emissions. As such, no impact would occur. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The City of Monrovia has not adopted a Climate Action Plan (CAP) at the time of this analysis. However, the State of California promulgates several mandates and goals to reduce statewide GHG emissions, including the goal to reduce statewide GHG emissions to 40 percent below 1990 levels by the year 2030 and 80 percent below 1990 levels by the year 2050 (SB 32). The Proposed Project is subject to compliance with SB 32. As discussed previously, the Proposed Project generated GHG emissions would not surpass GHG significance thresholds, which were prepared with the purpose of complying with these requirements

Additionally, Project-generated GHG emissions would not surpass the significance threshold of 3,000 MTCO₂e established by the SCAQMD. The 3,000 MTCO₂e threshold was prepared with the purpose of

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complying with statewide GHG-reduction efforts. Additionally, once implementation of the Project is complete it would not be a source of operational GHG emissions. As such, there is no impact.

4.8.2 Mitigation Measures

No significant impacts were identified. Therefore, no mitigation measures are required.

4.9 Hazards and Hazardous Materials

4.9.1 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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"/>

Construction of the Proposed Project may include the transport, storage, and short-term use of petroleum-based fuels, lubricants, and other similar materials. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. To minimize hazardous material spills or releases during construction, all construction equipment and vehicles would be fueled offsite. No vehicle fuel would be stored onsite. Additionally, the implementation of BMPs stipulating proper storage of hazardous materials would be implemented during construction. Construction impacts would be less than significant.

During operation, the Proposed Project may require small quantities of hazardous materials, such as lubricants and paint, for maintenance of the booster stations and tank. The Project would also include disinfection, which would entail storage of sodium hypochlorite (bleach), considered a hazardous waste. Construction contractors would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the USEPA, DTSC, and RWQCB. The CCR Title 8 addresses workplace regulations involving the use, storage, and disposal of hazardous materials, and specific applications for construction workers. CCR Titles 22 and 26 set forth environmental health standards for hazardous materials management. California Health and Safety Code Chapter 6.95 sets forth enabling legislation for the application of CCR Titles 8, 22, and 26. Safety precautions for the prevention of fire hazards associated with the use and storage of hazardous materials are addressed in the Uniform Fire Code. Compliance with applicable federal, state, and local regulations including, but not limited to, CCR Titles 8, 22 and 26, the Uniform Fire Code, and California Health and Safety Code Chapter 6.95 would ensure that the Project would not create a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous materials. Compliance with applicable laws and regulations would ensure impacts associated with the routine transport, use, or disposal of hazardous material during operation would also be less than significant.

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Would the Project:

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As discussed above, no fuel storage or vehicle refueling would occur onsite. Construction BMPs such as the Stormwater Pollution Prevention Plan (SWPPP) (see BMP-2) shall be prepared for the Project to prevent construction and demolition pollutants and products from violating any water quality standard or waste discharge requirements. BMPs would consist of measures such as a stabilized construction entrance (to avoid tracking soils off-site) and straw wattles and silt filter bags (to prevent offsite runoff onto public roadways or into drainage outlets). The transport, use, and storage of these products would comply with all Federal, State, and local laws regulating management and use of hazardous materials. Impacts would be less than significant.

Would the Project:

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The Project Site is located within one-quarter mile of Pearl Preparatory School. However, as discussed above, the transport, use, and storage of these products would comply with all Federal, State, and local laws regulating management and use of hazardous materials. Impacts would be less than significant.

Would the Project:

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Government Code §65962.5 requires the Department of Toxic Substances Control (DTSC), the State Department of Health Services, the SWRCB, and the California Integrated Waste Management Board to compile and annually update lists of hazardous waste sites and land designated as hazardous waste property throughout the state.

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CalEPA's Cortese List Data Resources records were reviewed to help determine whether hazardous materials have been handled, stored, or generated on the Project Sites and/or the adjacent properties and businesses (CalEPA 2021). The list, although mostly covering the requirements of Section 65962.5, has always been incomplete as it does not indicate if a specific site was at one time included in the abandoned site program.

The list is a compilation of five separate websites that include: 1- DTSC's Envirostor that identifies waste or hazardous substances sites, 2- GeoTracker that identifies underground storage tanks for which an unauthorized release report was filed, cleanup sites, and all solid waste disposal facilities from which there is a mitigation of hazardous waste for which a regional board has notified DTSC., 3- a pdf of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit, 4- a list of cease and desist orders and clean up and abatement orders, and 5- a list of hazardous waste facilities subject to corrective action.

1. DTSC's Envirostor indicated that that Project Site was not identified as a hazardous waste or substances site (DTSC 2021).
2. GeoTracker did not identify the site as an underground storage tanks for which an unauthorized release report was filed, a cleanup site, or a solid waste disposal facility from which there is a mitigation of hazardous waste for which a regional board has notified DTSC (SWRCB 2021).
3. A list of solid waste disposal sites with waste constitutes about hazardous waste levels outside the waste management unit was also checked. No records were listed.
4. The list of Cease-and-Desist Orders and Clean Up and Abatement Orders did not include the Project site location.
5. The list of hazardous facilities submit to corrective action do not include the Project site location.

As the Proposed Project is not listed on one of the five websites provided to fulfill the Cortese List, the Proposed Project would not create a significant hazard to the public or the environment. There are no hazardous waste facilities and sites with known contamination, or sites where there may be reasons to investigate further located on the Project Site or in its vicinity. There would be no impact.

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Would the Project:

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The Project Site is located approximately 2.2 miles northeast of San Gabriel Valley Airport and is located outside of the designated safety zones and referral zones for the Airport (County of Los Angeles 1995). The Proposed Project would involve infrastructure improvements within the existing Jeffries Plant. The Project would not include the construction of habitable structures or other structures that could pose a safety hazard. As such, the Proposed Project would not result in a safety hazard for people residing or working in the project area. No impact would occur.

Would the Project:

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The City of Monrovia All-Hazard Mitigation Plan (2004) identifies ways in which the City and its residents can minimize risk and prevent loss from natural hazard events. Emergency events addressed in this plan include those associated with earthquakes, fires, flooding, windstorm, severe weather, damage to the water system, dam failure, wastewater disruption, utility loss, biological and health emergency, data and telecommunications loss, terrorism, explosion, transportation loss, economic disruption, transportation/pipeline incident, special events, aviation disaster, and sinkholes. Additionally, Los Angeles County maintains an All-Hazards Mitigation Plan, which provides for an effective response to multi-agency and multi-jurisdiction emergencies (County of Los Angeles 2019).

In addition to the City's All-Hazard Mitigation Plan, the City's General Plan Safety Element (2002) identifies and evaluates natural hazards associated with seismic activity, landslides, flooding and fire within the City. The General Plan Safety Element establishes goals for each of the City departments to provide responsible planning aimed at reducing impacts with respect to loss of life, injuries, damage to property and other losses associated with disasters, such as those resulting from seismic activity, flooding, and fires.

The Project would comply with applicable emergency plans and would not obstruct the City's or County's evacuation routes or impede emergency ingresses or egresses. During short-term construction and demolition activities, the Proposed Project is not anticipated to result in any substantial traffic queuing on nearby streets, and all equipment would be staged on the Project site. Additionally, all large construction vehicles entering and exiting the site would be guided using personnel to avoid vehicle queuing. The

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Project does not include any characteristics (e.g., permanent road closure or long-term blocking of road access) that would physically impair or otherwise conflict with the adopted emergency response plans or emergency evacuation plans.

Implementation of the Project would require construction to occur within the public right-of-way in a 1,000-ft section of Jeffries Avenue. Construction activities, which may temporarily restrict vehicular traffic, would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. The Project design would be submitted to and approved by the City’s Fire and Police Departments prior the issuance of building permits. Furthermore, a Traffic Control Plan shall be prepared to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. Upon construction completion, the Project Site would return to existing conditions. Impact to emergency access would be less than significant with the incorporation of Mitigation Measure **HAZ-1**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project is located in a developed area of the City of Monrovia and County of Los Angeles; there are no wildlands in the vicinity. Additionally, the Project is not located on land designated as a state or local fire hazard severity zone (CALFIRE 2021). No impact would occur.

4.9.2 Mitigation Measures

HAZ-1: Traffic Control Plan. Prior to construction, the project proponent shall prepare a Traffic Control Plan to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow.

4.10 Hydrology and Water Quality

4.10.1 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Project Site is located within the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB). The Los Angeles RWQCB sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act (CWA) to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). Water quality standards for all ground and surface waters overseen by the Los Angeles RWQCB are documented in the Los Angeles Regional Water Quality Control Basin Plan (Basin Plan). Water quality standards are attained when designated beneficial uses are achieved and water quality objectives are being met. The regulatory program of the Los Angeles RWQCB is designed to minimize and control discharges to surface and ground water within the region, largely through permitting, such that water quality standards are effectively attained.

Construction of the Proposed Project would require ground disturbing activities, such as grading, that has the potential to result in soil erosion or the loss of topsoil. During construction of the Proposed Project water quality impacts could occur without proper controls. Soils loosened during grading, as well as spills of fluids or fuels from vehicles and equipment, if mobilized or transported offsite in overland flow, have the potential to degrade water quality. Grading is anticipated to be minimal for construction of water storage tank, booster station and appurtenant structures.

Because the area of disturbance affected by construction of the Proposed Project exceeds one acre, the Proposed Project would be subject to the requirements of the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Permit). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. During construction, to comply with the General Permit the project proponent would be required to implement a Stormwater Pollution Prevention Plan (SWPPP), which would include BMPs to prevent construction pollutants and products from violating any water quality standards or any waste discharge requirements. Compliance with the provisions of the NPDES General Permit would reduce impacts associated with water quality standards and discharge requirements to a less than significant level.

Construction BMPs would be designed to minimize erosion and retain sediment on site and to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. BMPs would consist of measures such as a stabilized construction entrance (to avoid tracking soils off-site) and straw wattles and silt filter bags (to prevent offsite runoff onto public roadways or into drainage outlets). The Proposed

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Project's grading plan would also ensure that earthwork is designed to avoid soil erosion. Impacts to surface and groundwater quality would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Sustainable Groundwater Management Act (SGMA) applies to all California Groundwater Basins and requires that high-and medium-priority groundwater basins form Groundwater Sustainability Agencies and be managed in accordance with locally developed Groundwater Sustainability Plans or Alternative Plans (DWR 2019). The Proposed Project falls within the 4-013 Main San Gabriel Valley Basin (Main Basin), Basin 4-013. The basin covers 126,379 acres (DWR 2019). The basin is prioritized in the Very Low priority category based on the consideration of the eight components required in Water Code Section 10933(b) (DWR 2019).

The Proposed Project would construct a new reservoir construction, three booster pumps, a new block disinfectant building, and associated fencing, lighting, control panels and appurtenances at the existing Jeffries Plant site. The Proposed Project would address the existing storage deficiency, add redundancy to the existing system, and maintain a reliable supply of water for the GSWC South Arcadia System. The overall water supply capacity that is required by the South Arcadia System would be the same as existing conditions, thus no capacity increase, because the Proposed Project would be located in a fully developed urban area with a stable customer base. The inclusion of the tank is to increase storage within the water system and not to increase overall capacity or to meet an increase in demand. There would be no substantial increase in impermeable surfaces in the project area compared to existing conditions, and as such, the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The Project would not impede sustainable groundwater management of the basin. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- i) Construction of the Project would require ground disturbing activities, including demolition of existing structures, excavation, grading, and paving. These activities have the potential to result in erosion or siltation on- or off-site. Grading is anticipated in the areas of the proposed tank, booster building, disinfectant building, in the areas of the structures to be removed, areas where existing onsite road is re-aligned, and in areas of proposed subsurface piping. BMPs would be implemented to minimize soil erosion during construction. These BMPs may include measures such as stabilized construction entrance (to avoid tracking soils off-site) and straw wattles and silt filter bags (to prevent offsite runoff onto public roadways or into drainage outlets). The Project's grading plan would also ensure that the proposed earthwork is conducted in a manner that prevents or reduces the potential for soil erosion or siltation. Impacts would be less than significant.
- ii) The Project would be located within the existing Jeffries Plant. The site has been developed with a well, fencing, storage building, MCC and chemical building. The project would install a 1.25 MG water storage tank, three booster pumps within a new block building, a new block disinfectant building, and associated fencing, lighting, control panels and appurtenances. The Project would also install a replacement water pipeline along Jeffries Avenue; all improvements would be below ground surface. After construction, this portion of the project area would be paved and returned to pre-project conditions. Because the Jeffries Plant site and Jeffries Avenue have been previously developed with impermeable surfaces, no changes to the volume of runoff from the project area are anticipated as a result of the Proposed Project. No impact would occur.
- iii) The proposed structures would not create significant sources of runoff above existing conditions. As such, the Project is not anticipated to change the quality and quantity of runoff water in the project area. Post-project stormwater drainage conditions would be the same as existing conditions. Impacts would be less than significant.
- iv) The City of Monrovia is primarily in Zone X, defined by the Federal Emergency Management Agency (FEMA) as areas outside the 0.2 percent annual chance floodplain. No properties

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within the City of Monrovia are considered by FEMA to be within a 100-year flood zone (FEMA 2021). Therefore, the Proposed Project would not impede or redirect flood flows. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

According to the Safety Element of the City of Monrovia General Plan, the Project site is within the Inundation Zone of the Sawpit Dam and the Inundation Zone of the Santa Anita Wash and Dam. Due to the proximity of the mapped inundation zone for Santa Anita Wash and Dam, the potential for inundation of the entire Project site in the event of failure of the Santa Anita Dam cannot be ruled out. For example, there is a possibility of release of hazardous substances such as petroleum-based fuels, lubricants, and herbicides. Contractors would be required to use standard controls and safety procedures that would avoid and minimize the potential for release of such substances into the environment.

The Monrovia Fire and Rescue Department has developed a citywide disaster plan and Emergency Operations Center that would help the public be prepared for these types of emergency situations and has designated local and regional evacuation routes. Furthermore, no properties within the City of Monrovia are considered by FEMA to be within a 100-year flood zone (FEMA 2021). Therefore, the Proposed Project would not place a structure within a 100-year flood hazard area, and no flooding impacts would occur. Furthermore, Monrovia is not exposed to tsunami hazards due to its inland location, and no large bodies exist in the City that would present seiche hazards. Due to the unlikely nature of these events, these pollutants are not considered to be a substantial threat to water quality. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project does not propose significant changes to the GSWC South Arcadia distribution system. No additional transmission facilities currently planned, however auxiliary piping would be installed at the Project Site to convey water from the well to the new tank, through the new booster pumps and into the distribution system. The tank overflow would also be connected to the existing raised concrete pipe that has an existing connection a storm drain. The inclusion of the reservoir tank is to increase storage within the water system and not to increase overall capacity or to meet an increase in customer water demand. Thus, the overall capacity that is required by the South Arcadia System would be the same as existing conditions, because the Project would be located in a fully developed urban area with a stable customer

base. Furthermore, there would be no substantial increase in impermeable surfaces in the project area compared to existing conditions. No conflict with a groundwater management plan is anticipated.

Potential water quality impacts associated with the Proposed Project include short-term construction-related erosion/sedimentation from ground-disturbing activities and construction-related hazardous material discharge. Impacts associated with construction-related water quality impacts would be avoided or reduced to a level below significance through implementation of standard construction BMPs. No conflict with a groundwater quality control plan would occur.

4.10.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The City of Monrovia is located just twenty miles northeast of Los Angeles and eight miles east of the City of Pasadena. The Jeffries Plant site is located at 124 West Jeffries Avenue in the City of Monrovia, California 91016 (APN 8511-015-800, 801). The site is located within Section 2, Township 1 South, Range 11 West, San Bernardino meridian of the USGS 7.5-minute Series El Monte Topographic quadrangle. The Jeffries Plant site is located with the City of Monrovia and a portion is located in unincorporated Los Angeles County. The site is approximately 1.01 acres in size, is generally flat, and at an elevation of approximately 366 ft above mean sea level.

The Proposed Project Site is located in a generally flat area surrounded by residential buildings, commercial/industrial buildings, a school/church (Pearl Preparatory School & Annunciation Church) and a retail convenience store. To the north are residential buildings, to the south are residential buildings and a school/church; to the west are residential buildings; and to the east are retail, commercial and industrial buildings. No major topographical features are located in the immediate area. Depressions from active gravel pits are located approximately 0.5 to 1 mile to the east.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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"/>

The Proposed Project consists of infrastructure improvements within the existing Jeffries Plant site and potentially the adjacent right-of-way along Jeffries Avenue. Any areas disturbed within the public right-of-way would be returned to pre-construction conditions upon completion of the Proposed Project. Due to the nature of the Proposed Project, it would not physically divide an established community and no impact would occur.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project consists of infrastructure improvements within the existing GSWC Jeffries Plant site. As such, it would not conflict with any applicable land use plans or policies; no impact would occur.

4.12 Mineral Resources

4.12.1 Environmental Setting

The State Mining and Geology Board establishes Mineral Resource Zone (MRZ) designations that quantify the mineral resource potential for specific locations across California. The MRZ-1 Mineral Resource Zone is defined as a zone where adequate information indicates that no significant mineral deposits are present or likely to be present. In the MRZ-1 Zone there are no rocks suitable for commercial use, such as shale, siltstone, carbonates and chlorite-schist, and no fine-grained sedimentary deposits that are suitable for use as aggregate. MRZ-2 Zone is an area where adequate information indicates that significant mineral deposits are present or a likelihood of their presence and development should be controlled. The MRZ-3 Zone is defined as an area where the significance of mineral deposits cannot be determined from the available data (County of Los Angeles 2014).

According to the County of Los Angeles General Plan EIR, the Project site is located in the West San Gabriel Valley Planning Area. Four portions of unincorporated land in this Planning Area are mapped MRZ-2: one is in the communities of East Pasadena and East San Gabriel; the other is mostly in the communities of Mayflower Village and South Monrovia, with a small part of the second portion in the community of North El Monte. The portion in East Pasadena and East San Gabriel is developed with residential, commercial, and industrial land uses and roadways. The portion in Mayflower Village, South Monrovia, and North El Monte is built out almost entirely with residential uses; the south end of this area is developed as Arcadia Golf Course. The Project site is located in South Monrovia, and east adjacent to the Mayflower Village.

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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 checked="" type="checkbox"/>	<input type="checkbox"/>

The Project is located in MRZ-2, which is defined as an area where adequate information indicates that significant mineral deposits are present or a likelihood of their presence and development should be controlled. Nevertheless, the Project consists of the construction of a potable water reservoir tank and associated structures. Given that the site currently functions as a municipal utility, and the lot size of the Project area is small, it is highly unlikely that any surface mining or mineral recovery operation could feasibly take place on the Project site. Therefore, potential impacts related to the loss of a mineral resource are less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

According to the Los Angeles County General Plan, potentially significant mineral resources may be found in the MRZ-2 zone. However, no mining activities currently exist on the site and the site is not zoned or available for mining. The Project is located in a residential and commercial area and does not support any mineral extraction activities. Therefore, no impact to locally important mineral resources would occur.

4.12.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 Noise

4.13.1 Environmental Setting

Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in $L_{dn}/CNEL$). The L_{eq} is a measure of ambient noise, while

the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA “weighting” added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations.

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (HMMH 2006).

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally

considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.
- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

There are numerous single-family residences encompassing the Project Site, with the closest noise-sensitive receptors located directly adjacent to the southern and western Project Site boundaries on Doray Circle. Additional sensitive receptors in the Project vicinity include the Annunciation Church and Plymouth Elementary School located south of the Project Site beyond the cluster of single-family residences located on Doray Circle.

Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced. This can be through peak particle velocity or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

Existing Ambient Noise Environment

The City of Monrovia is impacted by various noise sources. Monrovia is subject to typical urban noise such as noise generated by traffic, heavy machinery, and day-to-day outdoor activities as well as noise generated from the various land uses (e.g., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary source noise. Mobile sources of noise, especially cars and trucks, are the most common and continuous source of noise in the City. The major noise sources in the vicinity of the Project Site includes roadway noise traffic from Jefferies Avenue and Peck Road, as well as typical residential neighborhood noises and noise generated by the activities associated with the baseball/softball fields located on the Annunciation Church and Plymouth Elementary School grounds.

The American National Standards Institute (ANSI) Standard 12.9-2013/Part 3 "Quantities and Procedures for Description and Measurement of Environmental Sound – Part 3: Short-Term Measurements with an Observer Present" provides a table of approximate background sound levels in L_{dn} , daytime L_{eq} , and nighttime L_{eq} , based on land use and population density. The ANSI standard estimation divides land uses into six distinct categories. Descriptions of these land use categories, along with the typical daytime and nighttime levels, are provided in Table 4.13-1. At times, one could reasonably expect the occurrence of periods that are both louder and quieter than the levels listed in the table. ANSI notes, "*95% prediction interval [confidence interval] is on the order of +/- 10 dB.*" The majority of the Project area would be considered ambient noise Categories 2 or 3 given the suburban residential neighborhood surrounding the Project Site, mixed with commercial land uses directly east of the Project Site beyond Peck Road.

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Table 4.13-1. ANSI Standard 12.9-2013/Part 3 A-weighted Sound Levels Corresponding to Land Use and Population Density

Category	Land Use	Description	People per Square Mile	Typical L _{dn}	Daytime L _{eq}	Nighttime L _{eq}
1	Noisy Commercial & Industrial Areas and Very Noisy Residential Areas	Very heavy traffic conditions, such as in busy, downtown commercial areas; at intersections for mass transportation or for other vehicles, including elevated trains, heavy motor trucks, and other heavy traffic; and at street corners where many motor buses and heavy trucks accelerate.	63,840	67 dBA	66 dBA	58 dBA
2	Moderate Commercial & Industrial Areas and Noisy Residential Areas	Heavy traffic areas with conditions similar to Category 1, but with somewhat less traffic; routes of relatively heavy or fast automobile traffic, but where heavy truck traffic is not extremely dense.	20,000	62 dBA	61 dBA	54 dBA
3	Quiet Commercial, Industrial Areas and Normal Urban & Noisy Suburban Residential Areas	Light traffic conditions where no mass transportation vehicles and relatively few automobiles and trucks pass, and where these vehicles generally travel at moderate speeds; residential areas and commercial streets, and intersections, with little traffic compose this category.	6,384	57 dBA	55 dBA	49 dBA
4	Quiet Urban & Normal Suburban Residential Areas	These areas are similar to Category 3, but for this group, the background is either distant traffic or is unidentifiable; typically, the population density is one-third the density of Category 3.	2,000	52 dBA	50 dBA	44 dBA
5	Quiet Residential Areas	These areas are isolated, far from significant sources of sound, and may be situated in shielded areas, such as a small wooded valley.	638	47 dBA	45 dBA	39 dBA
6	Very Quiet Sparse Suburban or rural Residential Areas	These areas are similar to Category 4 but are usually in sparse suburban or rural areas; and, for this group, there are few if any nearby sources of sound.	200	42 dBA	40 dBA	34 dBA

Source: The American National Standards Institute (ANSI) 2013

4.13.2 Noise (XIII) Environmental Checklist and Discussion

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project 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"/>

Less than Significant with Mitigation Incorporated

Construction Noise Impacts

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., site preparation, excavating, paving). Noise generated by construction equipment, including excavators, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction noise levels could negatively affect sensitive land uses in the vicinity of the construction site. The nearest noise sensitive receptor to the Project Site are residences located directly adjacent to the eastern and southern Project Site boundaries.

The City's regulations with respect to noise are included in Chapter 9, *Public Peace, Morals and Welfare*, of the City Code. Specifically, Section 9.44.030, *General Prohibitions*, prohibits any person to willfully make, generate or continue, or cause to be made, generated or continued, any loud, unnecessary, or unusual noise which unreasonably disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. However, under Section 9.44.080 *Exemptions*, construction activities are exempt from City noise standards during the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on weekends and holidays. The City does not promulgate a numeric threshold pertaining to the noise associated with construction. This is due to the fact that construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project. Additionally, construction would occur throughout the Project Site and would not be concentrated at any one point. Therefore, noise generated during construction activities, as long as conducted within the permitted hours, would not violate County noise standards.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptors in the Project vicinity in order to evaluate the potential health-related effects (physical damage

to the ear) from construction noise, the construction equipment noise levels were calculated using the Roadway Noise Construction Model for the construction process and compared against the construction-related noise level threshold established in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998 by National Institute for Occupational Safety and Health (NIOSH). A division of the US Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA L_{eq} is used as an acceptable threshold for construction noise at the nearby existing and future planned sensitive receptors.

As previously stated, there are numerous single-family residences encompassing the Project Site, with the closest noise-sensitive receptors located on Doray Circle, directly adjacent to the southern and western Project Site boundaries, and residences along Jefferies Avenue adjacent to the linear Project area of disturbance during the water main replacement component of the Proposed Project. However, it is acknowledged that the majority of construction equipment is not situated at any one location during construction activities, but rather spread throughout the Project Site and at various distances from sensitive receptors. Therefore, to be consistent with FTA recommendations for calculating construction noise, such noise was measured from the center of the Project Site to the property line at the nearest noise-sensitive receptor, which in this case would be 25 feet from the water main replacement component, and 82 feet from the reservoir site (FTA 2018).

According to information provided by the Project proponent (i.e. construction equipment types per phase), construction equipment types are predominantly consistent for each sub-phase (site preparation, grading, building construction, etc.) within the three (3) construction phases (Reservoir, Booster Station, Fencing). Therefore, for a conservative analysis, noise generated from construction equipment types will be addressed quantitatively for each sub-phase with the most equipment types. Additionally, the same equipment types previously mentioned are modeled for both distances to noise-sensitive receptors to account for construction activities associated with the replacement of the water main within Jefferies Avenue (with receptors located 25 feet distant of construction activities), as well as construction activities associated with the Proposed installation of the reservoir, booster station, and fencing (with receptors located 82 feet distant).

The anticipated short-term construction noise levels generated from Project construction equipment are presented in Table 4.13-2.

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Table 4.13-2. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment					
Equipment	Estimated Exterior Construction Noise Level @ Noise Sensitive Receptors		Construction Noise Standard (dBA L_{eq})	Exceeds Standards for 25 Feet Distant?	Exceeds Standards for 82 Feet Distant?
	25 Feet Distant	82 Feet Distant			
Demolition					
Other Equipment	88.0	77.7	85	Yes	No
Skid Steer Loader	81.2	70.8	85	No	No
Tractor/Loader/Backhoe	86.0	75.7	85	Yes	No
Combined Demolition Equipment	90.7	80.3	85	Yes	No
Site Preparation					
Other Equipment	88.0	77.7	85	Yes	No
Skid Steer Loader	81.2	70.8	85	No	No
Tractor/Loader/Backhoe	86.0	75.7	85	Yes	No
Combined Site Preparation Equipment	90.7	80.3	85	Yes	No
Grading					
Excavator	82.8	72.4	85	No	No
Other Equipment	88.0	77.7	85	Yes	No
Tractor/Loader/Backhoe	86.0	75.7	85	Yes	No
Combined Grading Equipment	90.9	80.6	85	Yes	No
Construction					
Excavator	82.8	72.4	85	No	No
Other Equipment	88.0	77.7	85	Yes	No
Skid Steer Loader	81.2	70.8	85	No	No
Tractor/Loader/Backhoe	86.0	75.7	85	Yes	No
Combined Construction Equipment	91.3	81.0	85	Yes	No
Paving					
Other Equipment	88.0	77.7	85	Yes	No
Paver	80.2	69.9	85	No	No

Table 4.13-2. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment

Equipment	Estimated Exterior Construction Noise Level @ Noise Sensitive Receptors		Construction Noise Standard (dBA L _{eq})	Exceeds Standards for 25 Feet Distant?	Exceeds Standards for 82 Feet Distant?
	25 Feet Distant	82 Feet Distant			
Paving Equipment	88.5	78.2	85	Yes	No
Rollers	79.0	68.7	85	No	No
Combined Paving Equipment	91.8	81.5	85	Yes	No
Painting					
Other Equipment	88.0	77.7	85	Yes	No

Source: Construction noise levels were calculated by ECORP Consulting using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix F for Model Data Outputs.

Notes: Construction equipment used during construction derived Project applicant Construction Questionnaire.

L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

As shown in Table 4.13-2, construction noise would exceed the NIOSH 85 dBA construction noise threshold at the nearest residential receptors located 25 feet from construction activities, which has the potential to cause physical damage to residents living adjacent to the Project Site. Mitigation is required to reduce construction noise to levels below this threshold and thus decrease the health risks associated with noise levels in exceedance of the NIOSH standard, as experienced by noise-sensitive receptors in the Project vicinity. Noise barriers or enclosures can provide a sound reduction of 35 dBA or greater (WEAL 2000). To be effective, a noise enclosure/barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In the case of Project construction, an enclosure/barrier would only be necessary at the area of the construction site where noise producing activities are being performed.

As such, the following mitigation is required to reduce impacts to less than significant.

NOI-1: In order to reduce construction noise at sensitive residential receptors adjacent to Project construction, a temporary noise barrier or enclosure shall be positioned between construction equipment and all residences within 25 feet of construction activities in a manner that breaks the line of sight between the construction equipment and these residences, to the extent feasible. The

temporary noise barrier shall have a sound transmission class (STC) of 10 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. The temporary noise barrier can consist of a solid plywood fence at least 7/16-inch in thickness and/or flexible sound curtains, such as an 18-ounce tarp or a 2-inch-thick fiberglass blanket, attached to chain link fencing or some other support structure. The length, height, and location of the temporary noise barrier shall be adequate to assure proper acoustical performance. Specifically, the barrier must completely break the line of sight between construction equipment and residential properties within 25 feet of construction activity, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion.

Implementation of mitigation measure NOI-1 would substantially reduce construction-generated noise levels. As previously described, noise barriers or enclosures such as that recommended in mitigation measure NOI-1 can provide a sound reduction 35 dBA or greater (WEAL 2000), which would be a reduction robust enough to maintain construction noise levels less than 85 dBA. Temporary noise barriers can consist of a solid plywood fence and/or flexible sound curtains, such as an 18-ounce tarp or a 2-inch-thick fiberglass blanket. Therefore, Project construction activities would not expose persons to and generate noise levels in excess of NIOSH standards with implementation of NOI-1, and no health effects from construction noise would occur.

Construction Traffic Noise Impacts

Project construction would result in additional traffic on adjacent roadways over the time period that construction occurs. According to the CalEEMod model, which is used to predict air pollutant emissions associated with Project construction, including those generated by worker commute trips and material haul truck trips, the maximum number of construction workers traveling to and from the Project Site on a single day would be 35 worker trips, 14 vendor truck trips, and 108 haul truck trips for a total of 157 daily trips (due to the nature of the Project being conducted in a linear fashion [during the water main replacement component] with overlapping phases, the total worker commute trips and vendor trips were taken from the phase with the highest daily trip rate [Construction and Site Preparation Phases]). According to the California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). Project construction would not instigate traffic trips at rates great enough to consistently double traffic on Project vicinity roadways and therefore generate a perceptible noise level increase. The Project Site is located in a highly populated area surrounded mainly by residential land uses. According to the Institute of Transportation Engineers' 10th Edition Trip Generation Manual (2017), single family homes generate an average of 9.44 trips daily. As there are far more than 17 residences ($9.44 \times 17 = 160$ average daily vehicle trips) located adjacent to the Project Site, Project construction would not result in a doubling of traffic, and therefore its contribution to existing traffic noise would not be perceptible. A less than significant impact would occur as a result of construction traffic noise.

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Operational Onsite Noise Impacts

The Project is proposing the installation of a new water pump station, 1.25 MG reservoir, accompanying infrastructure, water main replacement, and fencing. It is not proposed to be manned on a daily basis and would not be a source of mobile or stationary noise sources; therefore, the Project would not be a source of operational noise and would have no impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact with Mitigation Incorporated.

Construction-Generated Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is noted that pile drivers would not be necessary during Project construction. Vibration decreases rapidly with distance, and it is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 4.13-4.

Table 4.13-4. Representative Vibration Source Levels for Construction Equipment

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: Federal Transit Administration (FTA) 2018; Caltrans 2020

The City of Monrovia does not regulate vibrations associated with construction. However, a discussion of construction vibration is included for full disclosure purposes. Section 17.32.040 *Vibration* of the City of Monrovia’s Municipal Code states that no vibration shall be permitted which causes a noticeable tremor beyond the boundary line of the property upon which the vibration exists. While this standard is not directly intended to pertain to construction-related groundborne vibration due to the temporary nature of construction, it is used in this analysis for comparison purposes.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. For instance, heavy-duty trucks generally generate groundborne vibration velocity levels of 0.006 PPV at 50 feet under typical circumstances, which as identified in Table 4.13-5 is considered very unlikely to cause damage to buildings of any type. Common sources for groundborne vibration are planes, trains, and construction activities such as earthmoving which requires the use of heavy-duty earth moving equipment.

Table 4.13-5. Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.006–0.019	64–74	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	87	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those	Virtually no risk of architectural damage to normal buildings

Table 4.13-5. Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels

		involved in vibration sensitive activities	
0.2	94	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
0.4–0.6	98–104	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage

Source: Caltrans 2020

Consistent with Federal Transit Administration (FTA) recommendations for calculating construction vibration, construction vibration was measured from the center of the Project Site (FTA 2018). The nearest structures of concern to the center of the construction site are the single-family residences located along the Project vicinity roadways, with the closest being approximately 25 feet distant. Based on the representative vibration levels presented for various construction equipment types in Table 4.13-4 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels. The FTA provides the following equation:

$$[PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}]$$

Table 4.13-6 presents the expected Project related vibration levels at a distance of 25 feet.

Table 4.13-6. Construction Vibration Levels at 25 Feet

Receiver PPV Levels (in/sec) ¹					Peak Vibration	Threshold	Exceed Threshold
Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer/ Caisson Drilling/Hoe Ram	Vibratory Roller			
.003	0.35	0.076	0.089	0.210	0.210	0.08	Yes

Notes: ¹Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-4 (FTA 2018). Distance to the nearest structure is approximately 25 feet measured from the center of the Project Site.

As shown in Table 4.13-6, construction equipment would result in a groundborne vibration velocity level above the recommended standard of 0.08 inch per second PPV, as this is the vibration level readily perceptible, as shown in Table 4.13-5 above. In order to protect the nearby structures, the following mitigation is necessary.

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NOI-2: The following measures is recommended during all construction of the Proposed Project:

- All construction equipment shall be operated as far away from residential structures as reasonably possible.
- Replacement of the proposed water main line shall be implemented without the use of vibratory rollers. Pneumatic rollers are permitted.

Mitigation measure NOI-2 would prohibit the type of equipment (vibratory rollers) that result in the most intense vibration levels and limit the use of other construction equipment to the extent feasible.

Operational-Generated Vibration

Project operations would not include the use of any large-scale stationary equipment that would result in excessive vibration levels. Therefore, the Project would not result in groundborne vibration impacts during operations. For this reason, no impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or 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"/>

The Project Site is not located within the vicinity of a private airstrip. The nearest airports to the Project Site are the Santa Fe Dam Irwindale Airport, located approximately 2.31 miles northeast of the Project Site; and the El Monte Airport, located 2.29 miles southwest of the Project Site. According to the Los Angeles County Airport Land Use Plan (Los Angeles 2004), the Project Site is located outside of the 65 dBA CNEL airport noise contours for both airports. Therefore, construction of the Project would not expose workers to noise levels from airport activity that would be in excess of normally acceptable standards for the proposed land use development, and no impact would occur.

4.13.3 Mitigation Measures

NOI-1: In order to reduce construction noise at sensitive residential receptors adjacent to Project construction, a temporary noise barrier or enclosure shall be positioned between construction equipment and all residences within 25 feet of construction activities in a manner that breaks the line of sight between the construction equipment and these residences, to the extent feasible. The temporary noise barrier shall have a sound transmission class (STC) of 10 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least two pounds per square foot to ensure adequate transmission loss characteristics. The temporary noise barrier can consist of a solid plywood fence at least 7/16-inch in thickness and/or flexible sound curtains,

such as an 18-ounce tarp or a 2-inch-thick fiberglass blanket, attached to chain link fencing or some other support structure. The length, height, and location of the temporary noise barrier shall be adequate to assure proper acoustical performance. Specifically, the barrier must completely break the line of sight between construction equipment and residential properties within 25 feet of construction activity, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion.

NOI-2: The following measures is recommended during all construction of the Project:

- All construction equipment shall be operated as far away from residential structures as reasonably possible.
- Replacement of the proposed water main line shall be implemented without the use of vibratory rollers. Pneumatic rollers are permitted.

4.14 Public Services

4.14.1 Environmental Setting

Fire Services

The Monrovia Fire Department is staffed by forty-one full-time safety personnel, of which ten are constantly on duty, and one clerical personnel. Major fire-fighting equipment includes three major engines and an aerial unit in reserve, and two paramedic rescue squads, plus one reserve unit. Over the past two decades emergency calls number average approximately 3,000 per year, a capacity workload for the present staff to manage (City of Monrovia 2002). For the Project Site, emergency first response is expected to come from Fire Station 102 (2055 South Myrtle Avenue) located less than one mile north of the Project Site.

The Los Angeles County Fire Department (LACFD) serves the unincorporated areas of Los Angeles County as well as 58 cities that choose to have the County of Los Angeles provide fire and emergency medical services. The LACFD provides fire suppression and emergency medical services to over four million residents within Los Angeles County. The LACFD operates 170 fire stations within nine divisions and had a total of 4,713 personnel in 2013 (County of Los Angeles 2014).

Police Services

The Monrovia Police Department provides law enforcement and police protection services within the City. The Monrovia Police Department provides a full range of programs, including Community Activist Policing, Neighborhood Partnerships, Drug Abuse Resistance Education (DARE), Parenting Workshops, and Safe City, Safe Campus. The Police Department operates from its headquarters at 140 E. Lime Avenue.

Law enforcement services in unincorporated Los Angeles County are provided by the Los Angeles County Sheriff's Department (LASD). LASD is the largest sheriff's department in the United States, with a budget of \$2.8 billion and more than 17,000 employees. LASD provides general-service law enforcement to unincorporated areas of Los Angeles County, serving as the equivalent of the county police for

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unincorporated areas, as well as cities within Los Angeles County that have contracted with the agency for law-enforcement services. Forty-two of the County's 88 municipalities contract with the Sheriff 's Department to provide local police protection (County of Los Angeles 2014).

Schools

The Monrovia Unified School District provides educational services and facilities for students from preschool through twelfth grade. The district includes one preschool, five elementary schools, two middle schools, one comprehensive high school, and a continuation high school. The nearest school to the Project site is Pearl Preparatory School, located within the Annunciation Catholic Church directly south of the Jeffries Plant site.

Other Public Facilities

The City of Monrovia's public library is located at the corner of Myrtle Avenue and Lime Avenue. The Monrovia Library offers access to over 120,000 volumes of literature and technology. The facility also provides a cultural center and responds to the informational, educational, cultural, and recreational needs of all residents and community members.

4.14.2 Public Services (XV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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The Proposed Project would construct a new water storage tank and associated facilities. Based on the size and nature of the Proposed Project, the Project would not require the construction of a new or expanded police station, and impacts would be less than significant. The employment associated with the Proposed Project is fairly minimal, and the types of jobs provided can be filled from the existing employee base in the project area. Because the Proposed Project does not include the development of any residential land uses, no increase in residential population is anticipated. Thus, the Proposed Project would not generate an increase in the student population within Monrovia Unified School District’s service area that would necessitate construction of a new or expanded school facility.

No residential development is included as part of the Proposed Project and as such, the Proposed Project would not create demand for parks, recreational facilities, library services or other public facilities. It is assumed that GSWC maintenance staff would instead visit parks near their homes during non-work hours. Therefore, no impact related to public services would occur.

4.14.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Recreation

4.15.1 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As stated previously, the Project would construct a new water storage tank, booster stations, and other associated facilities. No residential development is included as part of the Project and as such, the Proposed Project would not create demand for parks and recreational facilities. It is assumed that GSWC staff maintaining the Project would instead visit parks near their homes during non-work hours. Therefore, no impacts related to this issue would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) 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"/>

The Project would install a reservoir tank and associated structures; it would not include recreational facilities. As such, the Project would not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. No impact would occur.

4.15.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 Transportation

4.16.1 Environmental Setting

Metro operates the primary system of public transit within Los Angeles County and is responsible for preparing the Congestion Management Plan (CMP) for the County. The CMP is a state-mandated program that links land use, transportation, and air quality decisions within the County and requires that local jurisdictions monitor and report development activity annually and implement a transportation demand management ordinance. The only CMP facility in Monrovia is the Foothill Freeway (I-210); none of the streets in the City are a part of the designated CMP arterial monitoring network. Caltrans is the state agency with jurisdiction over the regional freeway system, including the I-210.

Truck Routes

Regionally, the Project site is primarily served by the I-210 and I-605. Live Oak Avenue and Peck Road, which run adjacent to the Project site, are designated as Collector Streets by the Monrovia General Plan Circulation Element. Currently, there are five east-west streets and two north-south streets designated as truck routes within the City of Monrovia, including Myrtle Avenue which runs approximately 1,500 feet east of the Project site. These roadways are likely to be utilized by construction traffic.

Pedestrian and Bicycle Facilities

The City of Monrovia's pedestrian network consists of sidewalks, crosswalks and, in the hillside area, trails. The City also has an existing network of on-street bicycle lanes and bicycle routes (Class II and Class III bicycle facilities). There are concerns related to the condition and continuity of pedestrian facilities in the City. There are also concerns regarding bike access between Monrovia and neighboring communities. Specific issues include the need for improved mountain bike access, incorporation of the Clamshell Hiking/Bike Trail into the General Plan, striping for bike lanes on City streets, sidewalk system, bike parking and bike trail along the Sawpit Wash (City of Monrovia 2012).

Public Transit

Public transportation in Monrovia is provided by Metro, Foothill Transit and by the City of Monrovia (the Monrovia Trolley) and, on the eastern boundary of the City, by the City of Duarte. These agencies currently operate 10 bus lines in Monrovia throughout the day. Metro and Foothill Transit bus lines run along Myrtle Avenue, approximately 1,500 feet southeast of the Project site. No bus routes are located in the immediate project vicinity.

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4.16.2 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction Impacts

The Proposed Project would generate short-term construction related vehicle trips. However, traffic generated during construction of the Project would be temporary and would not conflict with the City of Monrovia Circulation Element or County of Los Angeles Circulation Element. Development of the Project at the Jeffries Plant site and would not affect future expansion of public transit facilities and services. The Project would not impede the implementation of City or County programs supporting walking, bicycling, and use of buses. Furthermore, GSWC would prepare a site-specific Traffic Control Plan to be implemented during construction to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. Impacts would be less than significant.

Operational Impacts

Operational impacts are anticipated to be similar to existing conditions because the Project would continue the existing use as the GSWC Jeffries Plant once construction is complete. While it is anticipated that the Project would require intermittent maintenance to be conducted by GSWC staff, such maintenance would be minimal requiring a negligible amount of vehicle trips on an annual basis. No solid waste would be generated during operation of the facility; therefore, no traffic impacts would result from waste hauling. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Guidelines section 15064.3, subdivision (b) details the use of vehicle miles traveled (VMT) to assess the significance of transportation impacts. As detailed in CEQA Guidelines section 15064.3, subdivision (c), a lead agency may elect to be governed by the provisions of this section immediately. As of July 1, 2020, the provisions of this section apply statewide.

Section 15064.3 Subdivision (b) of the CEQA guidelines specify for Land Use Projects "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major traffic stop or a stop along an existing high-

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quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.”

According to SCAG, the Project is located within a High-Quality Transit Area. The site is located adjacent to Live Oak Avenue/Arrow Highway, which is listed as a High-Quality Transit Corridor (SCAG 2021). As such, impacts are presumed to be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric 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"/>

The Proposed Project would install an above-ground reservoir and associated structures in an existing water facility yard. The Project would install an above-ground reservoir and associated structures, and approximately 1,000 feet of water pipeline within Jeffries Avenue.

The project proponent would prepare a site-specific Traffic Control Plan to be implemented during installation of the water pipeline. The Project does not include any component that would alter existing roadway design features. The Project does not include any component that would introduce new hazards since the Project does not propose any new roadways. Furthermore, the Project is not proposing a new use that could introduce incompatible elements to area roadways. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A significant impact would occur if a design element of a potential project did not satisfy emergency access requirements of the City of Monrovia Fire Department or LACFD, or in any other way threaten the ability of emergency vehicles to access and serve a project. All access features are subject to and must satisfy the City and County design requirements, including the Fire Departments' requirements. The City and County General Plan Safety Elements establish policies for emergency response protocols. In addition, the City and County require that proposals for new projects be submitted to the respective Fire Departments for review to ensure that site design allows adequate access for Fire Department personnel in case of structural fire. Therefore, impacts are considered less than significant.

Construction of the water pipeline would require construction activities to occur within the public right-of-way along Jeffries Avenue. This would result in temporary construction truck traffic which has the potential to interfere with emergency response access to areas near the Project Site. Impacts associated

with inadequate emergency access would be less than significant with the implementation of Mitigation Measure **HAZ-1**.

4.16.3 Mitigation Measures

HAZ-1 is listed in Section 4.9.3 of this Initial Study.

4.17 Tribal Cultural Resources

4.17.1 Regulatory Setting

Assembly Bill 52

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include TCRs, the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as “a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004.” This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
 - b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
 - c. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a historical resource under CEQA, a TCR may also require additional consideration as a historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

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Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

4.17.2 Summary of AB 52 Consultation

On January 28, 2022, Project notification letters with invitations to consult on the Project were sent by email mail with delivery receipt to representatives of the two tribes on the State Water Board’s Assembly Bill (AB) 52 list for the Project area: the Gabrieleno Band of Mission Indians-Kizh Nation and the Gabrieleno Tongva San Gabriel Band of Mission Indians. Neither tribe requested consultation.

4.17.3 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

i-ii) A cultural resources inventory for the Proposed Project (Appendix B) was completed and includes a records search of the CHRIS at the SCCIC, a literature review, a pedestrian survey, a Sacred Land file search from the NAHC. On May 10, 2021, following NAHC recommendations, ECorp sent an

information gathering letter to Andrew Salas, Chairperson of the Gabrieleño Band of Mission Indians – Kizh Nation, to request any additional information regarding known Native American sacred lands in the Project vicinity. ECRP did not receive a response from the Kizh Nation.

Additionally, the State Water Board sent formal invitations to consult on the Project to both tribes on the AB 52 list which included the Kizh Nation and the Gabrieleno Tongva San Gabriel Band of Mission Indians. Neither tribe requested consultation nor expressed any concerns about the project to the State Water Board. No known tribal cultural resources have been identified in the Proposed Project area. Further, adherence to the CEQA guidelines and implementation of mitigation measure **CUL-1** detailed in Section 4.5.3 would reduce potential impacts from accidental discovery during construction to less than significant levels.

4.17.4 Mitigation Measures

CUL-1: Unanticipated Discovery of Cultural Resources

4.18 Utilities and Service Systems

4.18.1 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The existing Jeffries Well 4 currently pumps directly into the distribution system; after the Project, this well would pump into the proposed tank (see Figure 3a). There are no planned significant changes to the distribution system. No additional transmission facilities are currently planned, however auxiliary piping would be installed at the Project Site to convey water from the well to the new tank, through the new booster pumps and into the distribution system. The Project would not result in increased capacity, and therefore would not require new or expanded water facilities.

Work at the site would be limited. The site would not include bathrooms for workers. The only wastewater that would be produced by the Project would occur during periodic maintenance of the proposed water storage tanks. Therefore, maintenance of the proposed water storage tanks would not result in the need for new or expanded wastewater treatment facilities.

The site is relatively flat at approximately 366 ft above mean sea level. Drainage from the Project Site flows to existing stormwater conveyance systems in Jeffries Avenue. The Project would not involve substantial

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changes in topography and would maintain existing storm drainage patterns or runoff volumes. Further, the Project would not significantly impact natural gas, electric power, or telecommunications facilities. The environmental effects from constructing the proposed reservoir and booster station are described in this Initial Study. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would construct a new reservoir, three booster pumps, a new block disinfectant building, and associated fencing, lighting, control panels and appurtenances at the existing Jeffries Plant site. The Project would address the existing storage deficiency, add redundancy to the existing system, and maintain a reliable supply of water for the GSWC South Arcadia System. The overall capacity that is required by the South Arcadia System would be the same as existing conditions, thus no capacity increase, because the Project would be located in a fully developed urban area with a stable customer base. The inclusion of the tank is to increase storage within the water system and not to increase overall capacity or to meet an increase in demand. There would be no substantial increase in impermeable surfaces in the project area compared to existing conditions, and as such, the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The Project would not impede sustainable groundwater management of the basin. Impacts would be less than significant.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) 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 type="checkbox"/>	<input checked="" type="checkbox"/>

The Project involves construction of a reservoir and associated structures within the existing Jeffries Plant site. The Project would not generate wastewater or demand for wastewater treatment. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Small amounts of debris or solid waste may be generated and transported to an approved solid waste disposal facility during construction. During operation the Project would not generate solid waste. As such, the Project is not anticipated to generate solid waste in excess of State or local standards. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Waste generated by the Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste. Any solid waste debris resulting from construction of the Project would be minimal and would be disposed of at a permitted landfill or recycled when possible. The project proponent would encourage contractors to recycle materials, when possible, in accordance with the Cerritos recycling program and Assembly Bill 939. The Project would not generate solid waste during operation. No impact would occur.

4.18.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.19 Wildfire

4.19.1 Environmental Setting

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CALFIRE) to identify areas of very high fire hazard severity zones within Local Responsibility Areas. Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30 to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings. According to the CALFIRE Very High Fire Hazard Severity Zone Map, the Project Site is not located within a VHFHSZ (CALFIRE 2021).

4.19.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Implementation of the Project would require construction to occur within the public right-of-way in Jeffries Avenue. Construction activities, which may temporarily restrict vehicular traffic, would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. The Project design would be submitted to and approved by the City's and County's Fire and Police Departments prior the issuance of building permits. Furthermore, a Traffic Control Plan shall be prepared to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. Upon construction completion, the Project Site would return to existing conditions. Because the site is not located in or near a VHFHSZ, no impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project Site is located in a relatively flat area. The Project would not substantially alter the slope, wind patterns, or other factors that could exacerbate wildfire risks. Thus, the Project would not expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Furthermore, the site is not located in a VHFHSZ (CALFIRE 2021). No impact would occur.

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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project is located within an urbanized area and would not exacerbate fire risk or impacts to the environment. Furthermore, the site is not located in a VHFHSZ (CALFIRE 2021). As such, no impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project Site is relatively flat and is not likely to cause downstream flooding or landslides. The Project would not substantially alter the drainage patterns of the site, and thus would not expose people or structures to significant risks from runoff or post-fire instability. Furthermore, the site is not located in a VHFHSZ (CALFIRE 2021). No impact would occur.

4.19.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Mandatory Findings of Significance

4.20.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impacts to biological, cultural, and tribal cultural resources are discussed in the respective sections of this Initial Study. The Project is located within the existing Jeffries Plant site in the City of Monrovia and County of Los Angeles and is completely surrounded by residential development. Impacts to migratory and nesting birds would be less than significant with incorporation of mitigation measure **BIO-1**. Impacts to cultural and tribal cultural resources would be less than significant with incorporation of mitigation measure **CUL-1**.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially significant impacts from the Project identified in this Initial Study would occur during construction and would be mitigated to a less than significant level. No operational significant impacts were identified. Accordingly, the Project would not otherwise combine with impacts of related development to add considerably to any cumulative impacts in the region. With mitigation, the Project would not have impacts that are individually limited, but cumulatively considerable. Therefore, the Project would have a less than cumulatively considerable impact with mitigation incorporated.

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Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The CEQA checklist categories of: Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Cultural, Geology and Soils, Hydrology and Water Quality, Population and Housing, Tribal Cultural, Noise, Transportation, and Wildfire include Project impacts that may have adverse effects on human beings, either directly or indirectly. All the Project’s impacts on human beings, both direct and indirect, that are attributable to the Project were identified and mitigated if necessary. Therefore, the Proposed Project would not either directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct and indirect impacts of the Project are identified as having no impact, less than significant impact, or less than significant impact with mitigation. Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this Initial Study.

SECTION 5.0 LIST OF PREPARERS

5.1 State Water Resources Control Board

Lead Agency

Wendy Pierce, Senior Environmental Scientist

Adrian Dela Calzada, Environmental Scientist

5.2 Golden State Water Company

Alex Chakmak, Water Quality Engineer

5.3 ECORP Consulting, Inc.

CEQA Documentation/Air Quality/Biological Resources/Cultural Resources/Greenhouse Gas/Noise

Tom Holm, Senior Environmental Planner/Project Manager

Lindsay Liegler, Associate Environmental Planner

Seth Myers, Senior Air Quality/Greenhouse Gas/Noise Analyst

John O'Connor, RPA, Southern California Cultural Resources Manager

Joe Stewart, Ph.D., Senior Paleontologist, Principal Investigator

Kristen Wasz, Biology Group Manager/Senior Biologist

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Appendix A – Air Quality/Greenhouse Gas Emissions Model

Appendix B – Biological Resources Technical Memo

Appendix C – Cultural Resources Assessment

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