

**NOTICE OF PREPARATION  
INITIAL STUDY**

**DEVIL'S GATE RESERVOIR  
SEDIMENT REMOVAL AND MANAGEMENT  
PROJECT  
PASADENA, CA  
(LOS ANGELES COUNTY)**

*Prepared for:*

**LOS ANGELES COUNTY  
FLOOD CONTROL DISTRICT  
P.O. Box 1460  
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*Prepared by:*



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## **SECTION 1.0 – INTRODUCTION**

### **1.1. PURPOSE OF THE NOTICE OF PREPARATION AND INITIAL STUDY**

The Los Angeles County Flood Control District (LACFCD) proposes a comprehensive sediment removal project at Devil's Gate Reservoir that will restore flood control capacity and establish a reservoir configuration more suitable for routine maintenance activities including sediment management.

"Projects" within the State of California are required to undergo environmental review to determine the environmental impacts associated with implementation of the project in accordance with the California Environmental Quality Act (CEQA) unless a project is exempt. CEQA was enacted in 1970 by the California Legislature to disclose to decision makers and the public the significant environmental effects of a proposed project and identify possible ways to avoid or minimize significant environmental effects of a project by requiring implementation of mitigation measures or recommending feasible alternatives. CEQA applies to all California public agencies at all levels, including local, regional and state, as well as boards, commissions, and special districts (such as LACFCD). As such, LACFCD is required to conduct an environmental review to analyze the potential environmental effects associated with the proposed project.

The attached IS analyzes the potential for the Devil's Gate Reservoir Sediment Removal and Management Project (proposed project) to result in environmental impacts. The findings in this Initial Study (IS) have determined that an Environmental Impact Report (EIR) is the appropriate level of environmental documentation because the project could result in potentially significant impacts. These potential impacts are discussed below and will be further addressed in the EIR.

LACFCD will be the Lead Agency for purposes of CEQA as it is the agency charged with carrying out or approving the project. This Notice of Preparation (NOP)/IS is the first step in the process to inform the public of the project and its potential impacts and to invite input.

LACFCD seeks community input regarding the scope and content of the environmental information that should be included in the EIR. The EIR will be prepared by LACFCD and will include any information necessary for public agencies to meet their respective responsibilities related to the proposed project. These agencies will need to use the EIR when considering any permit or other approvals necessary to implement the project. A preliminary list of the environmental topics identified for study in the EIR is provided in the IS checklist (Section 5). If the topics of concern to you have already been identified for analysis in the IS, you need not provide a response to this notice.

The project description, location, and the environmental issues to be addressed in the EIR are contained in the attached materials.

**A forty-five-day (45-day) public review period** shall commence on **Wednesday, September 28, 2011**. Written comments must be sent to the LACFCD by **Friday, November 11, 2011**. The LACFCD will hold two public scoping meetings to allow public agencies and members of the public to provide input on which environmental issues merit further analysis in the EIR. These scoping meetings will occur on **Wednesday, October 5, 2011** at 6:30 p.m. in the Rose Bowl Locker Room (1001 Rose Bowl Drive, Pasadena, 91103, park in Lot F, enter at Gate A) and **Saturday, October 15, 2011** at 9:00 a.m. in the La Canada High School Cafeteria (4463 Oak Grove Drive, La Canada, 91011).

Correspondence and comments can be delivered to:

Los Angeles County Flood Control District  
Attn: Water Resources Division – Reservoir Cleanouts  
P.O. Box 1460  
Alhambra, CA 91802-9974.

Comments can also be sent by email to [reservoircleanouts@dpw.lacounty.gov](mailto:reservoircleanouts@dpw.lacounty.gov), or by FAX to (626) 979-5436. Include “Devil’s Gate Reservoir Sediment Removal and Management Project” in the subject line. Agency responses to the NOP should include the name of a contact person within the commenting agency.

## **1.2. AVAILABILITY OF THE NOP/IS**

The NOP/IS for the Devil’s Gate Reservoir Sediment Removal and Management Project is being distributed through the State Clearinghouse and directly to numerous agencies, organizations, and interested groups and persons for comment during the scoping period. The NOP/IS is also available for review at the following locations:

- Linda Vista Library, 1281 Bryant Street, Pasadena
- San Rafael Branch Library, 1240 Nithsdale, Pasadena
- Pasadena Central Library, 285 East Walnut Street, Pasadena
- Altadena Library District, 600 East Mariposa Street, Altadena
- Bob Lucas Memorial Library, 2659 Lincoln Avenue, Altadena
- La Canada Flintridge Library, 4545 North Oakwood Avenue, La Canada Flintridge
- Irwindale Public Library, 5050 Irwindale Avenue, Irwindale
- County of Los Angeles Department of Public Works, 900 South Fremont Avenue, Alhambra

In addition, the NOP/IS is also available online at the following website:  
[www.lasedimentmanagement.com/devilsgate](http://www.lasedimentmanagement.com/devilsgate).

## **SECTION 2.0 – PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING**

### **2.1. INTRODUCTION**

Devil's Gate Dam and Reservoir was built in 1920 to provide flood protection to the Cities of Pasadena, South Pasadena, and Los Angeles and to facilitate water conservation. The City of Pasadena is the landowner of the project site, and the LACFCD holds an inundation easement granting LACFCD the right to construct, reconstruct, inspect, maintain, repair and operate the dam, spillway, reservoir and other support structures for the purposes of flood protection and water conservation. The project is being undertaken in order to restore reservoir capacity to the facility to meet its intended level of flood protection for downstream communities.

### **2.2. PROJECT LOCATION AND SITE CHARACTERISTICS**

#### **2.2.1 Location**

The Devil's Gate Reservoir Sediment Removal and Management Project is located in the City of Pasadena, in Los Angeles County approximately 14 miles north of downtown Los Angeles (see Figure 1, Project Vicinity Map). The City of La Canada Flintridge and the community of Altadena are located near the project site to the west and east, respectively.

Lying south of the San Gabriel Mountains, the project site is located within the Arroyo Seco watershed. The Arroyo Seco extends approximately 11 miles from the border of the Angeles National Forest to its confluence with the Los Angeles River. Stormwater runoff from approximately 20,416 acres (31.9 square miles) of both residential and undeveloped land drains into Devil's Gate Reservoir.

The project site includes transportation and placement of material at facilities already prepared and designated to accept such material. For the purposes of this IS, Waste Management Facility in Azusa, Manning Pit Sediment Placement Site in Irwindale, and Scholl Canyon Landfill were considered as facilities available for the project.

#### **2.2.2 Project Site**

The proposed project site (see Figure 2, Project Boundary Map) includes the Devil's Gate Dam and Reservoir and covers approximately 175 acres (0.27 square miles). The topography in the vicinity of the project site is generally flat, with a slight incline to the north. The San Gabriel Mountains are located to the north of the project site, and are characterized by both the foothills and steep slopes associated with mountainous terrain. The proposed project site can be accessed via Oak Grove Drive and Foothill Boulevard on the west through the City of Pasadena Hahamongna Watershed Park and Windsor Avenue via La Canada Verdugo Road on the southeast and Explorer on the northeast.

#### **2.2.3 General Plan Designation/Zoning**

The proposed project site has a General Plan Land Use designation of Open Space and is zoned as Open Space under City of Pasadena General Plan (City of Pasadena, 1994).

#### **2.2.4 Adjacent Land Uses**

The project site is located within the reservoir behind Devil's Gate Dam. The Hahamongna Watershed Park is approximately 1,300 acres of open space extending up the Arroyo Seco Canyon from the Devil's Gate Dam. The park includes areas within and adjacent to the reservoir. The Hahamongna Watershed Park is owned and operated by the City of Pasadena and includes Oak Grove Park. Oak Grove Park contains picnic facilities, restrooms, a play field, an equestrian staging area, trails, and a disc golf course. The current leaseholders within the Hahamongna Watershed Park include the United States Forest Service (USFS), Los Angeles County Fire Camp 2, and the Rose Bowl Riders who sublet to the Tom Sawyer Camp. In addition, Southern California Edison, Southern California Gas Company, and Pasadena Water and Power hold easements within the Hahamongna Watershed Park. Other land uses directly adjacent to the project area include the California Institute of Technology – Jet Propulsion Laboratory (JPL) to the northwest, La Canada High School and Hillside School and Learning Center to the west, single-family residential uses to the south, north, and east, and the 210 Foothill Freeway to the south.

### **2.3. PROJECT BACKGROUND**

#### **2.3.1 LACFCD History**

Since 1860, major flood events have occurred along the Arroyo Seco, which led to the development of the Los Angeles River and Arroyo Seco flood control channels. Flooding over the past century has caused loss of life and severe damage to structures and infrastructure.

The Arroyo Seco has a long history of flooding from winter storms including:

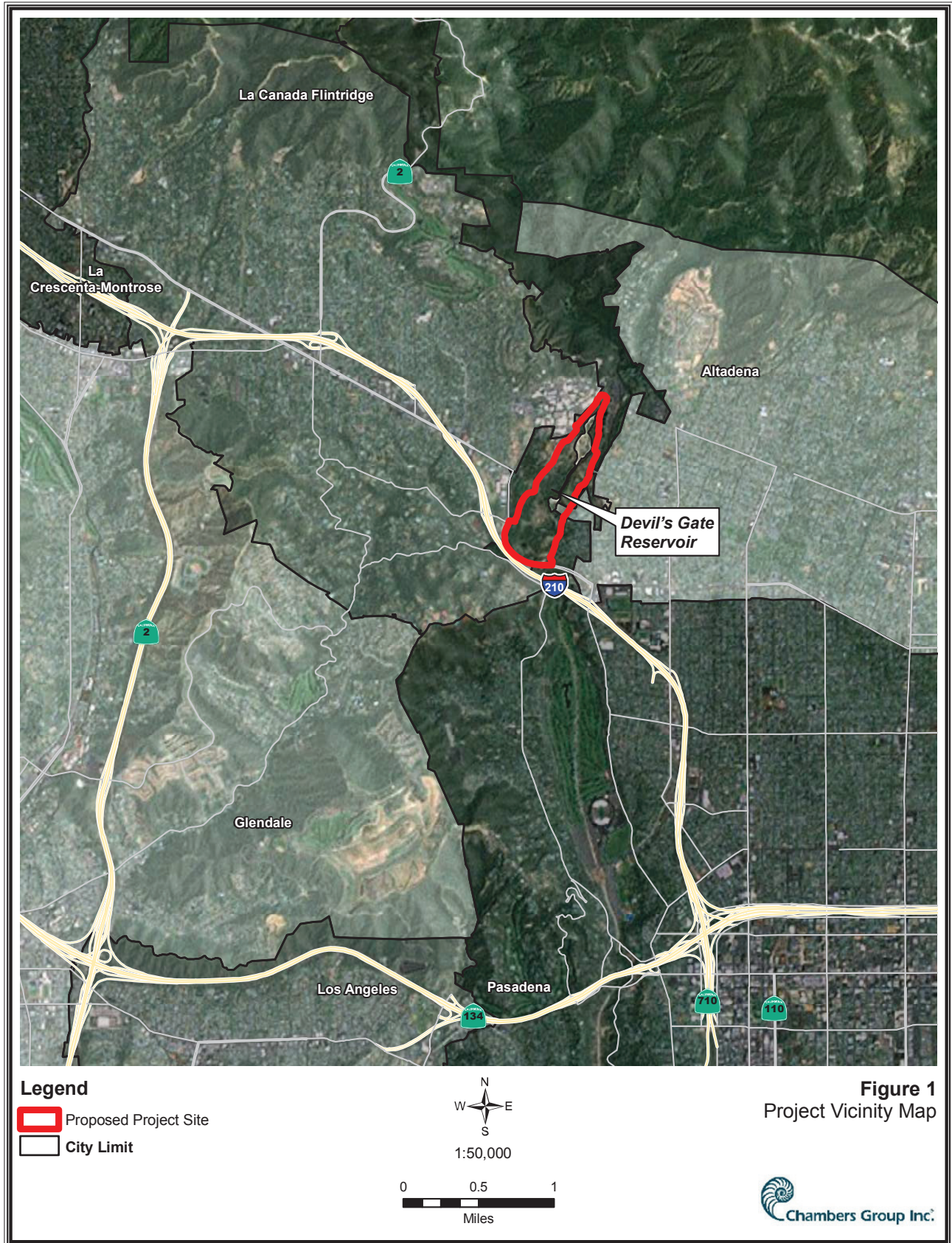
- In 1861, severe flooding occurred along the Arroyo Seco.
- In 1884, the most destructive flood recorded in Los Angeles County.
- In 1889, Arroyo Seco experienced severe flooding.
- In 1914, a devastating flood occurred in Los Angeles County, primarily the result of floodwaters originating in the San Gabriel Mountains. The flood caused over \$10 million in property damage, destroyed 10 bridges, 30 homes, and claimed many lives. Peak flows in the Arroyo Seco at the USGS Gage 11098000, located approximately 2.2 miles upstream of the reservoir, were recorded at 5,800 cubic feet per second (cfs).
- In 1916, a flood recorded peak flows at 3,150 cfs occurred on January 17.
- In 1938, flooding damaged the Angeles Crest Highway (SR-2). The USGS gage station recorded a maximum peak flow of 8,620 cfs on March 2.
- In 1943, a flood damaged portions of the Arroyo Seco flood control channel.

The Los Angeles County Flood Control Act was adopted in 1915 by the State Legislature after a regional flood took a toll on both lives and property. The Los Angeles County Flood Control Act established the LACFCD, tasked with controlling and conserving the flood waters of the LACFCD. The LACFCD encompasses 2,760 square miles: all of Los Angeles County except Catalina and San Clemente islands and everything north of Avenue S in Antelope Valley.

#### **2.3.2 Hahamongna Watershed Master Plan**

In 1993, the City of Pasadena established the Hahamongna Watershed Park which includes the Devil's Gate Reservoir area. Recreational uses in the park include hiking, bicycling, horseback riding, picnicking, and disc golf.





**Figure 1**  
Project Vicinity Map

**Figure 1 - Project Vicinity Map**



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 Los Angeles County Flood Control District



Figure 2 - Project Boundary Map

The City of Pasadena has developed and adopted (between 2003 and 2005) three separate master plans that govern Pasadena parks along the Arroyo Seco: the Lower Arroyo Master Plan, the Central Arroyo Master Plan, and the Hahamongna Watershed Master Plan. These plans attempt to balance many competing objectives, including habitat restoration, recreational access, water supply, and other uses.

### **2.3.3 Devil's Gate Dam and Reservoir History**

Following the floods of 1914 and 1916, the Devil's Gate Dam was built in 1920, for the purposes of water conservation and flood control. Devil's Gate Dam is the oldest dam constructed by the LACFCD. Devil's Gate Dam and Reservoir had an original storage capacity of approximately 7,423,000 cubic yards. Between 1934 and 1947, most of the Arroyo Seco downstream of the dam (approximately 450 feet south of the dam) was channelized.

Following the 1971 Sylmar Earthquake, heightened safety concerns and better understanding of seismic behavior prompted new investigations and analysis of LACFCD dams, including Devil's Gate Dam. In response to findings from these studies, in 1978 the State Department of Water Resources Division of Safety of Dams (DSOD) officially imposed an operational restriction preventing the holding of water at Devil's Gate Dam due to concerns with the dam's ability to withstand a major earthquake. In 1998, the District completed a construction project that seismically rehabilitated Devil's Gate Dam. The rehabilitation project also enlarged the spillway to safely pass the Probable Maximum Flood, the required level of flood protection, without overtopping the dam. After project completion, the DSOD restriction was removed restoring the dam and reservoir to its full operational capacity, thus providing its potential for water conservation. The project improvements resulted in Devil's Gate Dam meeting current maximum credible earthquake design standards and probable maximum flood design standards.

The reservoir captures storm water, sediment and debris during storm events and retains storm water to prevent high flow rates from overwhelming the downstream flood control channel. The outflow from the reservoir is controlled by three outlet corridors; a low level gate, the outlet valve, and the outlet tunnel gates. These allow the dam to discharge up to 5,500 cfs. Controlled releases are made through the outlet valve and tunnel gates after the reservoir has impounded storm water. During major storm events that exceed the capacity of the valves and gates, the dam is designed such that the reservoir level rises until flow discharges, uncontrolled thru the spillway ports (openings in the spillway structure) and then over the spillway.

#### **2.3.3.1 Recent Sediment Removal**

The need for a sediment removal project is determined based on the amount of sediment deposition behind the dam. Too much sediment accumulation can affect the ability of the outlet works (valves, gates and spillway) to function correctly or reduce available reservoir capacity below that necessary for flood control storage or to safely contain future sediment inflow including the Design Debris Event (DDE). The "Design Debris Event" is the predicted amount of sediment that will flow into the reservoir after the undeveloped portion of the tributary watershed is completely burned and a 50-year design storm event occurs after four years of watershed recovery. The 50-year design storm and the DDE are defined by the Los Angeles County Department of Public Works Hydrology and Sedimentation Manuals respectively. The DDE for the Devil's Gate Reservoir is approximately 2,000,000 cubic yards.

The last major reservoir sediment removal project occurred in 1994, when 190,000 cubic yards of sediment were removed. Sediment was trucked off site via a maintenance road just west of the dam which exits on to Oak Grove Drive. Since then, two smaller sediment removal operations have taken

place with 14,000 cubic yards removed in 2006 and 3,800 cubic yards removed in 2009. The volume of these sediment removal projects was limited in order to prevent impacts to vegetation growing in the accumulated sediment within the reservoir.

The 2009 Station Fire was the largest fire in recorded history of the Angeles National Forest (est. 1892) and the 10<sup>th</sup> largest fire in California since 1933. It burned over 160,000 acres leaving vast areas of the San Gabriel Mountains denuded and susceptible to sediment flows. The fire impacted five of the LACFCD's dams and reservoirs, one of which is the Devil's Gate Dam and Reservoir. Approximately 68% of the watershed tributary to Devil's Gate Reservoir (approximately 100% of the undeveloped portion) was burned, making sediment deposition inevitable during subsequent storm events. The storms that occurred in the two wet seasons after the fire increased sediment accumulation in the reservoir by approximately 1,300,000 cubic yards reducing the available capacity to less than one DDE. In October 2010, the California DSOD recommended the removal of sediment build-up behind the dam as well as the removal of vegetation growth.

In 2010, LACFCD initiated project planning to remove 1,670,000 cubic yards from the reservoir. This activity was found to be exempt from CEQA. In March 2011, in recognition of stakeholder and environmental concerns, the Los Angeles County Board of Supervisors directed LACFCD to complete an EIR to assess the impacts associated with removing sediment from the project site. Since the EIR would take considerable time to complete, LACFCD was also directed to implement interim measures to reduce downstream flood risk until the EIR is completed and a sediment removal project is implemented.

The Interim Measures Project (IMP), is currently underway to reduce downstream flood risk. The interim measures include dam modifications to keep debris from plugging the outlet works and allow for the removal of up to 25,000 cubic yards of sediment per year from the dam face until the project associated with the EIR is started. In 2011, 13,000 cubic yards were removed from the dam face and placed at Johnson Field.

#### **2.4. PROJECT GOALS AND OBJECTIVES**

The LACFCD must remove sediment that has accumulated behind the dam to restore the capacity of Devil's Gate Reservoir to minimize the level of flood risk to downstream communities along the Arroyo Seco. In its current condition, the reservoir no longer has the capacity to safely contain another major debris event; and the outlet works have a risk of becoming clogged and inoperable. The proposed project would remove up to 4,000,000 cubic yards of sediment from the reservoir behind Devil's Gate Dam to restore it to its current design standard, (capacity for two DDEs below the spillway elevation of 1040.5 ft) and establish a reservoir configuration more suitable for routine maintenance activities including sediment management.

Primary project objectives include:

- Reducing flood risk to the communities downstream of the reservoir adjacent to the Arroyo Seco by restoring reservoir capacity for flood control and future sediment inflow events;
- Supporting sustainability by establishing a reservoir configuration more suitable for routine maintenance activities including sediment management;
- Removing sediment in front of the dam to facilitate an operational reservoir pool to reduce the possibility of plugging the outlet works with sediment or debris during subsequent storm events



- Removing sediment placed at Johnson Field during the Devil's Gate Reservoir Interim Measures Project;
- Supporting dam safety by removing sediment accumulated in the reservoir in a timely manner to ensure the ability to empty the reservoir in the event of a dam safety concern.
- Delivering the sediment to placement or reuse facilities that are already prepared and designated to accept such material without native vegetation and habitat removal.

#### **2.4.1 Sediment Removal**

Approximately 2.6 million cubic yards of sediment is the current excess amount of sediment in the reservoir. However, additional sediment accumulation is anticipated during the upcoming storm seasons due to the burned condition of the watershed. Proposed project excavation activities would take place within the project's excavation limit boundaries (see Figure 3, Project Excavation Boundary). The specific excavation limits, ultimate reservoir configuration, and volume of sediment to be removed within the boundary will be determined based on locations of access roads; areas for preservation or restoration of native vegetation; and the amount and location of sediment inflow that occur during the upcoming storm seasons.

Over the years, as storm events deposited sediment in the reservoir, native and non-native vegetation established itself in the sediment deposits. During subsequent storm events some of the vegetation is washed out by storm flows or submerged when the reservoir level rises. Despite the dynamic changes to vegetation over time, much of the reservoir has recently contained areas of mature black willow trees, Riversidian alluvial fan sage scrub, mule fat scrub and riparian vegetation. During storm events following the Station Fire, a large portion of the reservoir vegetation was buried in sediment; however significant amounts of vegetation, including numerous mature willow trees remain present. In order to remove the sediment from the reservoir, vegetation growing in it within excavation areas will require removal. The accumulated sediment will be removed with construction equipment including but not limited to: bulldozers, front-end loaders, excavators, scrapers and trucks. Removed vegetation and organic debris will be separated from sediment and hauled to Scholl Canyon Landfill. Coarse material may need to be processed through sorters and crushers to prepare it to be hauled off-site. Depending on the moisture content of the sediment removed, the sediment may need to be stockpiled for drying to occur. Stockpiling of the sediment would occur on-site, within the Devil's Gate Reservoir.

The sediment and organic materials will be trucked off-site via local roads accessing the 210 Freeway and then taken to sites that are already prepared and designated to accept such material without native vegetation and habitat removal.

For the purpose of assessing the level of potential impacts to the various environment factors, this IS considered the following potential traffic routes and existing disposal sites/placement locations which are currently available to accept the sediment/organic material: The sediment will be trucked off-site to either the Waste Management Facility in Azusa or the Manning Pit Sediment Placement Site (SPS) in Irwindale. In addition to the sediment excavated as part of the proposed project, sediment stockpiled as part of the IMP will also be removed. For sediment removal, the trucks will take maintenance road, west of the reservoir, to Oak Grove Drive, following it until Berkshire Place, and then merge onto the eastbound Interstate 210 Foothill Freeway. Trucks carrying sediment will continue to follow the 210 Freeway east until exiting Irwindale Avenue southbound, turning eastward onto Gladstone (Waste Management Facility) and then south onto Vincent (Manning Pit SPS). To return to the reservoir, the trucks will follow Arrow Highway eastward, turn north onto Azusa Avenue, and take the 210 Foothill

freeway westbound on-ramp. The access road used to access Oak Grove Drive will be widened to accommodate the truck traffic. For organic material, the trucks will follow the 210 Freeway east until the 134 Ventura Freeway west, exit Figueroa Street northbound, and then following Scholl Canyon Road to the Scholl Canyon Landfill.

#### **2.4.2 Project Schedule**

The proposed project is expected to occur between Spring 2014 and Winter 2019. Excavation and associated activities within the reservoir area is expected to take place during dryer months, from April to December, Monday through Saturday (except on holidays), as weather permits. Activities will take place between the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday. Removal of sediment and organic materials off-site is expected to take place between these hours but specific hours may be further defined to avoid sensitive travel times.

#### **2.5.3 Sediment Management**

The proposed project is expected to result in a reservoir configuration and appropriate access ways to facilitate future routine periodic maintenance and sediment removal and minimize any environmental impacts associated with these future activities.

#### **2.4.3 Environmental Commitments / Best Management Practices**

The proposed project lies within the boundaries of the County of Los Angeles and shall conform to the following requirements:

- Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharges within the County of Los Angeles, and the Incorporated Cities therein, except the City of Long Beach (Order No. 01-182, NPDES No. CAS004001).
- Within the unincorporated areas of the County of Los Angeles, Los Angeles County Code, Chapter 12.80.
- Other applicable Federal, State, and local requirements.

To reduce potential impacts to water quality, the proposed project would be conducted in accordance with applicable standards and BMPs. The following environmental safeguards would be implemented as part of the proposed project:

- Sediments shall not be discharged to the storm drain system or receiving waters.
- Sediments generated on the project site shall be contained within the project site using appropriate Best Management Practices (BMPs).
- No project activity-related materials: waste, spills, or residue shall be discharged from the project site to streets, drainage facilities, receiving waters, or adjacent property by wind or runoff.

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 Los Angeles County Flood Control District



Figure 3 - Project Excavation Boundary



- Non-storm water runoff from equipment, vehicle washing, or any other activity shall be contained within the project site using appropriate BMPs.
- Erosion from exposed topsoil slopes and channels shall be prevented.
- Minimize grading during the wet season. All erosion susceptible slopes shall be covered, planted, or protected in any way that prevents sediment discharge from the project site.
- If the project is active during the rainy season (October 15 – April 15), the Contractor shall prepare an accumulated precipitation procedure (APP) for review and approval by the LACFCD Project Engineer before any discharge from the project. The APP shall describe the location of proposed discharges, the BMPs to prevent pollution, and the actual equipment to be used. The APP shall be prepared and submitted in accordance with BMP NS-2 and the LACDPW Construction Site BMPs Manual (BMP Manual) Section 7.

## **2.5. REQUIRED PERMITS AND APPROVALS**

### **2.5.1 Lead Agency Approval**

The Final EIR must be certified by the Los Angeles County Board of Supervisors (Board) as the governing board of the LACFCD as to its adequacy in complying with the requirements of CEQA before taking any action on the proposed project. The Board will consider the information contained in the EIR in making a decision to approve or deny the Devil's Gate Reservoir Sediment Removal and Management Project (Proposed Project). The analysis in the EIR is intended to provide a full disclosure of the proposed project's potential environmental impacts in accordance with CEQA requirements.

### **2.5.2 Other Required Permits and Approvals**

A Responsible Agency is a public agency, other than the lead agency, that has discretionary approval authority over a project. The Responsible Agencies, and their corresponding approvals, for this project include the following:

City of Pasadena - Pasadena Tree Protection Ordinance Permit

Department of Fish and Game – Section 1600 Streambed Alteration Agreement

Regional Water Quality Control Board – Section 401 Water Quality Certification

US Army Corps of Engineers – Section 404 Permit

### **2.5.3 Reviewing Agencies**

Reviewing Agencies include those agencies that do not have discretionary powers, but that may review the IS for adequacy and accuracy. Potential Reviewing Agencies include the following:

#### ***State of California***

- Office of Historic Preservation
- Department of Transportation (Caltrans)



- Resources Agency
- Department of Conservation, Division of Oil, Gas and Geothermal Resources
- Native American Heritage Commission
- State Lands Commission
- California Highway Patrol

***Regional Agencies***

- Southern California Association of Governments
- South Coast Air Quality Management District

**SECTION 3.0 – ENVIRONMENTAL DETERMINATION**

**3.1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**3.2. DETERMINATION**

On the basis of this initial evaluation:

1. I find that the project **could not** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
2. 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.
3. I find the proposed project **may have a significant effect** on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
4. 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.
5. 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.

*M. C. [Signature]*  
 Signature

9/27/11  
 Date

Ryan C Butler Associate Civil Engineer  
 Name, Title

## **SECTION 4.0 – 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. 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 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. 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

\*Note: Instructions may be omitted from final document.

**SECTION 5.0 – CHECKLIST OF ENVIRONMENTAL ISSUES**

**5.1. AESTHETICS**

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

**5.1.1 Impact Analysis**

- (a) The proposed project site is located in the City of Pasadena within the Devil's Gate Reservoir. There are no designated scenic vistas in the project vicinity (City of Pasadena, 1994), however, public views of the proposed project site are available from various viewpoints along the reservoir and Hahamongna Watershed Park including trails and lookouts that are readily accessible by the public. The project site would also be visible from private residences and the private property within JPL. Views of the project site from both public and private vantage points may be impacted by the sediment and vegetation removal. Changes to views associated with the proposed project site will be further analyzed in the EIR.
- (b) The California Department of Transportation designates Official and Eligible scenic highways within the State. The proposed project is located approximately 1.8 miles from State Highway 2 - Angeles Crest Highway, an Officially Designated State Scenic Highway; and is located in close proximity to the 210 Freeway, an Eligible State Scenic Highway (Caltrans, 2011). The Los Angeles County General Plan has assigned the same designations to these highways (LACDRP, 2011). State Highway 2 – Angeles Crest Highway does not provide views of the proposed project site (City of Pasadena, 2002). Therefore, the proposed project would not damage scenic resources within an officially designated state scenic highway. As the site is characterized by its open space park features, views of the site from the 210 Freeway could be altered. Changes to views of scenic resources from the 210 Freeway, an Eligible State Scenic Highway, will be further analyzed in the EIR.
- (c) Views of the proposed project site and the immediate area are characterized by open space, active and passive recreation facilities, trails, and native and non-native vegetation surrounded by urban development against the backdrop of the San Gabriel Mountains. The proposed project would remove both sediment and vegetation from the reservoir, which would change

the visual character of the site and alter public and private views of the site. Changes to the existing visual character and quality of the project site will be further analyzed in the EIR.

- (d) The proposed project would remove sediment and vegetation from the reservoir and eventually transport the sediment and vegetation to approved disposal sites. The proposed project would involve limited addition of lights or structures that would cause glare. There would be no significant impacts related to effects from added sources of light or glare. No further study of the issue is required.

## 5.2. AGRICULTURE & FOREST RESOURCES

2.	<b>AGRICULTURE &amp; FOREST RESOURCES.</b> (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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.) In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.) <b>Would the project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or the conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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### 5.2.1 Impact Analysis

- (a) The proposed project site is designated as Open Space by the City of Pasadena General Plan. No agricultural activities presently occur on site. The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; and there is no farmland in the immediate vicinity of the project site (FMMP, 2011). Therefore, the proposed project would not convert Farmland to non-agricultural use. No impact would result, and no further study of the issue is required.
- (b) The proposed project would not conflict with agricultural zoning or a Williamson Act contract. There are no Williamson Act contracts applicable to the proposed project site; the site is zoned Open Space and contains no agricultural uses. No impact would result, and no further study of the issue is required.
- (c) through (e). The proposed project site does not contain any forest land or timberland. The site is zoned for Open Space; and although it contains trees and other vegetation, it is not designated as forest land. No impact would result, and no further study of the issue is required.

### 5.3. AIR QUALITY

	<b>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:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e)	Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



### **5.3.1 Impact Analysis**

- (a) The proposed project is located in the South Coast Air Basin (SCAB), which is under the South Coast Air Quality Management District (SCAQMD). The Air Quality Management Plan (AQMP) for the SCAB sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state ambient air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with the Southern California Association of Governments (SCAG). Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans, population projections, and SCAQMD Regulations. The proposed project involves sediment removal and sediment transport. Impacts related to the obstruction or conflicts with the implementation of the applicable air quality plan will be analyzed in the EIR.
- (b) CEQA inquires as to whether a project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. A violation could occur over the short-term during sediment removal, or over the long-term during subsequent maintenance activities. The SCAQMD has established standards for air quality constituents generated by construction and by operational activities for such pollutants as ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The SCAQMD maintains an extensive air quality-monitoring network to measure criteria pollutant concentrations throughout the SCAB. Violations of air quality standards or contribution to an existing or projected air quality violation will be analyzed in the EIR.
- (c) In addressing cumulative impacts for air quality, the AQMP is the most appropriate document to use because the AQMP sets forth a comprehensive program that will lead the SCAB, including the project area, into compliance with all federal and state air quality standards. The proposed project could potentially result in a cumulatively considerable net increase of criteria pollutants for which the project region is in non-attainment under the applicable federal or state ambient air quality standard. Impacts related to a cumulatively considerable net increase of any criteria pollutant will be analyzed in the EIR.
- (d) Sensitive receptors are land uses such as residences, schools, daycare centers, and medical and recreational facilities that are more susceptible to the effects of air pollution than are the population at large. The proposed project would remove sediment and vegetation from the proposed project site and truck the sediment and vegetation to various off site locations. The haul routes pass near schools, both in the vicinity of the proposed project and the off site disposal locations. In addition, the proposed project site contains, and is immediately adjacent to, recreational uses. The proposed project could emit air pollutants in substantial concentrations that would affect both off-site and on-site receptors. Impacts associated with exposing sensitive receptors to substantial pollutant concentrations will be analyzed in the EIR.
- (e) The proposed project does not propose an odor generating use identified in the SCAQMD (e.g. wastewater treatment plants, agricultural operations, landfills, composting, food processing plants, chemical plants, refineries, etc.) and would not create an odor nuisance pursuant to Rule 402. Project sediment removal would involve the use of heavy equipment creating exhaust pollutants from on-site earth movement and from equipment hauling the sediment and vegetation off-site. With regard to nuisance odors, any air quality impacts will be confined to

the immediate vicinity of the equipment itself. However, recreational uses as well as residences are located in the immediate vicinity of the proposed project site. The EIR will further analyze objectionable odors that could occur as a result of the proposed project.

**5.4. BIOLOGICAL RESOURCES**

4.	<b>BIOLOGICAL RESOURCES. Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

**5.4.1 Background**

Over the years, as storm events deposited sediment in the reservoir, native and non native vegetation established itself in the sediment deposits. During subsequent storm events some of the vegetation is washed out by storm flows or submerged when the reservoir level rises; however much of the reservoir recently included areas of riparian vegetation and upland vegetation communities such as mature black willow trees, riversidian alluvial fan sage scrub, and mule fat scrub. During the major sediment inflows following the Station Fire, a large portion of the reservoir vegetation was buried in sediment; however

significant amounts of vegetation, including mature willow trees remain present. In order to remove sediment from the reservoir, some of the vegetation growing within it will require removal.

**5.4.2 Impact Analysis**

- (a) The proposed project site is located in the reservoir behind Devil's Gate Dam, where vegetation has grown over the accumulated sediment. The proposed project involves the removal of both the sediment and vegetation located within the reservoir. Due to the amount of sediment and vegetation to be removed, the proposed project has the potential to affect a candidate, sensitive, or special status species. The EIR will further analyze impacts on any species identified as a candidate, sensitive, or species status species.
- (b) The proposed project would remove vegetation as well as sediment from riparian habitats. Therefore, the proposed project would have the potential to have an adverse effect on a riparian habitat. The EIR will further analyze impacts to the riparian habitat and any other sensitive natural communities.
- (c) Biological surveys will be undertaken and a detailed biological resources technical report completed for the proposed project in order to fully characterize the existing biological and hydrological conditions of the project site and to evaluate the potential impacts associated with the proposed project. The technical report will be included as an appendix to the EIR and the results of the biological resource surveys will be summarized and incorporated into the EIR.
- (d) The proposed amount of sediment and vegetation proposed to be removed could have an effect on wildlife corridors or native wildlife nursery sites. The EIR will further analyze impacts of the proposed project on the movement of wildlife and wildlife nursery sites.
- (e) The proposed project will remove vegetation, including trees, from the proposed project site. As the proposed project site is located within the City of Pasadena, it is subject to the Pasadena Tree Protection Ordinance. Due to the volume of vegetation to be removed from the proposed project site, the proposed project has the potential to conflict with local policies or ordinances protecting biological resources, including the Pasadena Tree Protection Ordinance. The EIR will analyze conflicts with any local policies or ordinances protecting biological resources on the proposed project site.
- (f) The project site is not within a City-designated or County-designated Significant Ecological Area (SEA), habitat conservation plan, or natural community conservation plan (LACDRP, 2009). No impact would result, and no further study of the issue is required.

**5.5. CULTURAL RESOURCES**

5.	<b>CULTURAL RESOURCES. Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**5.5.1 Impact Analysis**

(a) through (d). Field surveys and a records search will determine if there are historical, archaeological, or paleontological resources in the vicinity. A technical report will be prepared and included as an appendix to the EIR. The EIR will further analyze impacts to historical, cultural, and paleontological resources on the proposed project site.

(d) The records search and field survey will determine if there is the potential to encounter buried resources during project sediment removal. The EIR will further analyze potential impacts to human remains on the proposed project site.

**5.6. GEOLOGY AND SOILS**

6.	<b>GEOLOGY AND SOILS. Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

6.	<b>GEOLOGY AND SOILS. Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(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"/>

**5.6.1 Impact Analysis**

- (a) The proposed project site is located in the seismically active region of southern California. However, the site is not located within an Alquist-Priolo Earthquake Fault Zone. There are various unnamed faults to the west, south, and east of the proposed project site; however none traverse the site. The nearest faults include the Raymond Fault and the Sierra Madre Fault. Because southern California is a seismically active region, it is highly likely that regional earthquakes would occur in the vicinity of the proposed project site. The proposed project site could be subjected to moderate to severe ground shaking in the event of a major earthquake on any of the faults listed above or other faults in Southern California. The proposed project site is also located in an area identified area that could be subject to liquefaction, but is not identified as an area subject to landslides (California Geological Survey, 2011). The proposed project does not involve the construction or placement of any buildings on the proposed project site. Therefore, the proposed project would not create substantial risks to life or property associated with earthquake faults, seismic ground shaking, ground failure, and landslides. No impacts would occur. No further study of this issue is required.
- (b) The proposed project involves the removal and hauling of sediment and vegetation from the site. Erosion could occur within the reservoir during excavation and sediment loading, and possibly during sediment transport. Impacts related to sediment excavation and transport will be further analyzed in the EIR.
- (c) Liquefaction occurs when seismic-induced groundshaking causes water-laden, cohesionless soils to form a quicksand-like condition below the ground surface. The proposed project does not involve the construction or placement of any buildings on the proposed project site. Therefore, the proposed project would not create substantial risks to life or property associated with liquefaction. No impacts associated with liquefaction would occur. No further study of this issue is required.
- (d) Expansive soil is defined as soil that expands to a significant degree upon wetting and shrinks upon drying. A hazardous condition is created when buildings are placed on expansive soils and structural damage could occur. The proposed project does not involve the construction or placement of any buildings on the proposed project site. Therefore, the proposed project would not create substantial risks to life or property due to being located on expansive soil. No impacts associated with expansive soils would occur. No further study of this issue is required.

- (e) The proposed project involves the removal of sediment from a reservoir and debris basin, and would not construct any buildings. Therefore, the proposed project will not use septic tanks or alternative wastewater disposal systems. No impacts associated with the use of a septic system would occur. No further study of this issue is required.

**5.7. GREENHOUSE GAS EMISSIONS**

7.	GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**5.7.1 Impact Analysis**

- (a) The proposed project will generate emissions of greenhouse gases (GHGs) from mobile sources mostly related to the operation of machinery on site associated with sediment removal and transport of sediment and vegetation from the proposed project site to the disposal sites. The California Air Resources Board (CARB) has statutory responsibility to maintain a statewide inventory of GHG emissions. The California GHG inventory compiles statewide anthropogenic GHG emissions and sinks. An analysis of GHG emissions from the proposed project is being prepared as part of the EIR. The EIR will further analyze impacts related to the generation of GHG emissions.
- (b) An analysis of the proposed project's impacts on applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs will be included in the EIR.

**5.8. HAZARDS AND HAZARDOUS MATERIALS**

8.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e)	For a project located within an airport land use plan or, where such a plan had 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**5.8.1 Impact Analysis**

(a) through (b) The proposed project would not require the extended use of acutely hazardous materials or substances. Project activities, involving construction equipment, would be short term and would involve the limited transport, use, disposal, and storage of hazardous materials. Some examples of the hazardous materials that may be handled include fuels, lubricating fluids, and solvents. These types of materials, however, are not acutely hazardous, and all storage, handling, and disposal of these materials is regulated by the California Department of Toxic Substances Control (DTSC), U.S. Environmental Protection Agency (EPA), the Occupational Safety & Health Administration (OSHA), the Los Angeles County Fire Department, and the Los Angeles County Health Department. Adherence to the regulations set forth by County, state, and federal agencies would reduce the potential for hazardous materials impacts to a less than significant level and would not pose a safety hazard to sensitive receptors. No further study of this issue involving construction equipment is required.

The proposed project involves the excavation and transportation of sediment. A Hazards and Hazardous Materials Study will be prepared to analyze impacts associated with hazards to the public or the environment through the excavation, transportation, and disposal of this sediment. The results of this study will be analyzed in the EIR.

(c) There are two schools located within one-quarter mile of the proposed project site, La Canada High School (4463 Oak Grove Drive) and Hillside School and Learning Center (4331 Oak Grove



Drive), located to the west of the project site. Additionally, the haul route away from the Manning Pit SPS and Waste Management SPS passes near Azusa High School (1340 N. Enid Avenue) (Google Earth, 2011). The EIR will analyze impacts of hazardous emissions and hazardous materials within one-quarter mile of an existing or proposed school.

- (d) A Hazards and Hazardous Materials Study will be undertaken and will include an electronic database review of federal, state and local files to investigate known occurrences of hazardous materials sites. The Hazards and Hazardous Materials Study, as well as the EIR, will further analyze the location of hazardous materials sites and the creation of a hazard to the public or environment.
- (e) The nearest airport to the proposed project site is the Bob Hope Airport in Burbank, approximately 10.45 miles to the west. El Monte Airport is located 10.8 miles to the southeast of the project site; and Whiteman Airport, another public use airport, is located 14.5 miles to the northwest of the site (Google Earth, 2011). Therefore, the proposed project would not result in an airplane safety hazard for people residing or working in the project area. No further study of this issue is required.
- (f) There are no private airports or airstrips in the vicinity of the proposed project site. Therefore, the proposed project would not result in an airplane safety hazard for people residing or working in the project area. No further study of this issue is required.
- (g) Emergency response facilities are located in and adjacent to the Hahamongna Watershed Park. The County of Los Angeles Fire Department Camp 2 facility is located in the northwestern part of Hahamongna Watershed Park. Camp 2 is supported by a helipad that is used for emergency operations. A second helipad, operated by the City of Pasadena Police Department is located at 2175 Yucca Lane, southeast of Devil's Gate Dam (City of Pasadena, 2002). The EIR will analyze impacts to emergency response plans or emergency evacuation plans.
- (h) The project site is located in an open space area with native and non-native vegetation existing on the site. Adjacent land uses are mostly urban, with some additional open space areas to the west and north. Due to the open space and existing vegetation, there is some potential for wildfire. Wildfire avoidance measures will be coordinated with the Pasadena Fire Department prior to sediment removal activities. Impacts related to wildland fires would be less than significant and no further analysis of this issue is required.

**5.9. HYDROLOGY AND WATER QUALITY**

9.	<b>HYDROLOGY AND WATER QUALITY.</b> Would the project:	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(a)	Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9.	<b>HYDROLOGY AND WATER QUALITY.</b> <b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 5.9.1 Impact Analysis

- (a) The California Regional Water Quality Control Board (RWQCB) is the authority in charge of protecting the water quality of surface and ground waters in the region. The proposed project would involve the removal of sediment that could cause the deterioration of water quality if sediment or excavation-related pollutants wash into the surface water system. Since the

proposed project site is greater than one acre, the proposed project would require the preparation and compliance with a Storm Water Pollution Prevention Plan (SWPPP), which would feature erosion control measures. In addition, the proposed project would require compliance with the Storm Water Construction Activities General Permit and obtain a National Pollution Discharge Elimination System (NPDES) permit. The Hydrology/Water Quality Report, as well as the EIR, will further analyze impacts of the proposed project on water quality standards and waste discharge requirements.

- (b) The proposed project does not involve the withdrawal of groundwater and would not increase the impervious surface area on the proposed project site. In addition, the proposed project would not increase the impervious surface area on the proposed project site. No impacts would occur and no further study of the issue is required.
- (c) The proposed project involves the removal of sediment from the reservoir, which would alter the existing drainage pattern of the site. Due to the amount of sediment removal that is required and potential impacts to biological resources, a Streambed Alteration Agreement from the CDFG may be required. The EIR will further analyze impacts of the proposed project on erosion or siltation on- or off-site.
- (d) The proposed project, in removing sediment and vegetation from the reservoir, will alter the existing drainage pattern of the site. Since the proposed project site is located within the reservoir behind Devil's Gate Dam, it is not expected to increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. In fact, the removal of sediment would reduce the potential for flooding. No impacts would occur and no further study of the issue is required.
- (e) The storm water runoff from the proposed project site drains into the Arroyo Seco through the outlet works in the dam. As the proposed sediment removal is not expected to create or contribute runoff water, the proposed project would not exceed the capacity of existing or planned storm water drainage systems, nor would it significantly increase polluted runoff originating from the site. The proposed project would improve the reservoir's capacity for stormwater runoff. No impacts would occur and no further study of the issue is required.
- (f) The proposed project involves removal of sediment from the reservoir. During the removal of and the hauling of the sediment, all applicable water quality requirements would need to be followed. The project would be required to comply with NPDES regulations and require the preparation and implementation of a SWPPP, which would avoid significant water quality impacts from sediment removal runoff. The EIR will further analyze impacts of the proposed project on water quality.
- (g) through (h). The proposed project involves sediment removal from the reservoir, and would not involve any construction or placement of structures on the proposed project site. The proposed project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map. Therefore, no flood related impact would result, and no further study of the issue is required.
- (i) The proposed project involves sediment removal from the reservoir behind Devil's Gate Dam, which will, in fact, decrease the risk of loss, injury or death involving flooding both above and below the dam. In its current state the reservoir has accumulated a large volume of sediment

behind the dam, which puts the surrounding communities at risk for potential flooding. The sediment removal will alleviate the heightened level of this risk. Therefore, the proposed project will not expose people or structures to a significant risk of loss, injury or death involving flooding; and no further study of the issue is required.

- (j) The proposed project is located inland and is not within the vicinity of any large bodies of water. At designated instances the reservoir may hold water before releasing the runoff into the downstream Arroyo Seco; however this would be temporary and infrequent. The proposed project site located at the foothills of the San Gabriel Mountains, and may be subject to mudflow. However, the reservoir is designed to be able to retain runoff, sediment flow and debris from the upstream watershed. Therefore impacts will be less than significant; and no further study of this issue is required.

**5.10. LAND USE AND PLANNING**

10.	LAND USE/PLANNING Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5.10.1 Impact Analysis**

- (a) The proposed project site is located within the City of Pasadena, and shares borders with the City of La Canada-Flintridge and the community of Altadena. The proposed project site serves as a defining feature in the landscape as well as the community, and serves to provide recreational opportunities for many of the surrounding cities and communities. The proposed project involves sediment removal from the reservoir and would not change the existing land use. Although the site would be physically altered, it would remain as open space. Therefore impacts will be less than significant; and no further study of this issue is required.

- (b) The proposed project site has a General Plan land use designation of Open Space and is zoned as Open Space (Pasadena, 1994). The adjacent land in Pasadena, La Canada-Flintridge, and Altadena is zoned Residential. The proposed project will not conflict with or require any change to the zoning or General Plan land use designations for the site.

Hahamongna Watershed Park is located within and adjacent to the project site. The Hahamongna Watershed Park is regulated by the Hahamongna Watershed Park Master Plan

(HWPMP) (City of Pasadena, 2003). The proposed project may delay or required changes in implementation of aspects of the HWPMP. An analysis of the proposed project's impacts on the HWPMP will be included in the EIR.

- (c) As noted in Section 4 (f), the project site is not within a City-designated or County-designated Significant Ecological Area (SEA), habitat conservation plan, or natural community conservation plan (LACDRP 2011). No impact would result, and no further study of the issue is required.

**5.11. MINERAL RESOURCES**

11.	MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**5.11.1 Impact Analysis**

- (a) through (b). The proposed project site was once used for sand and gravel mining operations. However, all mining operations within the proposed project site ceased in December 1994. Since that time, actions have been taken to rehabilitate the basin from past mining operations. However, multiple areas remain disturbed due to the past mining operations. The City of Pasadena is responsible for assuring resource conservation in areas that contain significant mineral resources. These areas are designated on mineral land use classification maps that delineate Mineral Resource Zones (MRZs). The Devil's Gate Reservoir is designated MRZ-2. The MRZ-2 designation is for areas where there is adequate information that significant mineral resource deposits are present, or there is a high likelihood that significant mineral resources are present, such as sand, gravel, and stone (City of Pasadena, 2002). The proposed project would likely remove mineral resources as part of sediment removal activities. An analysis of the proposed project's impacts on significant mineral resources will be included in the EIR.

**5.12. NOISE**

12.	NOISE Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e)	For a project located within an airport land use plan or, where such a plan had not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5.12.1 Impact Analysis**

- (a) through (b). The proposed project involves the removal of sediment and vegetation from the site, as well as the hauling of the sediment and vegetation to various off-site locations for disposal. The sediment excavation, as well as the hauling of sediment away from the site could potentially disturb nearby sensitive receptors. These activities could also have the potential to expose sensitive receptors to groundbourne vibration or groundbourne noise. The Noise and Vibration Study, as well as the EIR, will analyze impacts of the proposed project on generation of excessive noise levels or excessive groundbourne vibration.
- (c) After the proposed removal of sediment to restore reservoir storage capacity is complete, maintenance of the proposed project will involve annual inspection and periodic small-scale cleanout of sediment from the reservoir. These minor sediment removal efforts will result in a temporary increase in ambient noise levels in the project vicinity but would be periodic and temporary and would not result in a substantial permanent increase in ambient noise levels. Therefore no further study of this issue is required.
- (d) The proposed project involves both the excavation and hauling of sediment and vegetation from the proposed project site. These activities would result in a temporary increase in ambient noise levels in the project vicinity. The Noise and Vibration Study, as well as the EIR, will further analyze impacts of the proposed project on temporary or periodic increases in ambient noise levels in the project vicinity.
- (e) through (f). The proposed project site is not in the vicinity of any airports or airstrips. The nearest airport to the proposed project site is the Bob Hope Airport in Burbank, approximately 10.45 miles to the west. Further, the project does not involve a change in land use that would generate new residents or employment. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels. No further study of this issue is required.

**5.13. POPULATION AND HOUSING**

13.	<b>POPULATION AND HOUSING. Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5.13.1 Impact Analysis**

- (a) The proposed project site is currently used by LACDPW for flood control. The proposed project involves restoration and maintenance of the existing reservoir and would not stimulate population growth; no further study of this issue is required.
- (b) through (c). There is no housing located on the proposed project site. The proposed project site is currently used for flood control. No housing units or persons would be displaced as a result of the proposed project. The proposed project would have no impact on housing or populations that would require the construction of replacement housing elsewhere; no further study of this issue is required.

**5.14. PUBLIC SERVICES**

14.	<b>PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of or 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::</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(a)	Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e)	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**5.14.1 Impact Analysis**

- (a) through (b). Fire protection for the project area is currently provided by the Pasadena Fire Department. The Pasadena Fire Station that would respond to calls in the area of the proposed project site is Fire Station 38, located approximately 1.32 miles from the site at 1150 Linda Vista Avenue. Police protection is provided by the Pasadena Police Department located approximately 3.08 miles from the proposed project site at 207 North Garfield Avenue. Project activities may temporarily increase the need for fire protection services; however, avoidance measures will be coordinated with the Pasadena Fire Department prior to sediment removal activities to reduce the potential for accidental fire during project implementation. The proposed project is not expected to increase the need for police protection services as project activities would not change the existing land uses or increase the number of service calls. Impacts to fire and police protection services would not be significant; no further study of this issue is required.
- (c) No impacts to schools are anticipated to result from project implementation, as populations will not be affected. As such, no new schools will need to be built as a result of the proposed project that would cause significant environmental impacts; no further study of this issue is required.
- (d) The proposed project involves sediment and vegetation removal activities within the Hahamongna Watershed Park. The sediment and vegetation removal activities may have an impact on the existing recreational uses within the Hahamongna Watershed Park. The area is frequented by hikers, bicyclists, and equestrians. No new construction of parks would be required. However, the sediment and removal vegetation operations would occur over a period of approximately five years, and may affect recreational opportunities within the Hahamongna Watershed Park. This regional park provides recreational opportunities for many of the surrounding cities and communities and therefore, the EIR will further analyze impacts of the proposed project the park.
- (e) No other public facilities are anticipated to be impacted by the proposed project; no further study of this issue is required.

**5.15. RECREATION**

15.	RECREATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**5.15.1 Impact Analysis**

(a) through (b). The proposed project involves sediment removal from within the Hahamongna Watershed Park. Existing recreational facilities include Oak Grove Park on the west side of the reservoir. Oak Grove Park includes an upper and lower terrace, and its facilities include picnic facilities, restrooms, an equestrian staging area, group picnicking facilities, an amphitheater, Oak Grove field, and a disc golf course. The proposed project would remove sediment and vegetation adjacent to both recreational facilities. In addition, there are multiple trails within the Hahamongna Watershed Park, for pedestrian, bike, and equestrian use. The proposed project, through the sediment and vegetation removal, could affect recreational uses within the Hahamongna Watershed Park. Other recreational facilities in the surrounding area include Friedman Field, Upper Arroyo Park, Charles White Park, and Loma Alta Park, all located within 1.5 miles of the proposed project site (Google Earth, 2011). These parks or recreational facilities could also be affected indirectly by the proposed project through a potential increase in use during project activities which would occur over a period of approximately five years. No long-term impacts are anticipated, as the proposed project will not induce population growth; however, short-term impacts could occur. The EIR will further analyze the impacts of the proposed project on recreational facilities.

**5.16. TRANSPORTATION AND TRAFFIC**

16.	TRANSPORTATION/TRAFFIC. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16.	TRANSPORTATION/TRAFFIC. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(e)	Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 5.16.1 Impact Analysis

- (a) through (b). Implementation of the proposed project has the potential to cause an increase in traffic that could conflict with the performance of the circulation system and decrease level of service standards on the roadways. Construction workers would need to access the site during the various stages of the project. Sediment removal and hauling activities would take place over a period of approximately five years and would add traffic to the existing roadways. The Traffic Study, as well as the EIR, will further analyze impacts of the proposed project on the circulation system, congestion management program, and level of service standards.
- (c) The proposed project would not 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. The nearest airport to the proposed project site is the Bob Hope Airport in Burbank, approximately 10.45 miles to the west. Because the proposed project is over two miles from the nearest airport, the proposed project would not have any impact on air traffic patterns; no further study of this issue is required.
- (d) The proposed project involves the removal of sediment and vegetation, and the hauling of that material to various off-site locations. The hauling of sediment will increase truck traffic on various streets and freeways in the vicinity of the proposed project. These impacts could be potentially significant. The Traffic Study, as well as the EIR, will further analyze impacts of the proposed project related to the increase of traffic hazards.
- (e) The hauling of sediment will increase truck traffic on various streets and freeways in the vicinity of the proposed project. These impacts could be potentially significant. The Traffic Study, as well as the EIR, will further analyze impacts of the proposed project related to inadequate emergency access.
- (f) The proposed project involves the removal of sediment from the reservoir behind Devil's Gate Dam.. This could impact trails within the reservoir that are used by pedestrians, bicyclists, and equestrians. Additionally, the hauling of sediment and vegetation away from the site would increase truck traffic on the streets and freeways in the vicinity of the proposed project. The increase in traffic has the potential to conflict with alternative transportation routes. The Traffic Study, as well as the EIR, will further analyze impacts of the proposed project on adopted plans, policies, or programs regarding public transit, bicycle, or pedestrian facilities.

**5.17. UTILITIES AND SERVICE SYSTEMS**

17.	UTILITIES/SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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"/>
(b)	Require or result in the construction of new water or wastewater treatment facilities (including sewer (waste water) collection 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	Have sufficient water supplies available to serve the project (including large-scale developments as defined by Public Resources Code Section 21151.9 and described in Question No. 20 of the Environmental Information Form) from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f)	Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g)	Comply with federal, state, and local statutes and regulations related to solid wastes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**5.17.1 Impact Analysis**

(a) through (b). The proposed project would not directly generate wastewater, and thus would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. Additionally, the proposed project would not require the use of water or wastewater treatment facilities, as the proposed project would not involve long term water use or wastewater generation. Therefore, the proposed project would not have significant impacts on wastewater treatment requirements, or water or wastewater treatment facilities. No further study of this issue is required.

- (c) The proposed project involves the removal of sediment and vegetation from the proposed project site to restore a portion of the original storage capacity within the reservoir. The impacts associated with the improvements to an existing facility will be examined in the EIR.
- (d) The proposed project does not involve the long term use of water supplies. The proposed project would not require new or expanded water entitlements; no further study of this issue is required.
- (e) The proposed project would not produce any wastewater or require expanded wastewater treatment capacity. No further study of this issue is required.
- (f) As part of the proposed project, sediment that is not hauled to a SPS, would be hauled to the Waste Management Facility in Azusa. The Waste Management Site – Azusa Land Reclamation Landfill is permitted to accept up to 6,500 tons per day (tpd) of non-hazardous waste and has over 66 million cubic yards of capacity remaining. The Waste Management Facility also has an agreement with the LACDPW to accept 4.5 million tons of sediment until approximately 2028 (CalRecycle, 2011). The vegetation removed as part of the proposed project would be hauled to the Scholl Canyon Landfill in the City of Los Angeles. The Scholl Canyon Landfill has an estimated 20% of its capacity remaining, over 12,000,000 cubic yards, and its estimated closure date is December of 2024 (CalRecycle, 2011). These sites all have adequate storage capacity for the sediment and green waste that will be disposed of as part of the proposed project. There would be a less than significant impact on landfills; no further study of this issue is required.
- (g) The sediment, vegetation, and any other materials disposed of would be required to comply with all federal, state, and local statutes and regulations related to solid waste. As the proposed project would comply with these existing regulations, it would ensure a less than significant impact in regards to solid waste regulations. No further study of this issue is required.

**5.18. MANDATORY FINDINGS OF SIGNIFICANCE**

18.	MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

18.	MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**5.18.1 Impact Analysis**

- (a) As mentioned in sections 5.4 and 5.5, the proposed project, due to the scale of the sediment removal, has the potential to affect both biological and cultural resources on the proposed project site. The Biological Resources Report and Cultural Resources Report, as well as the EIR, will further analyze the proposed project impacts on the quality of the environment, wildlife and plant populations, and important examples of the major periods of California history or prehistory.
- (b) Due to the scale and location of the project, the proposed project has the potential to result in significant cumulative impacts. Both the sediment removal and sediment hauling could occur at the same time as other projects in the area, and the incremental effect could result in potentially significant impacts as the impacts could be cumulatively considerable. This issue will be further analyzed in the EIR.
- (c) Both the sediment removal and sediment hauling activities have the potential to result in substantial adverse effects on human beings, either directly or indirectly. The excavation and hauling activities of the proposed project would generate air pollutants, noise, and traffic volumes that would directly and indirectly impact the nearby residents, recreational users, and travelers on the haul routes. Further analysis of the proposed project's impacts on human beings will be provided in the EIR; and the EIR will examine ways to minimize potential impacts through project design and the use of mitigation measures, to the extent feasible.

## SECTION 6.0 – SOURCE REFERENCES

The following is a list of references used in the preparation of this document.

- 1) *California Department of Transportation (Caltrans), California Scenic Highway Mapping System. Accessed online July 2011 at [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm).*
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- 3) *CalRecycle. California Department of Resources, Recycling, and Recovery. Active Landfills Profile. Accessed online July 2011 at <http://www.calrecycle.ca.gov/profiles/Facility/Landfill/>.*
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- 5) *City of Pasadena. Planning Division. City of Pasadena General Plan. 1994.*
- 6) *City of Pasadena. Arroyo Seco Master EIR. May 2002.*
- 7) *City of Pasadena. Hahamongna Watershed Park Master Plan (HWPMP). September 2003.*
- 8) *Farmland Mapping and Monitoring Program (FMMP). California Resources Agency. Accessed online July 2011 at <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/>.*
- 9) *Google Earth, 2011.*
- 10) *Los Angeles County Department of Regional Planning (LACDRP). "Significant Ecological Areas" figure. December 2009.*
- 11) *Los Angeles County Department of Regional Planning (LACDRP). Los Angeles County Draft 2035 General Plan. April 2011.*

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