

Redmont Pump Station and Tank Project Final Environmental Impact Report

Los Angeles Department of Water and Power
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Technical Assistance by:

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Redmont Pump Station and Tank Project Final Environmental Impact Report

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1. Introduction

Subsequent to the publication, distribution, and public review of a Draft Environmental Impact Report (EIR), a Final EIR must be prepared to address comments received on the draft document. Section 15132 of the California Environmental Quality Act (CEQA) Guidelines identifies the contents of the Final EIR as the following:

- Draft EIR or a revision of the draft;
- Comments and recommendations received on the Draft EIR either verbatim or in summary;
- A list of persons, organizations, and public agencies commenting on the Draft EIR;
- The responses of the Lead Agency to significant environmental points; and
- Any information added by the Lead Agency.

This Response Document has been prepared to document the comments and responses made on the Draft EIR for the proposed Redmont Pump Station and Tank Project and to identify any modification or clarification needed to the EIR as a result of the comments received. This document provides supplementary information to the Draft EIR, and together with the draft document, constitutes the Final EIR for the proposed Project.

1.1 Overview of the Proposed Project

The proposed Project would replace the existing Redmont Pump Station facility with a new pump station and new steel reservoir tank. The Redmont Pump Station is the third in a series of five pump stations that delivers water to the area. During the summer months when water demands are high, the existing Redmont Pump Station does not function efficiently, requiring excessive system manipulation to distribute water to the communities of Sunland and Tujunga. Additionally, due to the age of the existing pump, it routinely requires an inordinate level of maintenance and does not meet current control system standards and technology. Although repairs are made, significant improvements are needed to ensure safety and reliability.

The replacement facility would be located within the site of the existing Redmont Pump Station facility in Tujunga. The proposed replacement facility would improve the water system reliability in the Sunland-Tujunga community and would reduce the facility's operations and maintenance cost. The new dual zone pump station would also support water delivery to a future reservoir tank and meet the fire demand requirements placed on the system by the proposed Canyon Hills Development project.

Section 2.0 (Project Description) of the Draft EIR provides a detailed description of the proposed Project, including the general environmental setting, Project background, construction plan, operation and maintenance, and required permits and authorizations.

1.2 Summary of the Proposed Project's Environmental Review Process

Acting as the lead agency under CEQA, the Los Angeles Department of Water and Power (LADWP) prepared and transmitted a Notice of Preparation (NOP) for this EIR on March 17, 2016. Comments on the NOP were requested by no later than April 16, 2016. Scoping comments were received from State and regional agencies, as well as a private citizen. Appendix A of the Draft EIR contains a copy of the NOP and

copies of the letters received on the proposed Project during scoping. Issues and concerns expressed within these scoping letters were addressed within the Draft EIR.

The Draft EIR and its corresponding Notice of Availability (NOA) were released for public and agency review on July 21, 2016. The NOA was distributed to agencies and organizations, and was also filed with the Los Angeles City and County Clerks on July 21, 2016. Copies of the Draft EIR were sent to interested parties, and made available for review at the Sunland-Tujunga Branch Library, LADWP Environmental Affairs Division Office, as well as on the LADWP website. A public notice was published in the Los Angeles Times on July 21, 2016. Appendix A of this Final EIR includes the NOA.

The public and agency review and comment period on the Draft EIR ended at the close of the business day on September 22, 2016. During this period, a public meeting was held to provide an opportunity for the public to obtain information about the Project and provide comments on the contents and conclusions of the Draft EIR. The public meeting was held at the Sunland-Tujunga Area Neighborhood Council Auditorium on Thursday, August 11, 2016 from 6:00 p.m. to 8:00 p.m. Several members of the public and the Sunland-Tujunga Area Neighborhood Council attended the public meeting; one written comment was filed on the Draft EIR at the meeting while a number of comments were discussed verbally.

This Final EIR has been prepared to meet all of the substantive and procedural requirements of the CEQA (California Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 1500 et seq.). The LADWP has designed this Final EIR to be used in conjunction with the content of the Draft EIR, consistent with State CEQA Guidelines Sections 15132 and 15088(d). It contains all written comments received on the Draft EIR, responses to the comments received on the Draft EIR, and all modifications or clarifications to the text of the Draft EIR that were undertaken as a result of consideration of the comments received on the Draft EIR. In addition, a Mitigation Monitoring and Reporting Program (MMRP) was prepared, consistent with CEQA Guidelines Section 15097 (see Appendix B of this Final EIR). The proposed Project and its related environmental review documentation (Draft and Final EIR) will be considered by the LADWP Board of Commissioners at a noticed public hearing on its decision whether to approve the proposed Project.

1.3 Availability, Organization, and Content of the Draft EIR

As noted in Section 1.2 (Summary of the Proposed Project's Environmental Review Process), this Final EIR is designed for use in conjunction with its corresponding Draft EIR. The contents of the Draft EIR are incorporated by reference in this Final EIR and are not duplicated herein; only the Draft EIR text that has been modified for clarification as part of the finalization process is provided in this document, as further described in Final EIR Section 3. A printed, bound copy of the Draft EIR is available for review at:

LADWP, Environmental Affairs Division
111 North Hope Avenue, Room 1044
Los Angeles, CA 90012
Contact: Nadia Parker
Email: Nadia.Parker@ladwp.com

The Draft EIR can also be accessed on LADWP's website at:

<http://www.ladwp.com/envnotices>

The Draft EIR was organized into an Executive Summary, eight chapters, and five technical appendices, as follows:

Executive Summary: Provides a description of the proposed Project's environmental review process, a summary of the proposed Project attributes and its impacts, a brief description of the proposed Project's alternatives and identification of the environmentally superior alternative, and a summary of the proposed Project's areas of known controversy and issues in need of resolution.

Section 1.0 - Introduction contains a summary of the EIR's purpose and the proposed Project's objective, and comments received during Project Scoping.

Section 2.0 - Project Description provides details on the proposed Project, including the general environmental setting, Project background, construction plan, operation and maintenance, and required permits and authorizations. Section 2.0 also includes the cumulative scenario, which provides a list of related projects and describes the methodology used in the cumulative assessment.

Section 3.0 - Environmental Impacts Analysis details environmental setting information, applicable regulations and standards, proposed Project impacts, and proposed mitigation measures for specific resource areas. Section 3.1 provides the approach to the environmental analysis, as well as a discussion of the resource areas for which the proposed Project would result in no impacts or less-than-significant impacts. Detailed analyses potential direct, indirect and cumulative environmental impacts of the proposed Project are included in the following sections:

- 3.2 – Air Quality and Greenhouse Gas Emissions
- 3.3 – Noise
- 3.4 – Traffic and Transportation

Section 4.0 - Alternatives provides a comparison of the proposed Project impacts with those of Project alternatives developed by the LADWP.

Section 5.0 - Other CEQA Considerations addresses other applicable CEQA requirements, including an analysis of growth-inducing effects, significant irreversible commitment of resources, and significant effects that cannot be avoided.

Section 6.0 - List of Preparers and Persons Consulted lists all of the persons and agencies contacted and consulted during preparation of this EIR, as well as the preparers of the EIR document.

Section 7.0 - References lists all of the informational references cited in this EIR.

Section 8.0 - Glossary, Acronyms, and Abbreviations defines technical terminology, acronyms, and abbreviations used in this EIR.

Appendices: Scoping materials, technical reports, and data supporting the analyses and contents in the EIR.

1.4 Availability, Organization, and Content of the Final EIR

Printed and electronic versions of this Final EIR can be accessed at the same locations as indicated for the Draft EIR in Section 1.3 (Availability, Organization, and Content of the Draft EIR). The organization and content of this Final EIR is as follows:

Section 1 (Introduction). Provides summary of the proposed Project and its environmental documentation and review process.

Section 2 (Draft Environmental Impact Report Comments and Responses to Comments). Provides the written comments received on the Draft EIR and the County's responses to these comments.

Section 3 (Clarifications to the Draft Environmental Impact Report). Provides clarification regarding the text of the Draft EIR as a result of consideration of the comments received during the public and agency review and comment period.

Appendices. This Final EIR adds the following new EIR appendices.

- *Appendix A (Notice of Availability).* Includes the Notice of Availability of the Draft EIR.
- *Appendix B (Mitigation Monitoring and Reporting Program).* Provides the LADWP's plan for implementation of the mitigation measures recommended in the Final EIR.

2. Draft Environmental Impact Report Comments and Responses to Comments

2.1 Introduction

The proposed Project’s Draft EIR was available for review and comment from July 21, 2016 through September 21, 2016. During this period, four written comment letters on the Draft EIR were submitted to the LADWP. One written comment letter was provided during the Draft EIR public meeting held at the Sunland-Tujunga Area Neighborhood Council Auditorium on Thursday, August 11, 2016 from 6:00 p.m. to 8:00 p.m.

As the lead agency under CEQA, and consistent with Section 15088 of the CEQA Guidelines, LADWP has reviewed each of the written comments received on the Draft EIR and has prepared responses to them. These comment letters are listed in Table 2-1, below, and are provided in full along with the responses in Section 2.3 (Responses to Comments Received on the Draft Environmental Impact Report).

The focus of LADWP’s responses to comments received on the Draft EIR is the disposition of environmental issues that are raised in the comments, as specified by Section 15088(b) of the CEQA Guidelines. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the Draft EIR (CEQA Guidelines Section 15204(a)).

2.2 Summary of Comments Received on the Draft Environmental Impact Report

Parties that provided written comments on the Draft EIR included a State agency, private citizens, and a local community organization. Table 2-1 lists these comment letters. One comment (Letter 2) was received at the Draft EIR public meeting held at the Sunland-Tujunga Area Neighborhood Council Auditorium on Thursday, August 11, 2016.

Table 2-1. Summary of Comments Received on the Draft EIR

Comment Letter	Commenter	Agency/Organization	Date
AGENCIES			
1	Scott Harris, Environmental Scientist	California Department of Fish and Wildlife	July 25, 2016
INDIVIDUALS			
2	Caroline Dyer and Pat Kennedy	N/A – Private Citizen	August 11, 2016
3	Abby Diamond	N/A – Private Citizen	August 11, 2016
LOCAL COMMUNITY ORGANIZATIONS			
4	Cindy Cleghorn	Sunland-Tujunga Area Neighborhood Council	August 15, 2016

2.3 Responses to Comments Received on the Draft Environmental Impact Report

This section provides a copy of the comment letters, followed by the Lead Agency's responses to the comments in each letter. The responses identify any changes or clarifications that have been made to the Draft EIR as part of the response to the specific comment. To facilitate review of specific comment letters and the LADWP's responses to them, each comment letter has been assigned a number (Comment Letter 1, Comment Letter 2, etc.), as shown in Table 2-1. Within each letter, individual comments have also been assigned a corresponding number (e.g., Comment 1-1, Comment 1-2, etc.).

Comment Letter 1: California Department of Fish and Wildlife



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



July 25, 2016

Nadia Parker
Los Angeles Department of Water and Power
111 North Hope Avenue, Room 1044
Los Angeles, CA 90012

Subject: CEQA Filing Fee Exemption Request
Project Name: Redmont Pump Station and Tank Project
SCH Number and/or local agency ID number: EIR-16-016-WP

Dear Nadia Parker:

Based on a review of the project referenced above, the Department of Fish and Wildlife has determined that for the purposes of the assessment of CEQA filing fees (Fish and Game Code Section 711.4(c)) the project has the potential to affect fish and wildlife, or their habitat, and the project as described requires payment of a CEQA filing fee pursuant to the California Code of Regulations, Title 14, Section 753.5(d). At the time of filing of the Notice of Determination with the county clerk or Office of Planning and Research (State Clearinghouse), the appropriate CEQA filing fee will be due and payable. Please see the following website for a list of current fees: http://www.dfg.ca.gov/habcon/ceqa/ceqa_changes.html

This determination is for the purpose of assessment of CEQA filing fees and is independent of a lead agency's conclusion or determination regarding a project's effect on the environment pursuant to CEQA Statute 21082.2 or CEQA Guidelines 15064. If you have any questions, please contact me at (805) 644-6305.

Sincerely,

Handwritten signature of Scott Harris in black ink.

Scott Harris
Environmental Scientist

1-1

Conserving California's Wildlife Since 1870

Comment Letter 2: Carolyn Dyer – Pat Kennedy

Draft EIR Comments



Redmont Pump Station and Tank Project

Name*: Carolyn Dyer - Pat Kennedy

Affiliation (if any):* _____

Address*: 7646 AIRLIE DRIVE

City, State, Zip Code*: TUJUNGA, CA 91042

Telephone Number*: 818 353-1595

Email*: carolyn626@gmail.com

Comment:*

Schools : Apperson/Tujunga Catholic School
Must contact AND speak with Principal
AND Allow them to work with students
AND Parents about Noise, Traffic and
Air Quality, which may change
Scheduling of Activities

2-1

*Please print or write legibly. Your name, address, and comments become public information and may be released to interested parties if requested. Thank you for your comments.

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Please submit comments in writing, or email, no later than 5:00 p.m. on September 7, 2016.

Comments may also be e-mailed to: Nadia.Parker@ladwp.com

Comment Letter 3: Abby Diamond

DEIR Redmont Pump Station and Tank Project
August 11, 2016

Comments submitted by Abby Diamond
7526 Kyle St.
Tujunga, CA 91042
a.gemofagirl@gmail.com

Water is a vital resource for our very survival, and we appreciate the upgrade to the infrastructure. This Project is very visible along the main thoroughfare of our residential neighborhood. Hundreds of people drive by the intersection of Redmont, Summitrose, and Tujunga Canyon Boulevard all times during the day. It is a well-travelled route serving a neighborhood grocery and liquor store, several schools, many churches, and the Post Office.

Section 3 - Environmental Impact Analysis

Aesthetics

Land Use and Planning

One main concern is the Aesthetics of the completed Project. The DEIR lists the Aesthetics as *Effects Not Found to be Significant*. I strongly disagree, and I believe many others would also disagree. **I will discuss how the confluence of Aesthetics and Land Use and Planning will have a significant impact on our everyday lives.**

3-1

This Project will change the entire visual character of the well-travelled corner.

The impact of having an enormous water tank installed above ground where no water tank was visible before will have a significant impact on the **Aesthetics** and visual quality of our neighborhood. The removal and loss of two heritage oak trees will also impact the look and feel of the area.

3-2

The **Land Use and Planning** Checklist clarifies that the footprint and height of the pump station will be enlarged, and construction of the colossal tank requires a Zoning Variance Waiver for *current and future uses*. There is no discussion in this section about the possible uses of the land except a pump station and water tank. This absence of possible land use should be remedied and disclosure of possible future uses for the site should be made public.

3-3

An additional Zoning Variance Waiver is required from the Bureau of Engineering Highway Dedication because the gigantic tank will also protrude into the front yard building line.

The artist rendition of the pump station at the DEIR Public Meeting on August 11 looked like a drab cinder block prison building. I suggest the building design include architectural details to match some of the historic buildings in the neighborhood.

If you take a field trip to see Bolton Hall Museum located only a few minutes away from the Project site you will see a fantastic example of how the pump station can be designed. Bolton Hall Museum is located at 10110 Commerce Ave, Tujunga. It is Los Angeles Historic Monument #2, home of the Little Landers Historic Society, and was built just a few years before the original Redmont pump station and water tank was installed. It is constructed of local river rock and has a Spanish tile roof. **Please incorporate REAL river rock walls and a Spanish tile roof for the pump station.** Real river rock would help this new pump station fit right in with the existing neighborhood and be visually pleasing. Fake rocks are available, but the colors just aren't the same and end up looking cheesy.

3-4

The new, massive, above ground water tank needs improvement. It is a perfect canvas for a mural or two. We have many talented local artists who are capable of creating a masterpiece for this corner. **Please consider sanctioning the water tank to be something beautiful the residents will appreciate, instead of an industrial eyesore that we will resent.** After the mural is painted, it can be coated with anti-graffiti material. The Beautification Committee of the Sunland-Tujunga Neighborhood Council has recently managed the painting of the LADWP electrical boxes along Foothill Boulevard. Please be sure to contact the STNC to coordinate and communicate with the painting of a beautiful mural on the water tank. The cost of materials and the artists' time should be worked into the cost of the project.

3-5

The landscaping and greenery will have a positive visual impact on the Project as well. Unfortunately, two protected trees are slated to be removed. These beautiful old oaks should be replaced with other native trees to provide habitat for the wildlife that dwells there now, even if no species are listed as endangered or sensitive. **Sadly, nothing can replace hundred year old oaks.** I am not an arborist, but I suggest Incense Cedar (*Calocedrus decurrens*) as an appropriate landscape tree that is useful as a single specimen, screen, or hedge. The roots are usually fairly shallow and should not invade the water lines. It would look lovely planted along the iron fencing, as a specimen near the pumping station, or around the water tank. Also consider a larger variety of California Lilac (*Ceanothus* spp.). There are many to choose from; all are extremely drought tolerant, and very beautiful. http://www.laspilitas.com/groups/ceanothus/southern_california_lilacs/southern_california_lilacs.html

3-6

Thank you for your consideration of suggestions to improve the visual quality of this Project.

Comment Letter 4: Sunland-Tujunga Neighborhood Council



LAND USE COMMITTEE

August 15, 2016

LADWP, Environmental Affairs Division
111 North Hope Avenue, Room 1044
Los Angeles, CA 90012
Attn: Nadia Parker, Environmental Supervisor

RE: Redmont Pump Station

Dear Ms. Parker:

The Sunland-Tujunga Neighborhood Council Land Use Committee requests an extension of time to submit comments regarding the DEIR for the Redmont Pump Station. After the public meeting held on August 11, 2016 many questions regarding the proposed project came to light that need further discussion with surrounding neighbors and to draft and approve comments for submission by the Sunland-Tujunga Neighborhood Council. We respectfully request an extension of time for submission of comments to October 14, 2016.

Thank you for your consideration of this request.

Sincerely,

LAND USE COMMITTEE

Cindy Cleghorn

Chair, Past President
Sunland-Tujunga Neighborhood Council
818-353-7135 / 818-429-6699

cc: Councilman Felipe Fuentes, CD7
Krystee Clark, President, Sunland-Tujunga Neighborhood Council
Brian Gavidia, East Valley Area Representative, Office of Mayor Garcetti
Kevin Davis, President, Foothill Trails District Neighborhood Council
Marc Stirdivant, Glendale-Crescenta VOICE

4-1

Response to Comment Letter 1: California Department of Fish and Wildlife

- 1-1 The LADWP will comply with all required CEQA filing fees, including the filing fee required for the Notice of Determination, pursuant to the California Code of Regulations, Title 14, Section 753.5(d).

Response to Comment Letter 2: Carolyn Dyer – Pat Kennedy

- 2-1 The commenter states a concern regarding coordination with the Apperson/Tujunga Catholic School regarding possible traffic, air quality, and noise concerns during construction of the proposed Project. The school is located approximately 2,000 feet south of the Project site on Tujunga Canyon Boulevard. Construction-related trips would utilize Tujunga Canyon Boulevard to access the Project site, however no roadway disruptions would occur near the school. Draft EIR Mitigation Measure T-3a (Construction Traffic Control Plan) on pages 3.4-13 and 3.4-14 requires the development and implementation of a Traffic Control Plan in coordination with the City of Los Angeles Department of Transportation. As discussed in the Draft EIR Section 3.4, Mitigation Measure T-3a is proposed to reduce potential impacts regarding vehicle movements (including emergency service vehicles) through the impacted street segments. Even with mitigation incorporated, temporary circulation impacts are expected to be significant and unavoidable along the segments of Tujunga Canyon Boulevard, Redmont Avenue, and Summitrose Street containing the Project site. Due to the distance of the school from the Project site, circulation would not be directly affected on Apperson Street. As discussed in Draft EIR Section 3.4, the temporary addition of Project-related construction trips on Tujunga Canyon Boulevard at the school would not result in significant new daily traffic volumes.

Responses to Comment Letter 3: Abby Diamond

- 3-1 It is noted that the proposed tank would add a new visible feature at the existing pump station site. However, the proposed structures would not be substantially taller than the existing pump station. As discussed in the Draft EIR Section 2.2, the proposed tank would be approximately the same height as the existing pump station (i.e., 20 feet above grade), while the proposed RPS would be approximately seven feet taller than the existing pump station.
- 3-2 Your comment is noted regarding the changes to the visual character of the Project site from the removal of the existing oak trees. As discussed in the Draft EIR Section 2.2, removal of the existing trees and shrubs is necessary to accommodate the required excavation activities for removal and replacement of the aged reservoir. New perimeter planting will be installed and maintained to minimize visual impacts. As discussed in the Draft EIR Section 3.1.2, LADWP will implement BMPs such as landscaping that will primarily include California native plants. However, the plant pallet will be selected to minimize potential root damage to the new water storage tank. Protected Trees (oaks) will be replaced in compliance with the City of Los Angeles Department of Public Works Tree Removal Permit described in the LADWP Redmont Station Protected Tree Report (see Draft EIR, Appendix B). However, replacement of the oaks will not occur within the site.
- 3-3 As discussed in the Draft EIR Section 3.1.2, a zoning variance is required for this Project given the current residential zoning at the Reservoir. However, the Redmont Reservoir is a long-established operating land use, having been constructed in 1920 and operating under an existing Conditional Use Permit. It serves as an integral part of the greater City of Los Angeles water delivery service, particularly to the communities of Sunland and Tujunga. The proposed zoning variance would allow the site to accommodate a dual pressure zone pump station, which is essential to correcting

the operational weaknesses and vulnerabilities of the existing RPS. As LADWP owns the property and the Redmont Pump Station is critical in providing potable water to the service area, no other possible land use is planned or expected for the site.

- 3-4 Your comment is noted. What was shown at the August 11, 2016 public meeting was for conceptual purposes only; final materials and color pallets will be selected to blend in with the existing neighborhood. As discussed in the Draft EIR Section 3.1.2, LADWP will implement BMPs such as selecting colors and textures that are not visually obstructive.
- 3-5 Your comment is noted. As discussed in in the Draft EIR Section 3.1.2, LADWP will implement BMPs such as selecting a color palette for all structures that is compatible with the surrounding neighborhood. No artwork is planned; however, the reservoir tank exterior and other exterior painted surfaces would be coated with anti-graffiti paint. This has been incorporated into the Project Description (refer to Final EIR Section 3, Clarifications to the Draft EIR).
- 3-6 Your comment is noted. Please refer to response to Comment 3-2.

Response to Comment Letter 4: Sunland – Tujunga Neighborhood Council

- 4-1 The following response was sent to Cindy Cleghorn on September 8, 2016:

“Thank you for your letter regarding the Redmont Pump Station Project Draft EIR (DEIR). It is acknowledged that you are requesting an extension to the DEIR comment period from September 6 to October 14, 2016, an increase of an additional 37 days. Pursuant to CEQA Guidelines Section 15105, CEQA requires that the public review period for a Draft EIR be no less than 30 days and no longer than 60 days except under unusual circumstances. When a project is submitted to the State Clearinghouse for review by state agencies, the public review period should be no less than 45 days unless a shorter period, not less than 30 days, is approved by the State Clearinghouse. As the Draft EIR for the Redmont Pump Station Project was sent to the State Clearinghouse for review, a minimum 45-day review period was required and granted. The Draft EIR was available for public review from July 21, 2016 through September 7, 2016, a period of 48 days. Thus, the public review period for the Draft EIR was consistent with the public review requirements under CEQA and there are not believed to be any unusual circumstances regarding this project. However, conceding that following the public meeting on August 11, 2016, approximately half way through the 48-day comment period, more questions were raised, LADWP agrees to extend the comment period by an additional 15 days, making the comment due date September 22, 2016.”

3. Clarifications to the Draft Environmental Impact Report

Consistent with CEQA Guidelines Section 15132, this section identifies clarifying text that was added to the Draft EIR that resulted from comments submitted during the public comment period and the associated responses. The modifications identified in this section include text that was added in Section 2 (Project Description) and Section 3 (Environmental Impacts Analysis). Text that has been added to the Draft EIR has been marked in underline (underline). The modifications also identify the Draft EIR page number and section number. No text was deleted from the Draft EIR.

3.1 Clarification to Section 2: Project Description

Section 2.2: Proposed Project

Draft EIR page 2-6:

The appearance of the pump station building would be designed to be consistent with its existing residential surroundings. The reservoir tank exterior and other exterior painted surfaces would be coated with anti-graffiti paint.

3.2 Clarification to Section 3: Environmental Impacts Analysis

Section 3.1: Approach to the Environmental Analysis

Section 3.1.2: Effects Not Found to be Significant

Aesthetics, Draft EIR page 3-3:

The LADWP has identified the following BMPs for the proposed Project:

- **Landscaping:** A landscape plan will be developed for the Project to replace vegetation along Redmont Avenue, Summitrose Street, and Tujunga Canyon Boulevard, and will primarily include California native plants.
- **Color Palette:** The new tank will be painted in a color that is consistent with an earth tone palette, to be compatible with the palette of the surrounding residential community. The reservoir tank exterior and other exterior painted surfaces would be coated with anti-graffiti paint.
- **Construction Lighting:** Construction crews will be instructed to direct light away from adjacent residential properties.
- **Operation Lighting:** Exterior LED lighting will be fully shielded (i.e., no direct uplight). All lighting will comply with Title 24 requirements such as utilizing motion sensors, reducing lighting power when applicable, and auto-on functionality.

**APPENDIX A:
Notice of Availability**

Notice of Availability of Draft Environmental Impact Report

DATE: July 21, 2016

TO: Affected Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Availability of a Draft Environmental Impact Report for the Redmont Pump Station and Tank Project

A Draft Environmental Impact Report (EIR) has been prepared by the City of Los Angeles (City), as represented by the Los Angeles Department of Water and Power (LADWP), to evaluate potential environmental effects that would result from development of the proposed Redmont Pump Station and Tank Project (Proposed Project). LADWP is identified as the lead agency for the Proposed Project under the California Environmental Quality Act (CEQA). The Proposed Project would replace the existing Redmont Pump Station facility with a new pump station and new steel reservoir tank. The Proposed Project is necessary to provide a reliable water source to the Sunland-Tujunga community of the City of Los Angeles. The Proposed Project would be located at the existing pump station and reservoir site, and construction would occur in two phases over a two-year period as to not interrupt service. LADWP is requesting input from individuals, stakeholders, organizations, and agency representatives that may be interested in the Proposed Project regarding the content of the environmental analysis and information included in the Draft EIR.

PROJECT HISTORY

The existing Redmont Pump Station receives water from the existing Redmont Reservoir (i.e., Redmont Tank), an underground, covered reservoir located within the same property boundaries of the station. The reservoir, which was built in 1920 and acquired by LADWP in 1951, houses 435,000 gallons of water. The Redmont Pump Station is the third in a series of five pump stations that delivers water to the area. During the summer months when water demands are high, the existing Redmont Pump Station does not function efficiently, requiring excessive system manipulation to distribute water to the communities of Sunland and Tujunga. Additionally, due to the age of the existing pump, it routinely requires an inordinate level of maintenance and does not meet current control system standards and technology. Although repairs are made, significant improvements are needed to ensure safety and reliability. To correct the operational weaknesses and vulnerabilities of the existing Redmont Pump Station, the LADWP proposes to replace the facility with a new pump station and storage tank. The proposed replacement would improve the water system reliability in the Sunland-Tujunga community and would reduce the facility's operations and maintenance cost. The new dual zone pump station would also support water delivery to a future reservoir tank and meet the fire demand requirements placed on the system by the proposed Canyon Hills Development project.

PROJECT DESCRIPTION

Under the Proposed Project, the LADWP would:

- Construct and operate a new water pump station to replace the existing Redmont Pump Station.
- Construct and operate a new water storage tank to replace the existing Redmont reservoir tank.
- Install and maintain new water connection pipelines at the Redmont Pump Station.

The new pump station would be approximately 92 feet long by 58 feet wide by 27 feet tall; it would house seven operating pumps, and an overhead crane for lifting equipment inside the pump station. The new reservoir tank would measure 58 feet in diameter and 30 feet in height, 20 feet of which is above grade. The Proposed Project would require the installation of 350 feet of new water line connection pipelines within Tujunga Canyon Boulevard adjacent to the site.

Construction of the new pump station and tank would take approximately two years and occur in two main phases as to not interrupt service. Phase I involves placing the existing pump station on direct line suction from the Foothill Pump Station, followed by the demolition of the existing reservoir tank and the construction of the new pump station. Phase II involves placing the new pump station on direct line suction, followed by the demolition of the existing pump station and construction of the new reservoir tank.

Once completed, the new Redmont Pump Station would operate as an unmanned pumping station similar to the existing facility. Operational activities associated with the proposed replacement station would typically include one site visit per week by LADWP personnel for routine maintenance, repair and inspection. In comparison to the existing facility, the repair and maintenance activities associated with the new Redmont Pump Station would be reduced due to its improved design and engineering and the reduction in age related maintenance issues ongoing at the existing facility.

PROJECT LOCATION

The Proposed Project site is shown at the end of this notice. The Redmont Pump Station site is located at 10501 Redmont Avenue in the City of Los Angeles, at the northeast corner of the North Tujunga Canyon Boulevard and Summitrose Street intersection. The existing facilities serve the communities of Sunland and Tujunga, and consist of the pump station itself and the reservoir tank, which is a below-ground, covered water storage reservoir. The Proposed Project would be constructed on the same site, which is surrounded by residential properties. Land uses in the surrounding areas not directly adjacent to the site include low and medium density residential use, public facilities including four schools located within one-half mile of the Project site, and open space. During Project construction, an empty parcel located one-quarter mile to the northwest of the Project site (on the northwest corner of North Tujunga Canyon Boulevard and Hillrose Street) would be used as a construction parking and staging area.

SUMMARY OF ENVIRONMENTAL EFFECTS

Construction of the Proposed Project would result in short-term impacts related to noise and traffic. Localized air quality impacts from fugitive dust may also occur during construction.

July 21, 2016

Mitigation has been proposed to reduce these impacts, but they would remain significant and unavoidable. All other construction and operational impacts can be mitigated to a level of less than significant or would not create any significant environmental impacts. The Proposed Project would not be located on a hazardous materials site. The existing facility contains an underground storage fuel tank and asbestos that will need to be removed. Prior to removal activities, LADWP would conduct an environmental investigation to assess what is necessary for the fuel tank removal, including assessing the amount of asbestos and determining if the tank has leaked, which could result in the potential for limited remedial activities. Any remediation and all removal activities would be conducted in compliance with applicable regulations.

PUBLIC COMMENT PERIOD

The 45-day public comment period for this Notice of Availability will commence on July 21, 2016, and conclude on September 7, 2016. The Draft EIR is available for review on the LADWP website at <http://www.ladwp.com/envnotices> and at the following locations:

LADWP, Environmental Affairs Division
111 North Hope Avenue, Room 1044
Los Angeles, CA 90012

Sunland-Tujunga Branch Library
7771 Foothill Boulevard
Tujunga, CA 91042

Please submit comments in writing, or email, to the address provided below no later than **5:00 p.m. on September 7, 2016.**

LADWP, Environmental Affairs Division
111 North Hope Avenue, Room 1044
Los Angeles, CA 90012
Attn: Nadia Parker, Environmental Supervisor
Email: Nadia.Parker@ladwp.com

For all respondents, please provide contact information and provide comments on the environmental analysis included within the Draft EIR.

PUBLIC MEETING

A public meeting will be held during the Draft EIR public review period to solicit comments from interested parties on the content of the Draft EIR. The meeting will be held at:

Date: Thursday, August 11, 2016
Time: 6:00 p.m.
Location: Sunland-Tujunga Area Neighborhood Council Auditorium
7747 Foothill Blvd.
Tujunga, CA 91042
818-352-3287



Charles C. Holloway
Manager of Environmental Planning and Assessment



APPENDIX B:
Mitigation Monitoring and Reporting Program

REDMONT PUMP STATION AND TANK PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

1. Introduction

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Redmont Pump Station and Tank Project (proposed Project or Project). An MMRP is required for the proposed Project because the Environmental Impact Report (EIR) has identified significant adverse impacts, and measures have been identified to mitigate those impacts. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.”

2. Mitigation Monitoring and Reporting Program

As the lead agency, the Los Angeles Department of Water and Power (LADWP) will be responsible for monitoring compliance with all mitigation measures. Different LADWP departments are responsible for various aspects of the Project. The MMRP identifies the department with the responsibility for ensuring the measure is completed; however, it is expected that one or more departments will coordinate efforts to ensure compliance.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below.

- **Mitigation Measure:** The mitigation measures are taken from the EIR, in the same order they appear in the document.
- **Timing:** Identifies at which stage of the Project the mitigation must be completed.
- **Monitoring Responsibility:** Identifies the LADWP department with responsibility for mitigation monitoring.
- **Verification (Date and Initials):** Provides a contact who reviewed the mitigation measure and the date the measure was determined complete.

REDMONT PUMP STATION AND TANK PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
3.2 Air Quality and Greenhouse Gas Emissions			
<p>MM AQ-5a: Fugitive Dust Control. The most effective feasible fugitive dust control method from SCAQMD Rule 403 Table 1 shall be implemented. If after proper implementation of these fugitive dust control measures the visible fugitive dust emissions extend beyond the property then the most effective fugitive dust control method from Table 2 or Table 3 of SCAQMD Rule 403 shall be implemented. Activities will be immediately ceased to implement additional dust control measures if at any time SCAQMD Rule 403 (d)(1) requirements are being violated.</p>	Ongoing during construction activities	LADWP Environmental and Engineering Departments	
<p>MM AQ-7a: Off-Road Equipment Engine Control. Off-road construction equipment used at the RPS project site shall meet interim Tier 4 emission standards requirements, or better, to control on-site construction Diesel Particulate Matter emissions.</p>	Ongoing during construction activities	LADWP Engineering Department	
3.3 Noise			
<p>MM N-1a: Implement Best Management Practices to Reduce Construction Noise and Address Public Complaints. For the duration of Project construction, the LADWP shall implement the following measures to reduce temporary noise and address public complaints regarding temporary noise:</p> <ul style="list-style-type: none"> ▪ All noise-producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition and appropriate for the equipment that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc-welder, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment. ▪ Erect temporary noise barriers along the site perimeter closest to sensitive receptors to the maximum extent feasible. These walls should seek to reduce noise a minimum of 6 dBA. ▪ Limit unnecessary idling of construction equipment. 	Prior to construction and ongoing during construction activities	LADWP Environmental and Engineering Departments	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
<ul style="list-style-type: none"> ▪ Electric-powered equipment shall be used instead of pneumatic or internal combustion power equipment, where feasible. ▪ The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be limited to safety warning purposes only. ▪ During construction, communication or music systems shall not be audible at any adjacent receptor. ▪ Actively pursue and implement measures to reduce construction-related automobile trip generation, such as ride-share and carpooling programs from off-site staging areas. ▪ Inform property owners within 300-feet of the Project boundary of anticipated noise disturbances at least two to four weeks prior to construction, including a contact number to register noise complaints. ▪ Post a telephone number at the site construction entrance where residents can call with questions or issues. All calls shall be returned within 24 hours to answer questions and handle complaints. Documentation of the complaint and resolution shall be maintained. A clear appeal process with the City shall be established prior to construction commencement that allows for resolution of noise problems that cannot be immediately solved. ▪ If noise complaints are received, receptor exposure levels shall be determined and measures implemented to reduce excessive noise at the receptor, as feasible. 			
<p>MM N-1b: Obtain Noise Variance from City of Los Angeles. Prior to the start of construction, the LADWP shall obtain a variance from the City of Los Angeles for temporarily exceeding 75 dBA at residential receptors located proximate to the Project site for the duration of construction (per the noise performance standard established in LAMC Section 112.05).</p>	Prior to construction activities	LADWP Environmental and Engineering Departments	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
<p>MM N-2a: Operation and Maintenance Noise Control. The LADWP shall ensure the following noise performance standards are met in final design and operation of the new pump station.</p> <ul style="list-style-type: none"> ▪ Final design of the pump station shall ensure no operational equipment noise is audible outside the structure. At a minimum, final design shall ensure that pump station operational noise does not exceed 40 dBA at the nearest residential property line. ▪ Final design of the pump station shall ensure no groundborne vibration from pump operations is measurable outside the structure. ▪ In the event new electrical transformers (or other electrical infrastructure that generates noise) are installed for pump operation, they shall be installed within the pump station enclosure or sited away from residences, to the extent feasible, ensuring any noise does not exceed 40 dBA at the nearest residential property line. ▪ During operation, normal maintenance activities shall be limited to Monday through Friday during the hours of 8:00 a.m. to 5:00 p.m. 	<p>Prior to construction and ongoing during O&M activities</p>	<p>LADWP Engineering Department</p>	
<p>MM N-3a: Construction Vibration Monitoring. During activities identified as having a high potential for groundborne vibration, the LADWP shall monitor groundborne vibration levels in the vicinity of occupied residences (particularly the residential receptor to the north of the site) to ensure vibration levels do not exceed 0.20 inches per second. In the event temporary vibration is found to exceed this level, LADWP shall assess the construction activity responsible for generating vibration and determine if additional mitigation or altering the activity can be feasibly implemented so that potential damage to adjacent structures would not occur.</p>	<p>Ongoing during construction activities</p>	<p>LADWP Environmental and Engineering Departments</p>	
<p>MM N-3b: Operation Vibration Control. The LADWP shall ensure the following noise performance standards are met in final design and operation of the new pump station.</p> <ul style="list-style-type: none"> ▪ Final design of the pump station shall ensure no groundborne vibration from pump operations is measurable outside the structure. 	<p>Prior to construction and ongoing during operational activities</p>	<p>LADWP Engineering Department</p>	
<p>3.4 Traffic and Transportation</p>			

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
<p>MM T-3a: Construction Traffic Control Plan. Prior to the start of construction, a Construction Traffic Control Plan shall be prepared by the Los Angeles Department of Water and Power for review and approval by the Los Angeles Department of Transportation. The Construction Traffic Control Plan shall include, but not be limited to:</p> <ul style="list-style-type: none"> ▪ Signage within the construction corridors for traffic, in advance of the first encountered work area, warning of potential delays ahead on the route. ▪ Outline specific traffic controls to be used (signage, flag-persons, etc.) to mitigate traffic impacts at roadway locations where one-way-only traffic flow is created, due to the number of travel lanes being reduced from two to one. ▪ Means to notify adjacent properties directly in advance of any access restrictions, if needed for short duration. ▪ Signage to alert motorists to temporary or limited access points to adjacent properties; appropriate barricades for road closures; construction speed limit signage along the haul route; and parking restrictions during construction. ▪ Identify where lanes will be reduced to one-lane; where parking is not feasible on-street, temporary signs should be placed indicating "park off-pavement." ▪ All means to control traffic during construction shall adhere to the guidelines contained in Standard Specifications for Public Works Construction used by many municipalities in California and Caltrans' Traffic Manual, Chapter 5, "Manual of Traffic Controls for Construction and Maintenance Work Zones" and applicable City requirements. These guidelines provide methods to minimize construction effects on traffic flow. ▪ Plans to coordinate in advance with the nearest emergency service providers (fire and police stations) to avoid restricting the movements of emergency vehicles. The nearest stations shall be notified in advance by the LADWP of the proposed locations, nature, timing, and duration of any roadway disruptions, and shall be advised of any access restrictions that could impact their effectiveness. At locations where vehicle travel will be temporarily disrupted, provisions shall be ready at all times to accommodate emergency vehicles, such as immediately stopping work for emergency vehicle passage, providing short detours, and developing alternate routes in conjunction with LADOT. ▪ Provisions for ensuring detours or safe movement of pedestrians and bicycles 	<p>Prior to construction and ongoing during construction activities</p>	<p>LADWP Environmental and Engineering Departments</p>	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
<p>through all affected facilities.</p> <ul style="list-style-type: none"> ▪ Plans to coordinate with affected bus transit agencies (Metro) at least one month prior to construction to minimize the impacts associated with the interruption of bus transit service or stops (if applicable). 			
<p>MM T-4a: Repair Roadways and Transportation Facilities Damaged by Construction Activities. If roadways, curbs, shoulders, or other such transportation features are damaged by Project construction activities, as determined by the affected public agency, such damage shall be repaired and restored to their pre-Project condition by the LADWP. Prior to construction, the LADWP shall confer with LADOT regarding any expected repairs. At least 30 days prior to construction, the LADWP shall photograph or video record all transportation facilities within 300 feet in each direction of the Project site, and shall provide copies of these images to LADOT upon request.</p> <p>At the end of major construction, the LADWP shall repair any damage demonstrable to Project construction to pre-construction condition or better within 60 days, or on a schedule mutually agreed to the LADWP and LADOT.</p>	<p>Prior to construction and ongoing during construction activities</p>	<p>LADWP Environmental and Engineering Departments</p>	