

**APPENDIX A**

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**NOTICE OF PREPARATION (NOP)/INITIAL STUDY (IS) AND  
COMMENTS RECEIVED ON NOP**



# Department of Toxic Substances Control



Edwin F. Lowry, Director  
1011 N. Grandview Avenue  
Glendale, California 91201

Winston H. Hickox  
Agency Secretary  
California Environmental  
Protection Agency

Gray Davis  
Governor

April 2, 2003

Mr. James Koizumi  
Air Quality Specialist  
South Coast Air Quality Management District  
21865 East Copley Drive  
Diamond Bar, California 91765

## NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PARAMOUNT PETROLEUM REFINERY REFORMULATED FUELS PROJECT, SCH NO. 2003031044

Dear Mr. Koizumi:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation of a draft Environmental Impact Report (EIR) for the project mentioned above.

Based on the review of the document, DTSC comments are as follows:

1. The Initial Study for the project states that the proposed project is located on a site which is included on a list of hazardous material sites. The draft EIR therefore needs to identify any known or potentially contaminated site within the Project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
2. The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
3. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

1-1

1-2

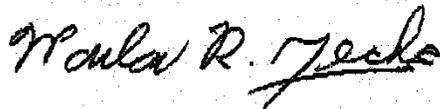
1-3

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov).*

Mr. James Koizumi  
April 2, 2003  
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov). If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me, at (818) 551-2877.

Sincerely,



Harlan R. Jeché  
Unit Chief  
Southern California Cleanup Operations Branch – Glendale Office

Enclosure

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806



# Department of Toxic Substances Control



Edwin F. Lowry, Director  
1001 "I" Street, 25<sup>th</sup> Floor  
P.O. Box 806  
Sacramento, California 95812-0806

Minston H. Hickox  
Agency Secretary  
California Environmental  
Protection Agency

Gray Davis  
Governor

DEPARTMENT OF TOXIC SUBSTANCES CONTROL  
SOUTHERN CALIFORNIA-SITE MITIGATION BRANCH

## MEMORANDUM

MAR 17 2003

RECEIVED

TO: Sayareh Amirebrahimi, Branch Chief  
Site Mitigation Program, Region 3

FROM: Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section

DATE: *March 14, 2003*

SUBJECT: TRANSMITTAL AND REVIEW OF LEAD AGENCY ENVIRONMENTAL DOCUMENTS FOR  
*Paramount Petroleum Refinery Reformulated Fuels Project - 2003021044*

The Department has received the project listed above. The project is being referred to you as a:

- Non-Essential/Information Item Only
- Sensitive Land Use Project
- Non-Sensitive Land Use Project

A Courtesy Copy of the Notice of Completion Transmittal Form has also been sent to:

- Permitting Branch (document not included)

The Department is encouraged to review this project and if applicable make comments pertaining to the project as it relates to hazardous waste and/or any activities which may fall within the Department's jurisdiction. Please have your staff: 1) conduct its review of the attached document prior to the end of the comment period; 2) complete the applicable items below stating whether the department made comments or that no comments were necessary for the document; and 3) return this original transmittal sheet and a copy of any response letter from your office to:

Planning & Environmental Analysis Section (PEAS)  
CEQA Tracking Center  
1001 I Street, 22<sup>nd</sup> Floor  
P.O. Box 806  
Sacramento, California 95812-0806  
Fax (916) 323-3215

Date Comment Period Began: *03/11/2003*  
Comments due to OPR: *04/09/2003*

Reviewed by: *Antalichio*

Date: *3/28/03*

COMMENTS have been prepared and a copy has been provided to PEAS via:

- Attached Copy
- FAX (916) 323-3215

NO COMMENTS NECESSARY because:

- All Department concerns have been adequately addressed; OR
- Project does not fall within the Department's areas of responsibility

Thank you for your assistance with this project. If you have any questions, please contact Ken Tison, CEQA Tracking Center, at (916) 322-5268.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov).

## **RESPONSE TO COMMENT LETTER NUMBER 1**

### **DEPARTMENT OF TOXIC SUBSTANCES CONTROL**

**APRIL 11, 2003**

#### **Response 1-1**

The NOP/IS indicates that the proposed project is located on a site which is included on a list of hazardous materials sites because it was issued a Cleanup and Abatement Order by the State Water Resources Control Board (see page 2-19 of the NOP/IS) in the late 1980's. The Cleanup and Abatement Order required Paramount to conduct site assessment work to determine the presence and extent of ground water contamination, and to implement appropriate remediation measures to eliminate existing contamination and prevent further contamination. The proposed project is not expected to adversely affect the Refinery's Cleanup and Abatement Order or the related activities. The Order will remain in effect and continue to establish requirements for site monitoring and clean up of existing ground water contamination. As a result, no additional threats to human health or the environment were identified.

#### **Response 1-2**

If contaminated soils are encountered during excavation and other construction activities, they will be handled in accordance with local, state, and federal rules which regulate the disposition, handling, transportation, and ultimate disposal, if required, of contaminated soils, so that impacts will be less than significant. The governmental agency that will provide regulatory oversight would depend on the type and concentration of contamination that would be found. See Response 1-3 for further information.

#### **Response 1-3**

Existing laws and regulations address the discovery and remediation of contaminated sites, including the discovery of such sites during construction activities. Existing laws require health and safety plans, working training, and various other activities which serve to protect workers from exposure to contamination, including 29 CFR Part 1910.120, Hazardous Waste Operations and Emergency Response (Fed-OSHA, HAZWOPER); CCR 5192, Hazardous Waste Operations and Emergency Response (Cal-OSHA, HAZWOPER); and SCAQMD Rule 1166, Volatile Organic Compound (VOC) Emissions from Decontamination of Soil.

Monitoring required under SCAQMD Rule 1166 can help detect VOC contamination that exceeds 50 ppmv. The hazardous waste regulations in Title 22 of the CCR establish requirements for hazardous waste handling, transport and disposal. These requirements apply to all contamination, whether it is discovered as part of construction or some other activities.

There is currently no known contamination in areas of the Refinery where the proposed project will be located. There is the potential for detecting contaminated soils during construction of the proposed project. The presence of soil contamination will be determined through routine monitoring as required by SCAQMD Rule 1166. If contamination is discovered, the health and safety plan will be developed that specifically requires the use of employees trained in hazardous material/waste procedures, personnel protective clothing, and so forth that minimize employee exposure. It should also be noted that, at this time, there is no known soil contamination that will be encountered at the proposed project sites within the Refinery.

Excavated soils which contain concentrations of certain substances including heavy metals and hydrocarbons generally are regulated under California hazardous waste regulations. No significant impacts are expected as a result of the potential for contaminated soils to be excavated during construction of the proposed project since there are numerous local, state (Title 22 of the California Code of Regulations) and federal rules which regulate the handling, transportation, and ultimate disposition of these soils. Title 22 of the California Code of Regulations establishes many requirements for hazardous waste handling, transport and disposal including requirements to use approved disposal/treatment facilities, use certified hazardous waste transporters, and use manifests to track hazardous materials, among many other requirements. However, under a worst-case scenario, remediation would require the removal and truck transport of the contaminated soils to an off-site treatment facility, thus generating short-term additional truck traffic. Numerous state and federal rules and regulations govern the discovery, testing, and ultimate fate of hazardous materials so that compliance with these requirements is expected to minimize the potential for significant impacts.

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7, REGIONAL PLANNING  
IGR/CEQA BRANCH  
120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
PHONE (213) 897-6536  
FAX (213) 897-1337  
E-Mail: Nerces.Yerjanian@dot.ca.gov

**RECEIVED**  
APR 02 2003  
ENVIRONMENTAL AUDIT



*Flex your power!  
Be energy efficient!*

Mr. James Koizumi  
South Coast Air Quality Management Dist.  
21865 E. Copley Drive  
Diamond Bar, CA. 91765

RE: IGR/CEQA# 030343NY  
NOP/Paramount Petroleum Refinery  
SCH#2003031044  
LA/710,605,91

March 17, 2003

Dear Mr. Koizumi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Paramount Petroleum Refinery Reformulated Fuels Project.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to state route 710,605,91 and 105. 2-1
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained. 2-2

Post-It® Fax Note	7671	Date	4/2/03	# of pages	3
To	Debbie Bright Stowers	From	James Koizumi		
Co./Dept.	EA	Co.	ADMD		
Phone #	714 632-8521	Phone #	909 396-3234		
Fax #	714 632-6754	Fax #	909 396-3324		

Mr. Koizumi

March 17, 2003

3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

2-3

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.

2-4

5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:

- description of transportation infrastructure improvements
- financial costs, funding sources and financing
- sequence and scheduling considerations
- implementation responsibilities, controls and monitoring

2-5

Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

2-6

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-link travel forecast modeling might be used.

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Stephen Buswell  
 IGR/CEQA Branch Chief  
 Caltrans District 07  
 Regional Transportation Planning Office  
 120 S. Spring St., Los Angeles, CA 90012

Mr. Kotzumi

March 17, 2003

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 030343NY.

Sincerely,



STEPHEN J. BUSWELL  
IGR/CEQA Branch Chief  
Transportation Planning Office

## **RESPONSE TO COMMENT LETTER NUMBER 2**

### **DEPARTMENT OF TRANSPORTATION**

**MARCH 17, 2003**

#### **Response 2-1**

The criterion used to evaluate traffic impacts are included in Appendix D of the Draft EIR. A description of the assumptions, impacts and mitigation measures are included in Chapter 4, Section C – Transportation/Traffic. Traffic counts on local streets were taken in April 2003 to determine existing traffic levels.

#### **Response 2-2**

The criteria used to evaluate traffic impacts are included in Appendix D of the Draft EIR. Traffic modeling was completed using the volume to capacity method to determine the level of service. No inconsistencies with other traffic modeling forecasts were identified.

#### **Response 2-3**

Traffic counts on local streets were taken in April 2003 to determine existing peak AM and PM traffic levels (see Draft EIR, Chapter 3, Section C – Transportation/Traffic). The future conditions in the area are evaluated in Chapter 4, Section C – Transportation/Traffic. Detailed traffic data and modeling results are included in Appendix D of the Draft EIR.

#### **Response 2-4**

See Response 2-3. Cumulative traffic impacts are included in Chapter 5, Section C – Transportation/Traffic and detailed traffic data are included in Appendix D of the Draft EIR.

#### **Response 2-5**

Since no significant impacts were identified in the traffic analysis, no mitigation measures are required.

#### **Response 2-6**

Since no significant impacts were identified in the traffic analysis, no mitigation measures are required.



Community Development  
(562) 220-2036

April 10, 2003

James Koizumi  
South Coast Air Quality Management District  
21865 E. Copley Drive  
Diamond Bar, California 91765

**Subject: Comments on the Notice of Preparation of the Draft Environmental Impact Report (EIR) for the Proposed Paramount Petroleum Refinery Project**

Mr. Koizumi:

The purpose of this letter is to provide you comments from the City of Paramount on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the Proposed Paramount Petroleum Refinery Project. The City appreciates the opportunity to comment on the NOP, recognizing its role as a Responsible Agency in the review of the proposed project.

The City of Paramount concurs with the decision that the South Coast Air Quality Management District should be the Lead Agency in the environmental review of the proposed project given its technical nature. However, the City is concerned that the analysis to be included in the environmental impact report (EIR) will be too focused and, as a result, will not provide a thoughtful and comprehensive analysis of those issues of local importance. Our concerns are identified in a fashion to correspond to those specific issues identified in the *Environmental Checklist and Discussion* attachment to the NOP. We have focused our responses to correspond with those issues the City respectfully requests be considered in further detail in the upcoming EIR.

**Aesthetic Impacts**

The discussion of potential aesthetic impacts summarizes the equipment that is proposed as part of the new project. For the majority of the issue areas considered, the discussion section indicates that there will be no aesthetic impacts associated with the proposed equipment. In the absence of any graphic depicting the location or appearance of the equipment, the City is unable to concur with this assessment. At the very minimum, the analysis should include exhibits indicating the location and extent of the proposed improvements. The existing refinery is located in close proximity to residential uses and the impact of any new equipment on local views should be analyzed in the EIR. This concern is underscored in previous environmental studies that have been completed by the City for other improvements within the refinery where visual studies have been required (and provided).

3-1

**Energy Impacts**

The primary purpose of an EIR is to inform decision-makers, the public, responsible agencies, and other involved parties as to the consequences of a particular action or project. The analysis of potential energy consumption is inadequate in helping those parties make a determination as to the nature and extent of any additional facilities that may be needed to provide power to the project. The

3-2

James Koizumi Letter  
April 10, 2003; Page 2

discussion of potential impacts state that the proposed improvements will "...represent about one - hundredth of one percent of the total natural gas consumption in southern California." The discussion goes on to state "...no significant impact to the natural gas supply is expected as a result of the operation of the proposed project." The City does not agree with the conclusion that this is "not significant" given the past energy problems the region has experienced. Furthermore, the analysis should identify those measures that would be effective in conserving energy.

3-2

**Geology and Soils Impacts**

Given the nature of the proposed use, the City respectfully requests that additional attention be given to the analysis of geology and soils. The discussion correctly points out that the refinery is located within an area that is subject to potential liquefaction. In addition, the site will be subject to strong ground motion in the event of a major earthquake, especially from the nearby Newport-Inglewood fault. The discussion indicates that soil studies have determined that groundwater levels are greater than the minimum 30-feet below the ground surface where liquefaction typically occurs. The analysis in the EIR should include the technical studies referenced to in the discussion. The EIR, and any technical studies, should be provided to the appropriate agencies for review (the California Geological Survey, Los Angeles County Fire Department, etc.). The EIR should also identify those safety measures that would be implemented in the event of a major earthquake.

3-3

**Hydrology and Water Quality**

The City requests that the scope of the EIR's analysis be expanded to consider potential water quality and water consumption impacts along with any requisite mitigation. The discussion indicates that contaminated soils will be properly remediated. The consideration of this issue in the EIR will permit the City and other responsible agencies to participate in the review process. These other agencies may include, but not be limited to, the Department of Toxic Substances Control and the Los Angeles County Department of Health. This issue is of great importance since the refinery is located in close proximity to several schools and residential neighborhoods. Under the California Environmental Quality Act (CEQA), all schools within 1/4 mile of the proposed project should be notified if a proposal involves the handling, use, manufacture, storage, or distribution of hazardous materials. The discussion also indicates "the project is not expected to result in an increase in water use at the site over peak historical use." The City is aware that new equipment previously installed at the refinery did, in fact, consume large quantities of water and mitigation was recommended that called for connections to an exiting "gray water" line located along the refinery's southerly property line. In the absence of any detailed analysis, the City is unable to concur with the findings that the proposed project will not result in any significant water consumption.

3-4

**Noise Impacts**

In general, the City found the noise analysis included in the discussion to be thorough and comprehensive. However, there are concerns that the operational noise levels will be fully mitigated given the close proximity of the proposed improvements to the multiple-family housing located to the south of the project site. The discussion correctly pointed out that extensive mitigation was required as part of the co-generation plant's installation. The analysis indicates that the operational noise levels will "be reduced to 60 dBA or less at a distance of 100 feet from the [noise] sources." The City is concerned that the facility's operation during the late night and early morning periods will adversely affect noise sensitive receptors located in the immediate area. The City respectfully requests that the analysis be expanded to include a more detailed consideration of operational noise and how this noise may affect the adjacent residential uses.

3-5

James Koizumi Letter  
April 10, 2003; Page 3

The City, in its review of the *Environmental Checklist and Discussion* attachment to the NOP, identified a number of shortcomings that should be given additional consideration in the preparation of the EIR. These concerns are summarized below:

**Project Description**

The proposed project needs to be more fully described in the EIR so City staff, the public, and other agencies can ascertain the nature and extent of any concerns. While recognizing the technical nature of the project, the EIR should include appropriate maps and graphics to provide an accurate representation of the proposed improvements. In addition, the project description should adhere to CEQA's requirement that the physical and operational requirements of the project be described in clear and concise terms.

3-6

**Long-term and Growth Inducing Impacts**

CEQA requires that EIRs consider potential growth inducing impacts and long-term impacts of a specific project or action. The existing General Plan contemplated a transition of the refinery to a different land use, based on the City's understanding of the refinery's operation at the time the General Plan was prepared. The City recognizes the important role the refinery plays in the local economic base and requests that information germane to the long-term viability of the existing land use, with the improvements, be considered in the EIR.

3-7

**Project Alternatives**

The City requests that the preparers of the EIR give thoughtful and genuine consideration of project alternatives, especially those alternatives that would be effective in reducing or eliminating a potential significant impact that may be identified in the EIR's analysis.

3-8

**Mitigation Measures**

The EIR must identify those measures that will be effective in reducing or eliminating a potential impact. Pursuant to the requirements of CEQA, the mitigation measures must be clearly identified and agreed to by the applicant with a commitment towards their implementation. A mitigation monitoring program should also be provided to the City for review and comment.

3-9

**Identification of References**

The *Environmental Checklist and Discussion* failed to include a comprehensive identification of the references consulted in making the determination as to the nature and extent of any potential impact. The EIR should utilize footnotes, endnotes, or other techniques to clearly identify the sources leading to any conclusion that may be made as part of the EIR's preparation.

3-10

The City also respectfully requests to be notified of any scoping meeting and public hearing that is to be conducted as part of the environmental review process. The City would also request that the Draft EIR, the Final EIR, the Findings, and the Mitigation Monitoring Program be made available to the City for review and comment. We would appreciate being provided sufficient time, as mandated under CEQA, to complete our review of these documents.

James Koizumi Letter  
April 10, 2003; Page 4

Thank you for the opportunity to comment on the NOP for the Paramount Petroleum Refinery project  
If you have any questions, please contact me at 562-220-2038.

CITY OF PARAMOUNT



Joe Perez  
Community Development Director

## RESPONSE TO COMMENT LETTER NUMBER 3

### THE CITY OF PARAMOUNT APRIL 10, 2003

#### Response 3-1

Chapter 2, Table 2-3 of the Draft EIR, identifies the modifications to be made to Refinery as part of the proposed project including modifications to existing equipment and the installation of new refinery equipment. The location of the proposed Refinery modifications and a figure showing the location and extent of the proposed project is shown in Figure 2-4, Chapter 2 of the Draft EIR, page 2-11. As indicated in the NOP/IS, most of the new equipment will not be visible to the surrounding areas because: (1) existing fencing, structures, and landscaping blocks views of many portions of the refinery (e.g., the views of the refinery from the residential areas are largely blocked by fencing); and (2) most of the new equipment will be located near the center portions of the refinery, away from the residential areas (see Draft EIR, Figure 2-4). The exception is that several new columns are included as part of the proposed project. The columns will be visible from various locations around the refinery. Due to the existing industrial setting of the site, several additional structures will not significantly change the visual qualities of the refinery site so that no significant impacts are expected from the proposed project. The refinery changes will be indistinguishable by most observers.

#### Response 3-2

The energy impacts (i.e., impacts on electricity use and natural gas use) were considered to be less than significant for the reasons discussed below.

**Electricity:** The proposed project is not expected to result in a significant increase in electricity purchased over the baseline levels. The Refinery has installed a Cogeneration Unit that provides most of the existing Refinery's electrical power needs. During the energy crisis in 2000, the Refinery purchased electricity from Southern California Edison (SCE). The Refinery no longer relies on SCE for all its electricity needs and has decreased its purchase of electricity from SCE. The proposed project is not expected to result in an increased in purchased electricity over baseline (or historical) levels so that no significant impacts on electricity are expected.

**Natural Gas:** The proposed project will not add any new combustion equipment to the Refinery. The proposed project will result in an increase in natural gas purchased over the last several years since some existing equipment will be fired up that has not been continuously operated in the last few years. However, the proposed project is not expected to result in an increase in the use of natural gas over baseline (or historic) levels so no significant adverse impacts on natural gas are expected.

### **Response 3-3**

The information request in this comment was provided in the NOP/IS (see NOP/Initial Study, Chapter 2, pages 2-14 – 2-17). The NOP/IS includes the discussion of the potential impacts related to the Newport-Inglewood fault (see page 2-15) and the related building requirements that minimize the potential for impacts due to seismic activities.

The NOP/IS includes the discussion of the potential impacts related to liquefaction (see page 2-16) and the related building requirements that minimize the potential for impacts due to liquefaction. As stated in the NOP/IS, the California Division of Mines and Geology has concluded that the Refinery is located in an area of historic or has the potential for liquefaction. The reference for this map is provided in the reference section of the NOP/IS (California Division of Mines and Geology, Map of Seismic Hazard Zones, South Gate Quadrangle, August 17, 1998). The Seismic Hazard maps are available from the California Division of Mines and Geology web page. Also note that this determination is not necessarily made from site-specific technical studies but from historical data, depth to ground water information, regional geological information, etc., and not from site-specific information.

Finally, the proposed project will not significantly alter the existing impacts that an earthquake would have on the Refinery. No additional storage tanks are proposed, no increase in materials stored at the Refinery are proposed, etc. (Also, please note that hazards related to a potential earthquakes associated with the proposed project modifications are addressed in the EIR, Chapter 4, Section B – Hazardous and Hazardous Materials). The safety measures that would apply in the event of an earthquake are the same measures that apply to the Refinery on a daily basis and are not associated with the proposed project.

### **Response 3-4**

See Response 1-3 regarding soil contamination. Chapter 2 of the NOP/Initial Study, pages 2-23 through 2-25 considers the impacts to water quality and consumption. The proposed project will not increase future water use or wastewater discharge over baseline conditions so no significant impacts are expected. Water consumption for the proposed project is minimal during the construction phase, mainly for dust control, as required by SCAQMD Rule 403. This will cease once the project construction phase is complete. The existing cooling towers are responsible for the bulk of water usage on site. The towers are not being modified nor replaced, therefore, no increase in water consumption is expected. Based on the analysis completed, adverse impacts on water quality and hydrology are not expected, so no further evaluation is required in the Draft EIR.

The Refinery has onsite wastewater treatment facilities. Wastewater is subjected to treatment and sampling in accordance with the County Sanitation Districts of Los Angeles County Industrial Wastewater Discharge Permit requirements. No impacts or changes are expected to the wastewater or wastewater treatment system so no significant impacts have been identified.

Previous ground water contamination detected down-gradient from the Refinery is being remediated and monitored.

CEQA requires that for projects located within one-quarter mile of a school site that emit hazardous contaminants or handle hazardous materials, the affected school district be consulted when the EIR is distributed for review and that the school district be notified in writing not less than 30 days prior to approval or certification of the EIR (14 CCR §15186). These CEQA requirements will be followed for the proposed project. Further, the potential impacts associated with the use of hazardous materials related to the proposed project are included in Chapter 4, Section B – Hazards/Hazardous Materials.

### **Response 3-5**

The noise analysis is provided in the Initial Study (see pages 2-30 through 2-35). The proposed project will add new sources of noise at the Refinery in the form of valves, pumps and compressors. As part of the purchase agreement for all new and modified equipment, the Refinery will require that noise specification does not exceed more than 85 dBA at three feet. Assuming an operational noise level of 85 dBA at three feet, and six-dBA noise attenuation per every doubling distance (e.g., three feet, six feet, 12 feet, etc.), noise levels associated with the new equipment will reach 60 dBA at about 100 feet. The estimated noise levels in the adjacent residential areas from the Refinery associated with the proposed project are shown in Table 4 of the NOP/IS (see page 2-33) and show that the increased noise levels will be less than one decibel. No noticeable or significant increase in noise is expected, so further analysis or mitigation measures are not required.

### **Response 3-6**

Chapter 2 of the Draft EIR describes in detail the proposed project modifications and installation of new equipment. Maps and figures in Chapter 2, show the refinery location, refinery layout, refinery block flow diagram, site location and regional location.

### **Response 3-7**

All proposed equipment modifications and new equipment installations will occur within the confines of the existing Refinery boundaries so that no change in land use is expected. The modifications and installations are expected to be consistent with the existing zoning (M-2, Heavy Manufacturing) and land uses (Industrial). This information was included in pages 2-26 through 2-28 of the NOP/IS.

The proposed project's long-term impacts are addressed in each of the environmental resources discussed in the NOP/IS and the Draft EIR. Growth-inducing impacts are discussed in Chapter 4, Section D of the Draft EIR.

**Response 3-8**

Project alternatives are provided in Chapter 6 of the Draft EIR.

**Response 3-9**

Mitigation measures are provided after each impact analysis where significant impacts have been identified (see Chapter 4 of the Draft EIR). A copy of the mitigation monitoring program will be provided to the City when it is completed.

**Response 3-10**

The commentator indicates that the NOP/IS “failed to include a comprehensive identification of the references consulted in making the determination as to the nature and extent of any potential impact.” The comment is incorrect and the references used in preparation of the NOP/IS are included on pages 2-46 and 2-47.

All persons consulted and references used in the completion of the Draft EIR are included in the Chapter 7 of the Draft EIR. The City will be included on the mailing list for the proposed project and will be provided with the Draft EIR, Final EIR, the Findings and Statement of Overriding Considerations (if applicable) and the mitigation monitoring program. The Draft EIR has been released for a 45-day public review and comment period, as required by CEQA. Currently, no public hearings are currently scheduled for the proposed project.