

HYPERION WASTEWATER TREATMENT PLANT
**RESIDENTIAL SPECIAL MATERIALS
COLLECTION FACILITY**

DRAFT
NEGATIVE DECLARATION



January , 2002

Prepared by: Department of Public Works
Bureau of Sanitation
Citywide Recycling Division

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L.A. RESOURCE PROGRAM

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**CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL EAST
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NEGATIVE DECLARATION
(Article V, City CEQA Guidelines)**

LEAD CITY AGENCY: Los Angeles Bureau of Sanitation, Solid Resources Citywide Recycling Division	COUNCIL DISTRICT 6
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PROJECT TITLE:
Hyperion Wastewater Treatment Plant Residential Special Materials Collection Facility

PROJECT LOCATION:
Within the boundaries of the Hyperion Wastewater Treatment Plant, at 12100 Vista del Mar, Los Angeles, CA 90245

DESCRIPTION:
The Project consists of minor grading and repaving of Area 61 within the boundaries of the Hyperion Wastewater Treatment Plant, and construction of a steel-roofed canopy and restroom. The canopy will be used to protect 4 inert storage lockers, and will serve as an unloading and sorting area for residential special materials. These materials consist of paints, pesticides, cleaning solutions, used motor oils and other residential chemicals which are prohibited from disposal at municipal waste landfills in the State of California. These materials DO NOT INCLUDE explosives, radioactive materials or medical wastes.

The materials will be brought to the Facility by residents and Small Quantity Generators of the County of Los Angeles. Operation of the facility will include the removal of materials from vehicles by Facility personnel, sorting and segregation into compatible materials, and lab-packing of materials. Lab packs will be stored in inert storage lockers until removal by a licensed waste hauler. Materials will be reused or recycled to the greatest extent possible.

The Facility will be open to accept materials from 9:00am to 3:00pm on weekends.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

FINDING:

The Board of Public Works of the City of Los Angeles has determined that this project will not have a significant effect on the environment for the following reasons:

See attached Initial Study.

SEE ATTACHED SHEETS FOR ANY MITIGATION MEASURES IMPOSED

Any written objections received during the public review period are attached together with the responses of the Lead City Agency.

THE INITIAL STUDY PREPARED FOR THIS DOCUMENT IS ATTACHED

NAME OF PERSON PREPARING THIS FORM: Mistie M Joyce	TITLE: Environmental Specialist II	PHONE: (213) 473-8233
ADDRESS: 433 S. Spring St. 5 th Fl Los Angeles, CA 90012	SIGNATURE (Official) Karen Coca Environmental Supervisor II	DATE

Environmental Checklist Form

1. Project title: **HYPERION RESIDENTIAL SPECIAL MATERIALS COLLECTION FACILITY**
2. Lead agency name and address: Bureau of Sanitation
433 S. Spring Street, 5th Floor
Los Angeles, CA 90013
3. Contact person and phone number: Fernando Gonzales, Residential Special Materials Recycling Manager
Bureau of Sanitation, Solid Resources Citywide Recycling Division
(213) 473-8441
4. Project location: 12100 S. Vista del Mar, Los Angeles, California, 90293
5. Project sponsor's name and address: Bureau of Sanitation, Solid Resources Citywide Recycling Division
433 S. Spring Street, 5th Floor
Los Angeles, CA 90013
6. General plan designation: Comm/Mfg
7. Zoning: M1
8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

See Attached

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

See Attached

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

California Environmental Protection Agency, Department of Toxic Substances Control
City of Los Angeles Fire Department
City of Los Angeles Department of Building and Safety

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature

Date

Signature

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

Issues:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES -- Would the project:

- | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

V. CULTURAL RESOURCES -- Would the project:

- | | | | | |
|---------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VI. GEOLOGY AND SOILS -- Would the project:

- | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

- a) Violate any water quality standards or waste discharge requirements?
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- f) Otherwise substantially degrade water quality?
- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- j) Inundation by seiche, tsunami, or mudflow?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. LAND USE AND PLANNING - Would the project:

- a) Physically divide an established community?
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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X. MINERAL RESOURCES -- Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? Potentially Significant Impact, Less Than Significant with Mitigation Incorporation, 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? Potentially Significant Impact, Less Than Significant with Mitigation Incorporation, Less Than Significant Impact, No Impact

XI. NOISE -- Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Potentially Significant Impact, Less Than Significant with Mitigation Incorporation, Less Than Significant Impact, No Impact
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? Potentially Significant Impact, Less Than Significant with Mitigation Incorporation, Less Than Significant Impact, No Impact
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact, Less Than Significant with Mitigation Incorporation, Less Than Significant Impact, No Impact
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact, Less Than Significant with Mitigation Incorporation, Less Than Significant Impact, No Impact
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? Potentially Significant Impact, Less Than Significant with Mitigation Incorporation, Less Than Significant Impact, No Impact
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? Potentially Significant Impact, Less Than Significant with Mitigation Incorporation, Less Than Significant Impact, No Impact

XII. POPULATION AND HOUSING -- Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? Potentially Significant Impact, Less Than Significant with Mitigation Incorporation, Less Than Significant Impact, No Impact
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Potentially Significant Impact, Less Than Significant with Mitigation Incorporation, Less Than Significant Impact, No Impact
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? Potentially Significant Impact, Less Than Significant with Mitigation Incorporation, Less Than Significant Impact, No Impact

XIII. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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"/>

XIV. RECREATION --

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?
- f) Result in inadequate parking capacity?
- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

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

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
-----------------------------------------------------------------------------------------------------	--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PROJECT DESCRIPTION

The Bureau of Sanitation (BOS) of the City of Los Angeles Department of Public Works, is proposing to establish a Residential Special Materials Collection Facility (RSMCF) to serve residents and small quantity business generators (SQGs) living in the City of Los Angeles and surrounding communities. The facility will be designed, constructed and operated in compliance with all applicable Federal, State and local environmental laws and regulations.

At present, BOS holds multi-day mobile collection events on the weekends in various areas of the City, so City residents and small businesses generating small quantities of special materials are able to drop off residential special materials (RSM). The mobile collection events allow for temporary setup to collect materials from geographic locations within the City which are convenient to residents' homes.

The collected special materials are managed in compliance with applicable regulations. Collected materials may be recycled, treated or incinerated, or disposed in landfills. The special materials may include latex paints and cans, pressurized aerosol cans of various products, unused household cleaners, used motor oil, pesticides, garden and lawn chemicals, and other materials which are prohibited from disposal at municipal solid waste landfills.

The BOS is proposing that the RSMCF will be open to receive household and SQG special materials from City and County residents. The intent of such a facility is to provide more convenient and frequent service to the surrounding community at an established location to encourage increased participation at much lesser expense to the City. The materials to be collected at this facility will be identical to those collected at mobile collection events which are held routinely by BOS under permit authorization from the California Department of Toxics Substances Control (DTSC), and Los Angeles Fire Department (LAFD).

The proposed site is located in the City of Los Angeles (Figure I) at 12100 South Vista del Mar, within the boundaries of the Hyperion Wastewater Treatment Plant (HTP) (Appendix I). The site is bounded on the west by Dockweiler State Beach, on the east by the City of El Segundo, on the north by Imperial Highway and the Los Angeles International Airport, and on the south by the City of Los Angeles Department of Water and Power's Scattergood Generating Plant (Figure II).

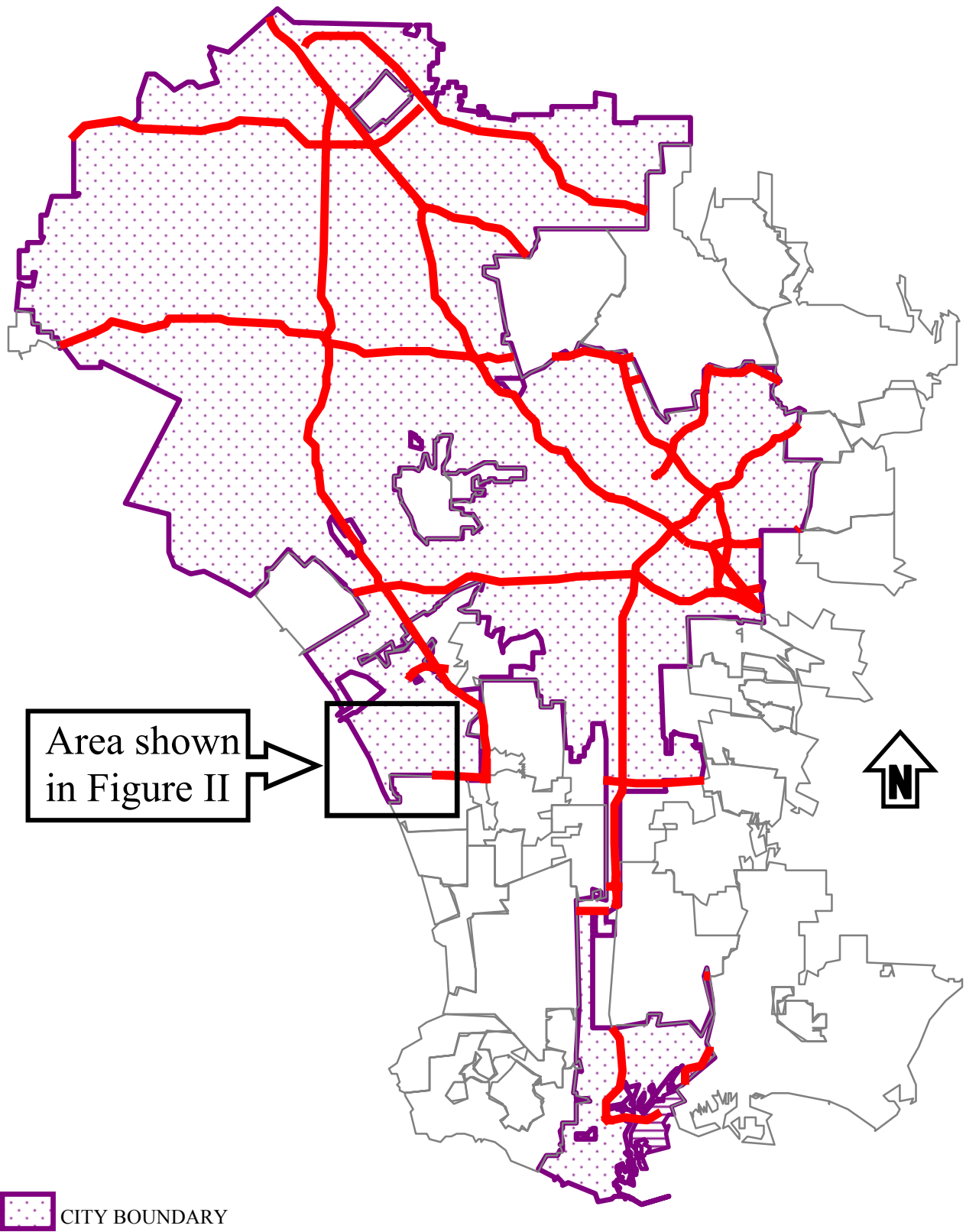
The area intended to be used as a collection and temporary storage site is at the northern end of the HTP grounds, and is designated Area 61 (Appendix II). The site is currently paved, and contains no structures. The existing paving will be removed, minor grading performed to level the site, and the site will then be repaved. A steel canopy supported by posts will be constructed within Area 61, and the entire area will be surrounded with a chain-link fence with locking, sliding gate. A restroom will be constructed on the site, and water, wastewater and electricity connections will be extended to serve it. The water line will also be used for an emergency shower and eye wash (Appendix III & IV).

Approved chemical storage lockers, provided with secondary containment and other safety features, will be placed within the shed for short-term storage of segregated materials. A portion of the shed will be used as an office, enclosed by a wall and separate locking door, where records may be stored and paperwork performed. Residents and SQGs will enter HTP grounds through Gate B on Imperial Highway, drive past the drop-off area where RSMCF

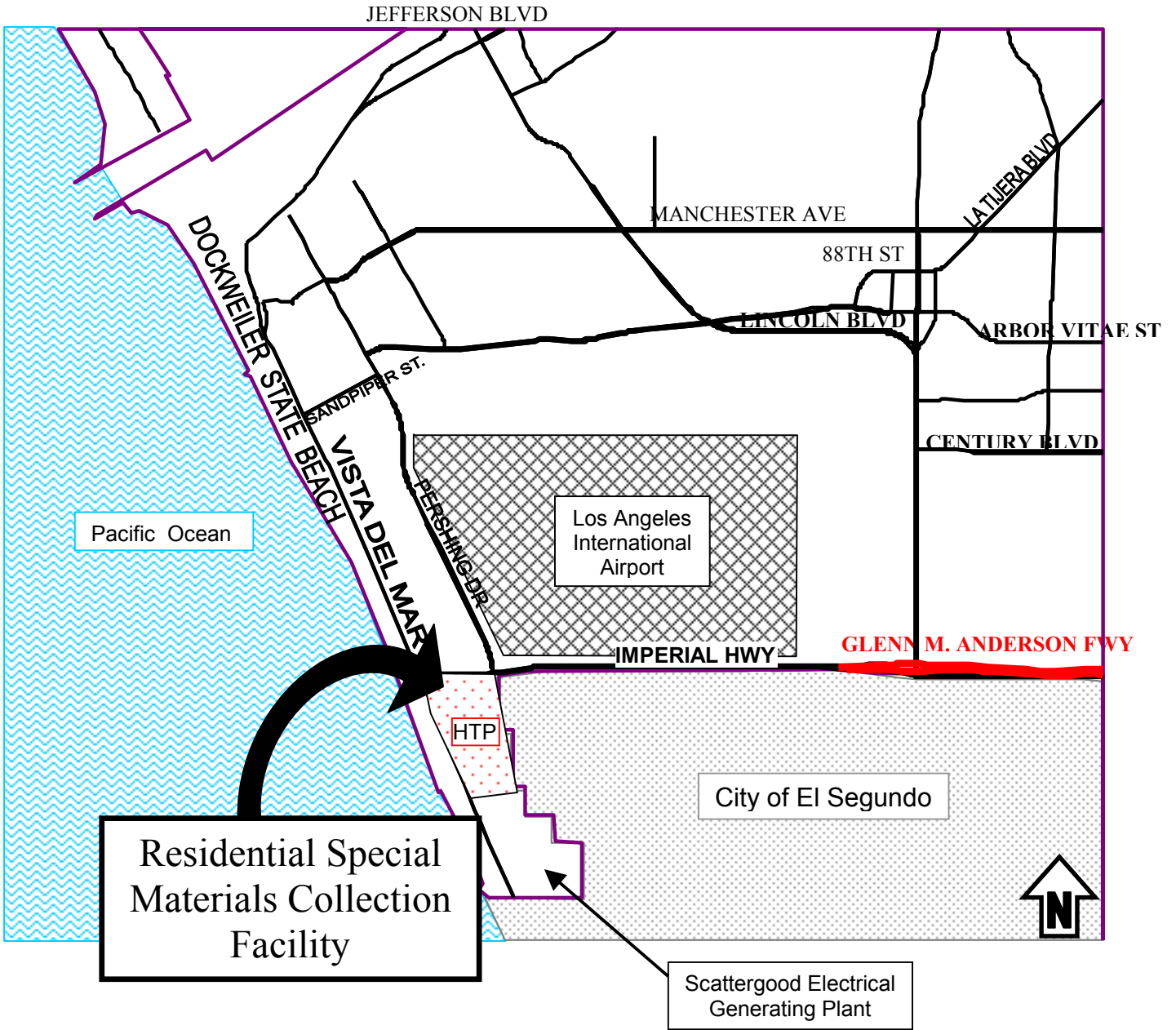
workers will remove containers from the trunk or storage area of the vehicle, and exit again through Gate B. Traffic will move through the Facility in a semi-circular path, which will minimize traffic congestion and risk of accidents (Appendix II).

The intended operations consist of collection, sorting and segregation and lab-packing of special residential materials, short-term storage of these materials, and shipment of materials to off-site facilities permitted by the state for subsequent management. The RSMCF is intended for materials collection and short-term storage only. **No treatment of any form will be allowed.**

As part of operational procedures, residential and SQG participants will be required to remain within their vehicles at all times while household materials are unloaded and managed by trained personnel.



CITY OF LOS ANGELES FIGURE I



PROJECT AREA FIGURE II

INITIAL STUDY

I. AESTHETICS

The project site is within the boundaries of the Hyperion Wastewater Treatment Plant, and is shielded from off-site view by buildings and/or treatment structures to the east, west and south. While the shed and fence may be partially visible from Imperial Highway, they are surrounded by buildings and industrial structures and will not be prominent elements of the view. No additional lighting is associated with the proposed facility.

Vista del Mar, to the immediate west of HTP, is a Major Scenic Highway. However, the RSMCF will not be visible from street level.

II. AGRICULTURE RESOURCES

The project site is not in or adjacent to an area zoned for agriculture, and no agricultural uses exist on or adjacent to the project site.

III. AIR QUALITY

The City of Los Angeles is located in the South Coast Air Basin (SCAB), which is monitored and regulated by the Southern California Air Quality Management District (SCAQMD). HTP is located in Area 2 of the SCAB. Using nationally established air quality standards, the California Air Resources Board has designated the Los Angeles County portion of SCAB as a non-attainment area for ozone (O₃), carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}).

The SCAQMD publishes monitoring data on their website, at www.aqmd.gov. 1999 is the latest year for which data has been published. The following is excerpted from Current Air Quality and Trends in the South Coast Air Quality Management District Published May 2000, available in its entirety online:

1999 AIR QUALITY

The South Coast Air Basin (Basin) recorded its lowest ozone concentration on record in 1999, and for the first time since ozone monitoring began, the Basin made it through a summer without experiencing a stage 1 episode. Also, the year 1999 was the first year in the history of ambient air monitoring that the Basin was not the location recording the highest ozone concentration in the nation.

The monthly distribution of the number of days exceeding the federal standards in the Basin shows not only that the number of exceedances has been significantly reduced in the past few decades, but also that the period of the year that high ozone concentration occurs (smog season) has also diminished significantly. Although weather conditions greatly contribute to the lower ozone concentration, weather-adjusted trend studies have indicated that the significant downtrend in ozone concentration and shorter duration of "smog season" in the Basin are mainly attributed to emission reductions and reduced reactivity of emitted organic compounds in the region.

Maximum Pollutant Concentrations

In a continuing trend of significant long-term improvement in air quality in the Basin, the year 1999 recorded a new low in ozone concentrations. Nonetheless, maximum pollutant concentrations in the region still exceed the federal standards for ozone, carbon monoxide and particulate matter (PM₁₀ and PM_{2.5}) by a wide margin.

Maximum 1-hour average and 8-hour average ozone concentrations in 1999 (0.17 ppm and 0.143 ppm) were 136% and 168% of the federal 1-hour and 8-hour standards, respectively. The highest 8-hour average carbon monoxide concentration of the year (11.7 ppm) was 123% of the federal standard. Maximum 24-hour average and annual average PM₁₀ concentrations (183 µg/m³ and 72.3 µg/m³) were 121% and 144% of the federal 24-hour and annual standards, respectively. PM_{2.5} concentrations were regularly monitored in the District in 1999 and the federal standards were exceeded at almost all sites monitored. Maximum 24-hour average and annual average PM_{2.5} concentrations (122 µg/m³ and 30.9 µg/m³) were, respectively, 185% and 205% of the federal 24-hour and annual standards.

In 1999, the federal nitrogen dioxide standard was not exceeded, with a maximum concentration (0.0503 ppm) which was 94% of the standard. The more stringent state standard, however, was exceeded on one day at one location in the Basin. The maximum 1-hour average nitrogen dioxide concentration (0.31 ppm) was 119% of the state standard. State standard for sulfate was also exceeded on one day at one location. The maximum 24-hour concentration (25.6 µg/m³) was 102% of the state standard. (There is no federal sulfate standard.) Sulfur dioxide and lead concentrations continued to remain well below the federal and state standards in 1999.

Air Quality Trends

Examination of air quality trends through 1999 shows that the number of exceedances recorded in 1999 is consistent with a continuation of the downtrends reported in previous years. Between 1976-1978 and 1997-1999, the three-year average number of days exceeding the 1-hour and 8-hour ozone federal standards decreased by 71% and 44%, respectively. The three-year average number of days exceeding the carbon monoxide federal standard was reduced by 91% between 1976-1978 and 1997-1999. The three-year average number of days exceeding the federal 24-hour standard decreased by 79% between 1985-1987 and 1997-1999.

Monthly distribution of Ozone Concentration

Up until late 1980's it was common to have days exceeding the federal ozone standard as early as February and during late fall as late as November and December. In late 1990's (since 1996) there have been no federal standard exceedances recorded in the months of January-March and November-December. Also, the frequency of exceedances in fall (September and October) has been reduced significantly in the recent years

Comparison of Air Quality in Different Areas

Ozone (O₃)

The South Coast Air Basin still has some of the worst air quality in the nation in terms of the annual number of days exceeding the federal standards. In 1999, there were 51 days on which one or more federal standards were exceeded somewhere in the Basin, most of which (41 days) were for ozone alone. The highest U.S. location in terms of number of days over the federal ozone standard was located in the Basin (Central San Bernardino Mountains, 30 days). The coastal areas of Los Angeles and Orange Counties did not exceed the federal ozone standard. The more stringent state standard was exceeded at all locations monitored.

Carbon monoxide (CO)

The Basin was the second highest location in the nation in terms of the number of days exceeding the federal carbon monoxide standard (8 days). In the Basin, the standard was exceeded only in Los Angeles County areas, in the South Central Los Angeles County area.

Particulate Matters (PM₁₀)

The federal annual PM₁₀ standard was exceeded at more than one third of the locations monitored in the Basin, most of which located in the Southwest and Central San Bernardino Valley and Metropolitan Riverside County areas.

Particulate Matters (PM_{2.5})

In contrast to PM₁₀ concentration, PM_{2.5} concentrations were also high in the metropolitan areas of Los Angeles and Orange Counties. The high PM_{2.5} concentrations in these areas are due to the secondary formation of smaller particulate resulted from mobile and stationary source activities.

The project is anticipated to cause a slightly greater number of vehicle trips in the local area of the project site - estimated at about forty automobile and/or light truck round trips per day of operation - and their exhaust would add incrementally to O₃, CO, PM₁₀ and PM_{2.5}-forming emissions in the area.

The figure of forty vehicles was arrived at by combining the number of participants at Los Angeles County's one-day mobile event in El Segundo on November 18, 2000. with participation from nearby zipcodes at Los Angeles City mobile events in Fiscal Year 2000-01. County's event, the only mobile event held in the City of El Segundo in year 2000, drew 755 participants in one day. As the RSMCF is anticipated to be open approximately 84 days per year (52 weekends in a year, minus approximately ten City holiday weekends), those 755 participants were divided by 84, yielding a figure of approximately nine participants per day. The City's mobile events in Fiscal Year 2000-01 drew 2,585 vehicles from nine nearby zipcodes (90045, 90066, 90230, 90232, 90245, 90266, 90291, 90292 and 90293). Dividing this number by 84 gives approximately thirty-one vehicles per day. Combining these two figures gives an anticipated participation of forty vehicles per day, on weekends between the hours of 9:00am and 3:00pm. Forty vehicles per day, divided by six hours of operation, results in an average of seven cars per hour.

Although this increase would not otherwise be considered an impact, any increase in emissions in a non-attainment area, regardless of amount, must be considered a significant obstruction of an air quality plan.

Stored materials will be removed from the project site by truck on Mondays during regular working hours. Materials transport normally uses trucks of twenty-two to thirty foot length, which is smaller than the trucks which remove HTP's biosolids. Under normal circumstances, no more than one truck per Monday will be required. In a rare, worst-case event of an unusually large amount of materials received on a particular weekend, two trucks may be required on that Monday.

As with emissions from cars and light trucks, the slight increase in large truck emissions would not be considered an impact if the project area were not in a non-attainment area.

The project would not alter air movement, moisture, or temperature, or cause any change in climate.

The project site is located within one mile of an airport and an electrical generating plant, and within one-and-a-half miles of an oil refinery. The area is routinely subjected to odors of aircraft and diesel fuels, and refinery odors in addition to odors due to the sewage treatment plant which is the primary use of the site. HTP maintains a phone number for resident complaints, and maintains monthly logs of all complaints received and the results of investigation into causes. Table I is a summary of complaints received in the first ten months of 2001.

2001
HYPERION TREATMENT PLANT MONTHLY COMPLAINT SUMMARIES

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
ODOR	5	3	10	6	1	9	10	12	7	23
NOISE	0	0	0	0	0	4	0	0	5	1
VIBRATION	0	0	0	0	0	0	0	3	0	2
OTHER	0	0	1	0	0	0	0	0	0	0

TABLE I

Of the eighty-six odor complaints received in Year 2001, January - October, thirty-five (41%) were conclusively traced to activities at HTP. An additional seven odor complaints (8%) were made during HTP activities which would not have been expected to produce odors, but which may have been the basis for those complaints. The remaining forty-four complaints (51%) could not be associated with any activity at HTP, and the source was listed as "Inconclusive".

The RSMCF is not anticipated to generate significant odors. Materials received at the facility are required to be sealed in their original containers. As these are materials intended for residential use and storage, odors should be no stronger than those found in the aisle of the supermarket or garden or paint store where the materials are commonly sold.

After removal from the vehicle and sorting and separating into compatible chemical groups, the original containers will be placed into lab-packs, metal drums which are filled with inert absorbent materials and sealed both air- and water-tight. During removal and sorting, materials such as solvents, pesticides and corrosives may be briefly exposed to the open atmosphere while being transported from vehicles to the sorting area and lab-pack containers, giving rise to slight amounts of fumes and odors. Such exposure would be very brief, and only those within a few feet of the container are expected to be near enough to these odors to be able to detect them.

IV. BIOLOGICAL RESOURCES

The HTP is paved and contains small amounts of landscaping. It does not provide habitat for any rare or endangered species, nor does it serve as a wildlife dispersal or migration corridor. There are no wetlands on-site or adjacent to the site.

To the immediate north of HTP across Imperial Highway, a distance of approximately 120 feet, are the Airport/El Segundo Dunes, which contain the El Segundo Blue Butterfly Preserve. The Dunes are the largest and most important of the three known habitats of the El Segundo blue butterfly (*Euphilotes battoides allyni*), which is listed as a federally endangered species. Four additional invertebrate species, Dorothy's El Segundo weevil (*Trigonoscuta dorothea dorothea*), Lange's El Segundo weevil (*Onychobaris langei*), the Globose dunes beetle (*Coelus globosus*), Henne's eucosman moth (*Eucosma hennei*), and one reptile species, the San Diego horned lizard (*Phrynosoma coronatum blainvillii*) occurring on the Dunes are listed as FSC (Federal Species of Concern) in the California Natural Diversity Database. One plant species present on the Dunes, the California spineflower (*Mucronea [Chorizanthe] californica*), is recognized by the California Native Plant Society as a plant of limited distribution which is rare in Southern California.

The San Diego horned lizard (*Phrynosoma coronatum blainvillii*) is also considered by the California Department of Fish and Game as a species of California Special Concern, and is DFG Fully Protected as well as a U.S. Forest Service Sensitive Species.

Impacts to these species and others in the Preserve due to the proposed project would be due to potential air pollution, or potential hazardous chemical migration. As has been discussed above, air pollution impacts caused by an increase in vehicle traffic or the emission of fumes would be so minor as to have an insignificant effect on the Preserve. As discussed below, the risk of chemical migration beyond the RSMCF site boundaries is insignificant.

V. CULTURAL RESOURCES

There are no religious or sacred uses within the potential impact area.

HTP's Area 61 was the site of a Los Angeles Department of Water and Power Switching Yard from the early 1980's until late 2001. As-built plans of the switching yard, prepared in 1987 and 1988, show a stormwater drainage trench at a depth of five feet, three inches below current ground level. Soil at the site was excavated to a minimum of the trench depth, and has therefore been disturbed to a depth of greater than five feet.

Support footings for the proposed project are planned for a depth of three feet, although if soil conditions prove looser than expected the footings may be placed as deep as five feet. As project construction will not excavate in undisturbed soil, no historic or cultural artifacts will be impacted.

VI. GEOLOGY AND SOILS

The project site is located in the Los Angeles Basin, a coastal plain formed by subsidence and deposition since the Miocene age, as the Santa Monica Mountains and other mountain ranges to the north and east rose. The Basin and its surroundings are geologically active, with folding and faulting continuing.

The Los Angeles Coastal Plain, south of the Santa Monica Mountains, is bounded by the Santa Ana and San Joaquin Mountains to the east and the Pacific Ocean to the west. The Coastal Plain lies at the junction of two major fault systems and is therefore subject to earthquakes associated with both. Predominantly a lowland area, the plain slopes gently from sea level at the ocean to approximately 500 feet above sea level at the base of the mountains. The planar structure of the coastal plain is transected by the Newport-Inglewood fault zone, which aided in the formation of the low-lying hills and oil fields in the plain. These hills include the Palos Verdes Hills, Baldwin Hills and Beverly Hills.

A second significant landform in the coastal plain is the belt of wind-deposited dunes along the coastline, from the Marina del Rey area south to the Palos Verdes Hills, in which HTP and the proposed project are located.

The surface sediments of the Los Angeles Coastal Plain are geologically young (from the Quaternary period) in the lowland areas, and are composed primarily of geologically recent alluvial deposits from both the Pleistocene and Holocene epochs. The composition of the alluvium varies from highly organic peat deposits in Ballona Creek and other coastal areas to fresh hard cobbly gravel deposits in the river beds and dry washes at the base of the

mountains; in general, however, the alluvium consists of sand and gravel (relatively large size particles) with some silt and clay (small size particles) and is highly permeable, making it favorable for groundwater recharge.

Surface deposits of the Los Angeles Coastal Plain are underlain by a marine sedimentary terrace from the Tertiary period. These basement rocks are exposed only in the mountain and highland areas that form the northern and southern boundaries of the coastal plain.

HTP is located on the western edge of the Los Angeles Coastal Plain approximately 500 feet from the ocean. Situated on a low bluff, elevations at the facility range from about 40 to about 100 feet above mean sea level. HTP is situated on the older sand dunes deposits of the El Segundo Sandhills, which comprise a belt of recent and older dune sand deposits that parallel the coast from Ballona Creek south to the Palos Verdes Hills. This belt extends inland from the coast three to four miles. The recent sand dune deposits immediately adjacent to the coast are approximately one-half-mile wide with crests ranging from 85 to 185 above sea level, while the older dune sand deposits comprise the remainder of the belt. The older dune sand deposits are formed almost entirely of fine- to medium-grained sand and silty sand. Locally, these sands are dense to very dense and slightly cemented.

HTP is located near two faults. The active Newport-Inglewood Fault system is six miles east of the facility, and the potentially active Palos Verdes fault is about three miles west of the facility under the waters of the Santa Monica Bay. Due to the lack of consolidation of the sediments on which the Plant was constructed, and the two major faults which bracket the grounds, it will most likely be subject to fairly strong groundshaking during its lifetime.

All of the City of Los Angeles lies in a seismically active area, and all areas of the City are generally subject to moderate to strong seismic ground shaking. However, the project site is not located in an Alquist-Priolo Special Studies Zone or in a Fault Study Zone, which would indicate a risk of extra-normal ground shaking, or fault rupture. Based on groundwater information for the years 1960 to 1975, Timsley (USGS 1985) estimated the relative liquefaction susceptibility of the HTP area to be very low.

Workers and patrons of the project site would be subject to the same general risk of seismic ground shaking as in other areas of the City of Los Angeles. Nothing in the design or other characteristics of the proposed project would expose people to any unusual or increased seismic risk. Building codes and fire safety codes in the City of Los Angeles are written with the probability of strong seismic events in mind, and the proposed project will be subject to these codes.

The site is not subject to volcanic activity, and is not located near a lake and so has no risk of seiche. Seismic events which occur near coastal areas can generate seismic sea waves, commonly known as tsunamis, which can inundate low-lying coastal area. However, the recurrence interval for such an event is estimated to be approximately every three hundred years.

VII. HAZARDS AND HAZARDOUS MATERIALS

The proposed project will not interfere with any emergency response or evacuation plan, will not expose people to existing sources of potential health hazards, and is not located in a area subject to wildland fires.

HTP has extensive written emergency response procedures. These procedures will be revised to incorporate both the presence of the RSMCF during HTP emergencies, and emergencies which may occur at the RSMCF.

As facility operation will involve the handling and storage of substances which are considered mildly hazardous, there is a slight risk of accidental release of these substances. Operation has been designed to limit this risk to, at maximum, an insignificant level by: accepting materials only in tightly sealed containers, handling substances only as necessary to transfer the containers from vehicle to sorting area and then to storage, properly segregating incompatible materials into separate storage containers, and keeping all storage containers, when not in active use, in approved chemical storage lockers with adequate secondary containment. In the event of an accidental release, containment and clean-up materials are kept on site, and all RSMCF personnel are trained in their use.

Four chemical storage lockers (CSL) will be placed on the pavement under the steel roof, inside the chain-link fence. Governmental agencies and private industries routinely use these containers to store special materials, as they are constructed specifically to meet federal and state standards, and can be customized to meet specific user needs. These lockers are prefabricated and can be configured per customer specification for optional features, e.g., explosion proof lighting, ventilation, exhaust fans, air conditioning and heating systems, secondary containment, fire sprinklers, alarm bell, electrical interlock system, etc. The lockers are built to meet all applicable codes, regulations and industry standards, including Factory Mutual, Uniform Fire Code, Uniform Building Code, OSHA, and NFPA, etc. They provide all necessary containment in case of spill.

The lockers will be used to store collected materials for 24 to 48 hours until they are removed from the site. Under extraordinary circumstances, when an entire weekend's collection is considered too trivial to transport, materials may remain in the storage lockers for no more than ten days before removal. Under no circumstances will materials be allowed to accumulate for more than ten days.

All personnel on-site are required to have a current OSHA-required certificate for 24- and 40-hour HAZWOPER training, which includes characterization and classification of material, special materials management procedures, and emergency response procedures in the event of a release. In addition, all personnel must receive hazard communication and first aid and safety training.

Handling of special materials may be a potential health hazard, however, operation of the facility has been designed to limit the risk to, at maximum, an insignificant level. The required certificates for 24- and 40-hour HAZWOPER training includes training in the use of personal protective equipment. Personnel will wear tyvek or other OSHA-approved protective suits, including gloves and shoe coverings, designed to protect the human body against exposure to hazardous materials. Safety equipment to treat accidental exposure to chemicals, and to clean up possible spills, will be readily available at all times the facility is open to receive special materials. To prevent untrained persons from coming in contact with these materials, persons dropping off containers at the facility will be required to remain in their cars with the engine turned off, while trained and protected workers remove the containers.

There are no known contaminated soils on HTP grounds or adjacent to HTP.

VIII. HYDROLOGY AND WATER QUALITY

The Santa Monica Bay (Bay), is a crescent-shaped indentation in the southern California coast west of Los Angeles. The Bay extends from Point Dume on the northwest to Palos Verdes Point on the southeast, and consists of a submerged extension of the Los Angeles Basin. The northern shore beaches of the Bay, backed by cliffs, are subject to erosion while the eastern shore beaches are depositional.

The Los Angeles area is part of the Los Angeles River Basin. The Los Angeles River Basin, as defined in the Basin Plan of the State Water Resources Control Board (SWRCB), involves the coastal areas of Los Angeles County south of the divide of the San Gabriel Mountains and Santa Susana Mountains, plus a small part of the coastal portion of Ventura County south of the divide of the Santa Monica Mountains. This basin is drained by four major streams: the Los Angeles River, the Rio Hondo, Ballona Creek, and the San Gabriel River. Numerous tributaries discharge into these major drainage channels. The basin contains several other streams and drainages, most of which are intermittent in nature. Except for a few rivers in the mountainous areas, most have been converted to flood control channels lined with concrete rip-rap. The nearest body of surface water is Ballona Creek, which drains the northwestern area of the Basin, meeting the Pacific Ocean immediately south of Marina del Rey, approximately 2.5 miles north of the proposed project.

Site run-off is collected by HTP's on-site storm drain system, and then treated prior to discharge to the Pacific Ocean. There will be no additional discharges to nearby surface waters resulting from the proposed project.

HTP is located in the West Coast Groundwater Basin. This basin occupies the area west of the Newport-Inglewood fault and south of the Ballona encarpment just south of the Ballona Wetlands. Freshwater replenishment occurs from subsurface flow from the Central Basin and from an injection well system. Because of its location immediately adjacent to the ocean, over pumping has caused severe sea water intrusion into the basin. An injection well system, which injects fresh water into the basin, was implemented to raise groundwater levels along the coast to above sea water levels; this well system is maintained to prevent deterioration of the basin's water quality. A groundwater ridge is formed by this injection well barrier. Water flows from this ridge in two directions: westerly toward the ocean and southeasterly toward a pumping depression along the Los Angeles River between the San Diego Freeway and Sepulveda Boulevard. The basin capacity is considered stable and all extractions are monitored by the Department of Water Resources.

The project site sits at approximately thirty-nine feet above mean sea level. Test borings and excavations at various sites within HTP boundaries, conducted between 1976 and 1982, have found no ground water to depths greater than twenty feet below the current ground surface.

The project site and surrounding area are completely paved with impervious asphalt and/or concrete and will remain so, therefore, no change in rate or amount of runoff, and no groundwater infiltration will occur. The project site is shown in the Fire Insurance Rate Map (Panel 060137 0094 C map date 02/04/87) as being in Zone C, outside the area subject to a 500 year flood. Runoff from HTP is subject to a Stormwater Pollution Prevention Plan approved by the City's Watershed Protection (formerly Stormwater Management) Division

(SMD). Any run-off or discharge from the proposed project will be managed in accordance with the Plan.

IX. LAND USE AND PLANNING

The project site is zoned M3, heavy industry. While uses such as the proposed project are not specifically included within the zoning regulations, such uses are considered compatible with the current zoning.

Existing land uses in the area are a major airport to the north, recreation and open space to the west, municipal electrical generating plant and oil refinery to the south, and residential to the east. Also located to the north, on land owned by Los Angeles International Airport, is the El Segundo Blue Butterfly Preserve, which contains several species which are either endangered or considered at risk.

The proposed project will not increase any impacts on the residential, recreational or biological communities beyond current levels.

X. MINERAL RESOURCES

The project will not cause the loss of availability of any known mineral resource.

XI. NOISE

The project site is located in an area which is impacted by noise from the Los Angeles International Airport to the north of the site, and by noise from HTP wastewater treatment operations, which is the primary use of the project site. HTP maintains a phone number for resident complaints, and maintains monthly logs of all complaints received and the results of investigation into causes. See Table I in Section III: AIR QUALITY for a summary of complaints received in the first ten months of 2001.

Of the seven noise complaints received in the first ten months of 2001, five were conclusively traced to causes at HTP, and two could not be traced to a definitive source.

Project construction may create a slight temporary increase in noise levels, as minor grading and repaving of the project site, and some construction of minor structures will occur.

Project operation will not increase noise impacts beyond existing levels. Noise due to the project will consist of approximately forty personal vehicles per day during the weekends, and one truck on Mondays to remove materials during regular working hours. On rare occasions, a second truck may be required to remove excess materials. This will also occur on Mondays during regular working hours.

The proposed project is not anticipated to create any vibrations.

XII. POPULATION AND HOUSING

The proposed project does not include a residential component, and will not displace residential uses. The small number of employees and intermittent days of operation are not

anticipated to induce growth in the project area. The area of the project site is completely developed, and includes all infrastructure development necessary for the project.

XIII. PUBLIC SERVICES

No residential growth would be created or induced, therefore, there would be no effect on schools. Traffic is not expected to rise to levels which would increase the need for road maintenance. No impact is anticipated on any park.

Fire

Project operation would include the handling of flammable materials, resulting in a slight increase in risk of fire. Personnel will be trained in safe handling of these materials. The LAFD will review site plans and facility operations, and the facility is neither anticipated to nor will be permitted to operate at a level of risk LAFD considers significant.

HTP's emergency operations manual includes fire safety and fire response procedures. RSMCF personnel will conform to these procedures. In addition, all RSMCF personnel are required to be trained in fire prevention and suppression, and the Facility is required to maintain fire suppression equipment at all times.

Police

Project operation would bring a temporary and slight increase in the number of persons present on the project site. Persons bringing materials to the project site will be required to remain in their vehicles, and no unruly behavior is anticipated. Collected materials will be locked in chemical storage lockers to protect them from theft or vandalism, and entrances to the HTP grounds are guarded at all times.

XIV. RECREATION

The proposed project has no residential or recreational component and will not induce growth, therefore it will not increase the demand for parks or other recreational facilities.

Dockweiler State Beach, to the west of the project site, is a heavily used recreation area. However, the project is not anticipated to impact recreation uses at the beach.

XV. TRANSPORTATION/TRAFFIC

Operation of the facility will not block emergency or other access to the site, and will have no impact on rail or waterborne traffic or air traffic patterns.

The City of Los Angeles Department of Transportation conducted traffic counts at the intersection of Imperial Highway and Vista del Mar in July and August of 1998, however, no level of service was ever calculated from those numbers. In addition, as the counts were conducted on a Tuesday and a Monday, they would not be very relevant to this project.

Traffic on Imperial Highway and Vista del Mar on weekends varies widely between the summer and winter months, as these two streets are the only access routes to Dockweiler State Beach, which is extensively used for recreation during the summer. El Segundo residents report that Imperial Highway from the western terminus of the Glenn M. Anderson

(105) freeway, west to Vista del Mar, is severely impacted by beach-going traffic on summer weekends.

Anticipated traffic to and from the proposed project is forty vehicles per weekend day, with no 'rush hour'. As the Facility will be open from 9:00am to 3:00pm, this may be averaged to approximately seven cars per hour, which is not a significant increase.

Stored materials will be removed from the facility during regular working hours, by a licensed special materials hauler using a truck of no more than thirty foot length. As HTP removes biosolids from the site in trucks of forty to forty-five feet, and as HTP truck traffic is considered moderately heavy, an increase of one to two smaller trucks on Mondays is not a significant increase.

Persons dropping off materials at the RSMCF will not be parking on- or off-site to use the Facility. Vehicles entering HTP grounds will be directed to and drive directly to the drop-off area, and will then exit the facility immediately after the materials is removed. If more vehicles enter than can be serviced immediately, they will form a line to wait until space is available in the drop-off area.

RSMCF personnel will park on the grounds of HTP.

The project will not support alternative transportation, with the exception of electric or alternative fuel automobiles. For reasons of safety and in accordance with state law, only those in motor vehicles will be allowed to deliver special materials; pedestrians and/or bicyclists will be barred from entering the area of collection.

XVI. UTILITIES AND SERVICE SYSTEMS

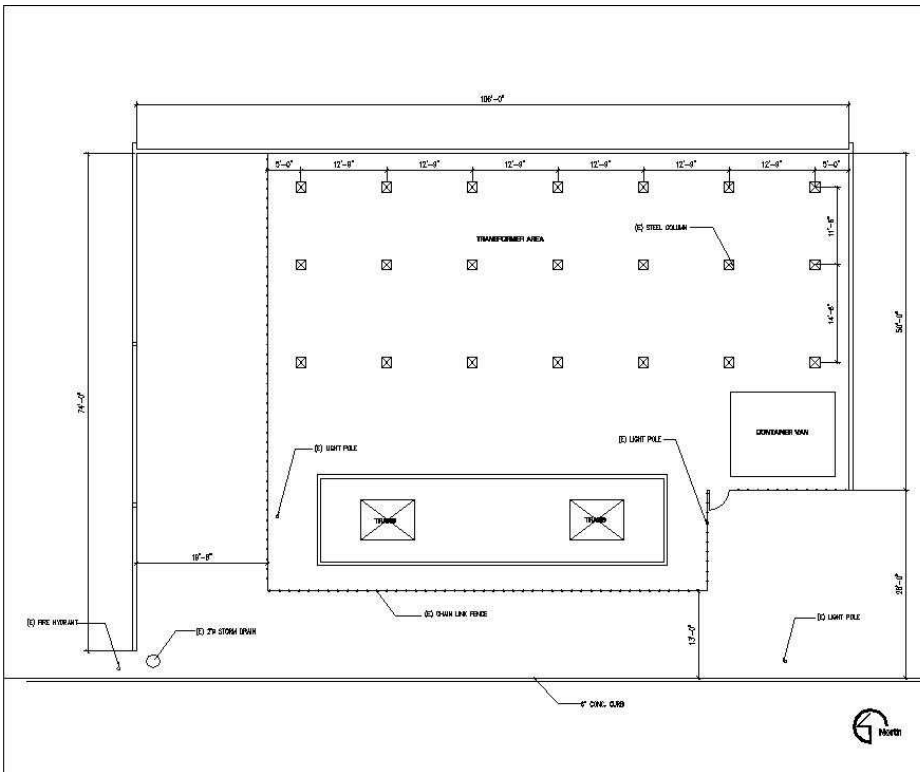
The proposed project will not use natural gas.

As a restroom will be constructed at the RSMCF, water, wastewater and electrical connections will be extended to serve the facility. The water line will also supply an emergency shower and eye wash. Water and electrical power are supplied by the City of Los Angeles Department of Water and Power, wastewater is treated on-site at HTP. No new water, wastewater or electrical facilities will be needed to supply the proposed project.

Solid waste infrastructure is in place at HTP and available for use by employees at the site. No material from these collections will be allowed to reach on-site storm drains, therefore, no impact on storm drains will occur.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

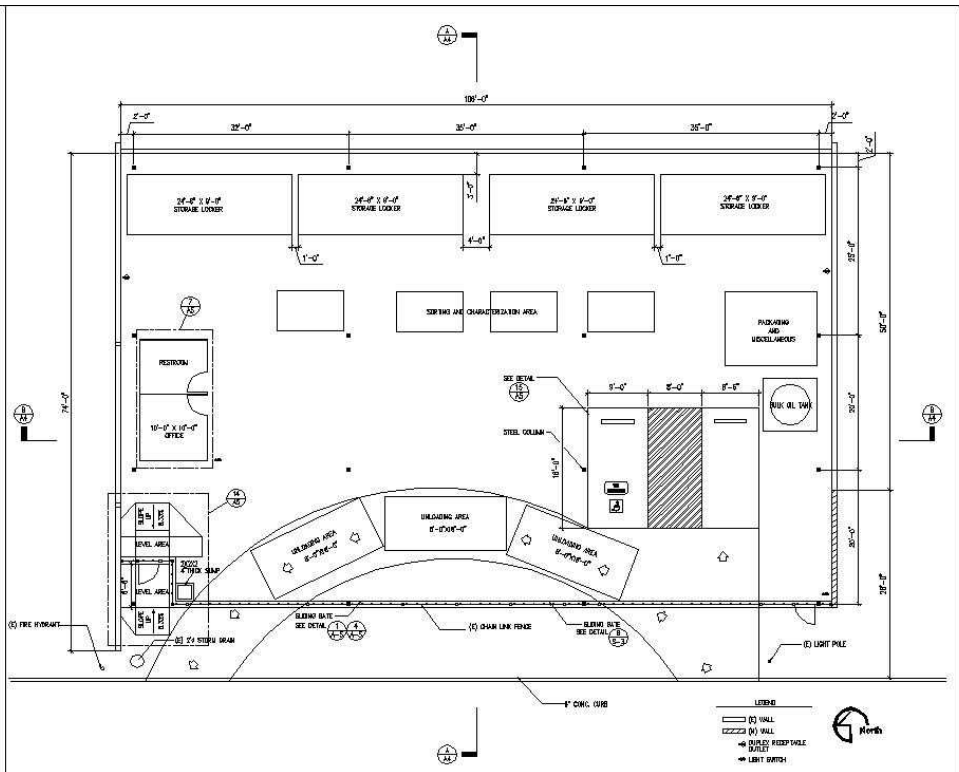
The proposed project will not have a significant effect on the natural or built environment. It will not have impacts that are cumulatively considerable. The project will not cause substantial adverse effects on human beings, either directly or indirectly.



EXISTING FACILITY PLAN

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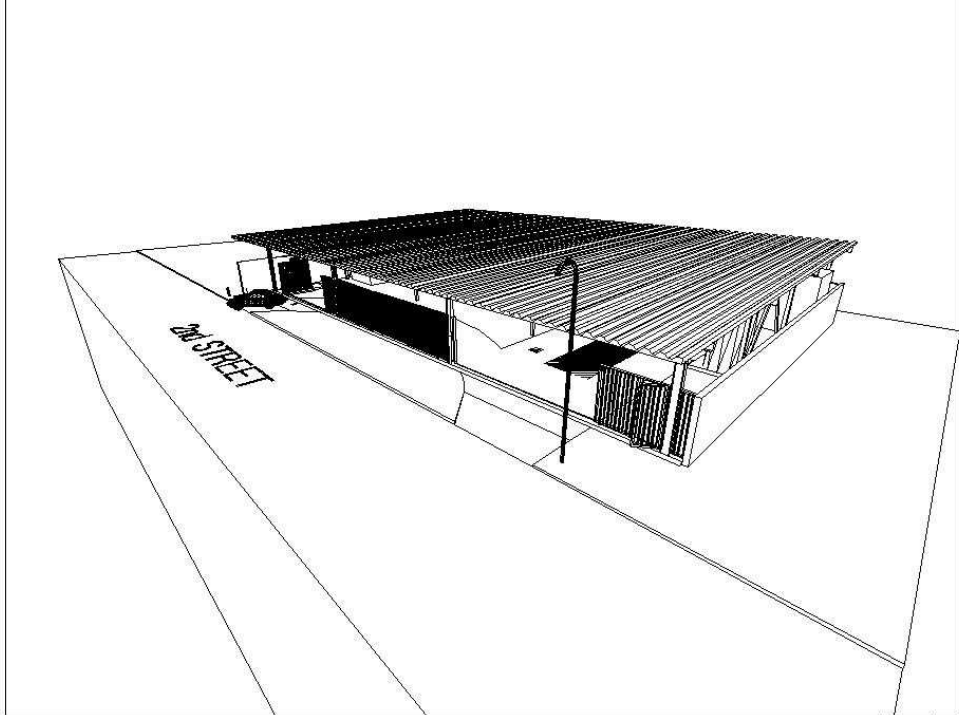
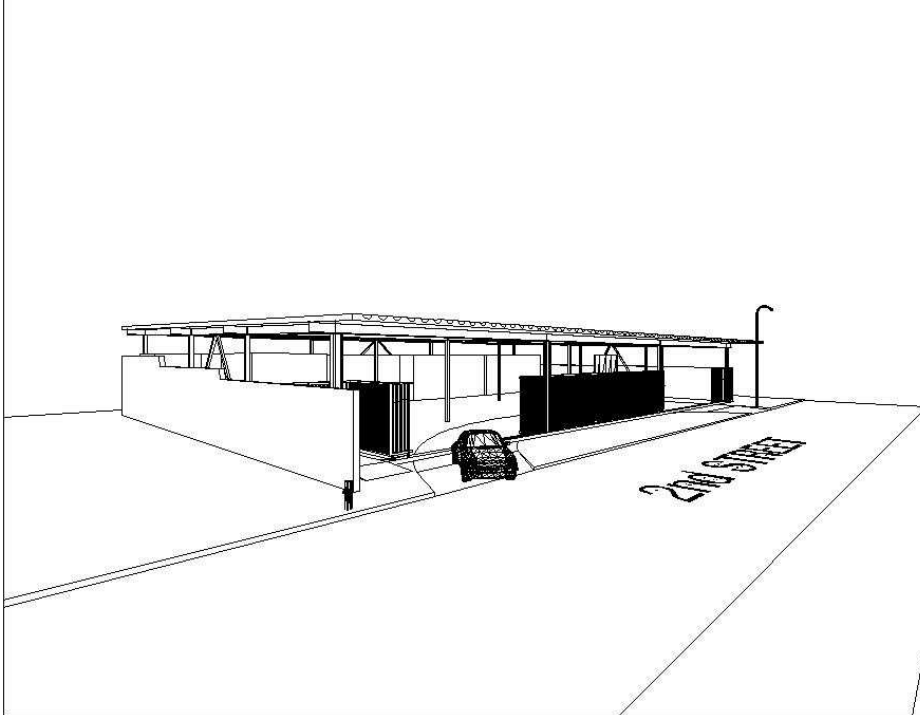
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PROPOSED FACILITY PLAN

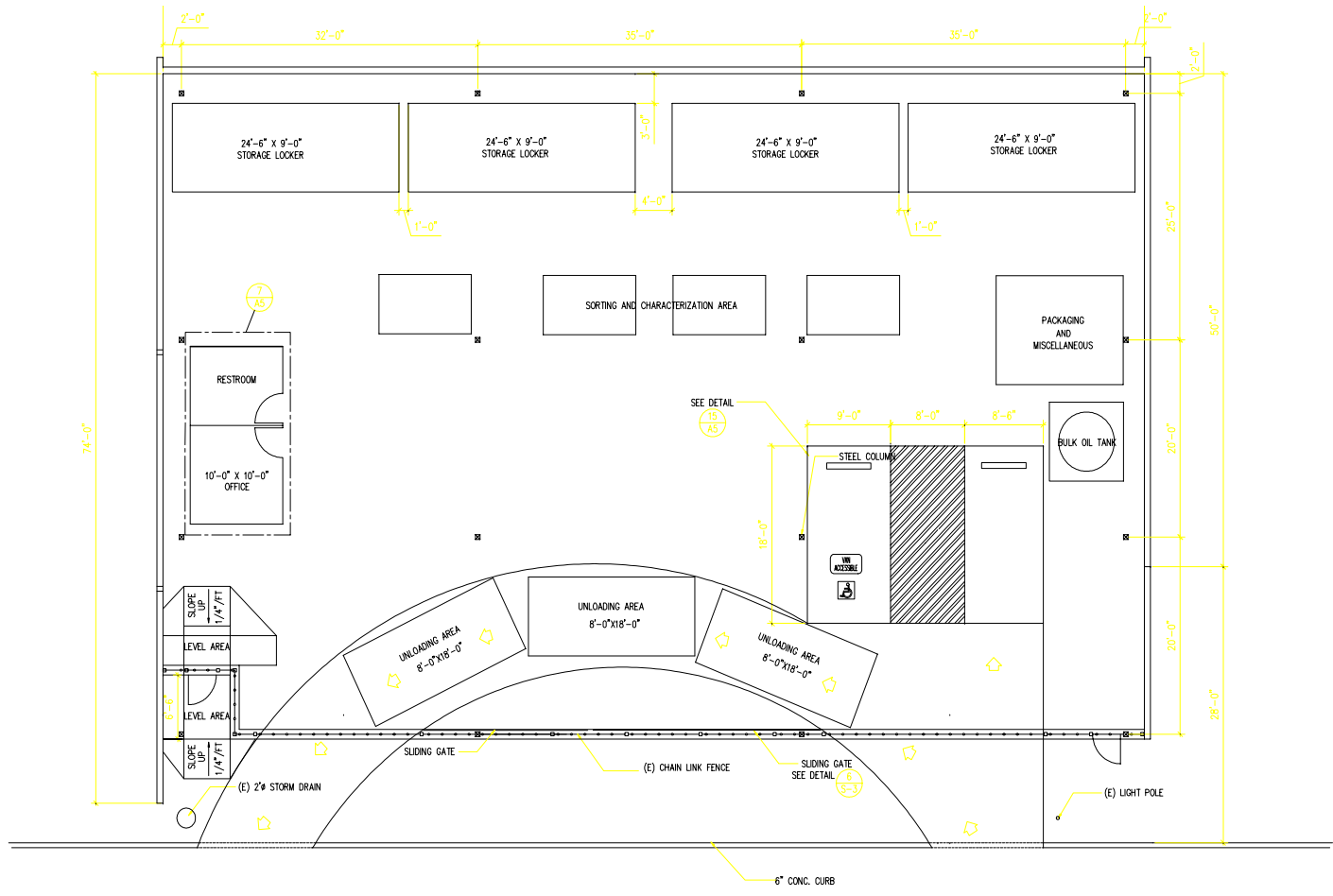
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HYPERION WASTEWATER TREATMENT PLANT APPENDIX IV