

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

**INITIAL STUDY FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT
FOR:**

**CHEVRON EL SEGUNDO REFINERY
CALIFORNIA AIR RESOURCES BOARD (CARB) PHASE 3
CLEAN FUELS PROJECT**

August 2000

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CHAPTER 1

INTRODUCTION

Project Overview

Agency Authority

Project Location

1.1 PROJECT OVERVIEW

Governor Davis signed Executive Order D-5-99 (Executive Order) on March 25, 1999, which directs that methyl tertiary butyl ether (MTBE) be phased-out of California's gasoline no later than December 31, 2002. The Executive Order also directs the California Air Resources Board (CARB) to adopt gasoline regulations (CARB Phase 3) to facilitate the removal of MTBE without reducing the emission benefits of the existing program and further reduce mobile source emissions.

To comply with these new requirements, the Chevron El Segundo Refinery (Refinery) is proposing to make changes to the configuration of the Refinery by modifying existing process operating units, constructing and installing new equipment, and providing additional ancillary facilities. As indicated by Chevron, the primary objective of the project is to provide the means for manufacturing gasoline that complies with MTBE Phase-out mandate and CARB Phase 3 gasoline specifications.

To meet the oxygenate requirements of the CARB Phase 3 gasoline without MTBE, denatured ethanol will be blended into the gasoline. While the Federal Government is reviewing California's oxygenate waiver request, the proposed project is being developed with the assumption that the oxygenate mandate will remain in place and that ethanol is the only permissible oxygenate. The ethanol will be blended at three of Chevron's existing marketing terminals in the Los Angeles area. Therefore, modifications to these marketing terminals will be required for the proposed project. The terminals to be modified are located in the cities of Los Angeles (Van Nuys), Montebello, and Huntington Beach.

1.2 AGENCY AUTHORITY

The California Environmental Quality Act (CEQA) requires that potential environmental impacts of proposed projects be evaluated and that feasible methods to reduce, avoid, or eliminate identified significant adverse impacts of these projects be included as part of the project. As the project is being implemented to comply with air quality regulations, the City of El Segundo and the South Coast Air Quality Management District (SCAQMD) have determined that the SCAQMD is the appropriate lead agency pursuant to the CEQA guidelines. Under CEQA, the lead agency is defined as "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (Public Resources Code §21067). The City of El Segundo will act as the responsible agency for permits and approvals required by their city (Appendix A).

Additionally, improvements are required at three marketing terminals within Southern California. These terminals are located in the cities of Los Angeles, Huntington Beach, and Montebello. As the terminal improvements are considered a part of this project, these cities may act as responsible agencies for this CEQA process if discretionary permit approvals are necessary.

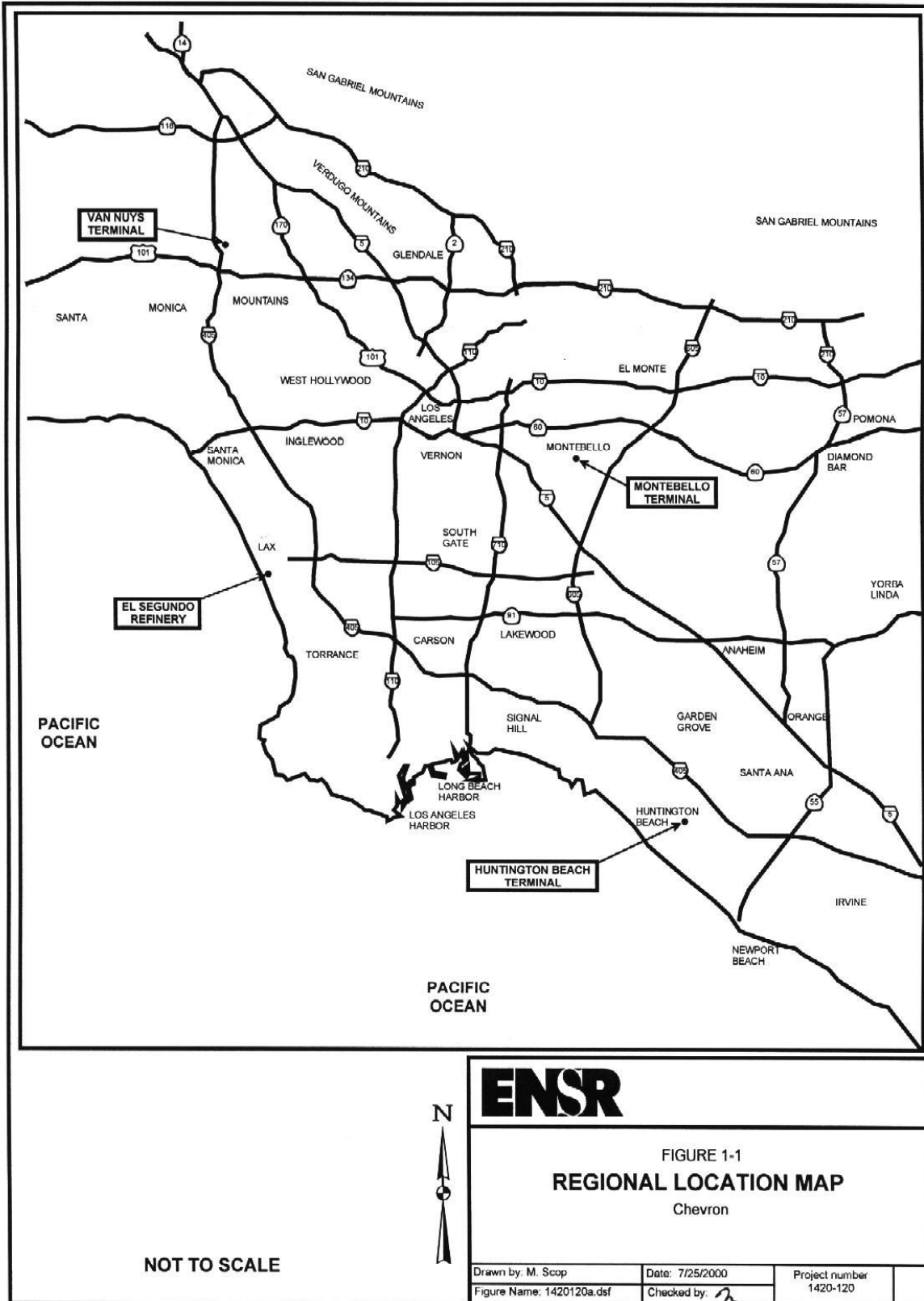
Chevron intends to purchase ethanol from a third party source and have it delivered by truck to the distribution terminals. Therefore, modifications to Chevron's marine terminal will not be part of the proposed project.

Based on the results of this Initial Study (IS), it has been determined that an Environmental Impact Report (EIR) must be prepared for this project.

1.3 PROJECT LOCATION

The locations of the El Segundo Refinery and the three marketing terminals are shown in Figure 1-1. The El Segundo Refinery is located at 324 West El Segundo Boulevard in the City of El Segundo, California (Figure 1-2). The El Segundo Refinery occupies an irregularly shaped parcel of land, between Vista Del Mar on the west, El Segundo Boulevard on the north, Sepulveda Boulevard on the east, and Rosecrans Avenue on the south.

The Van Nuys Terminal is located at 15359 Oxnard Street in the City of Los Angeles (Figure 1-3). The Huntington Beach Terminal is located at 17882 Gothard Street in the City of Huntington Beach (Figure 1-4). The Montebello Terminal is located at 601 South Vail Avenue in the City of Montebello (Figure 1-5).

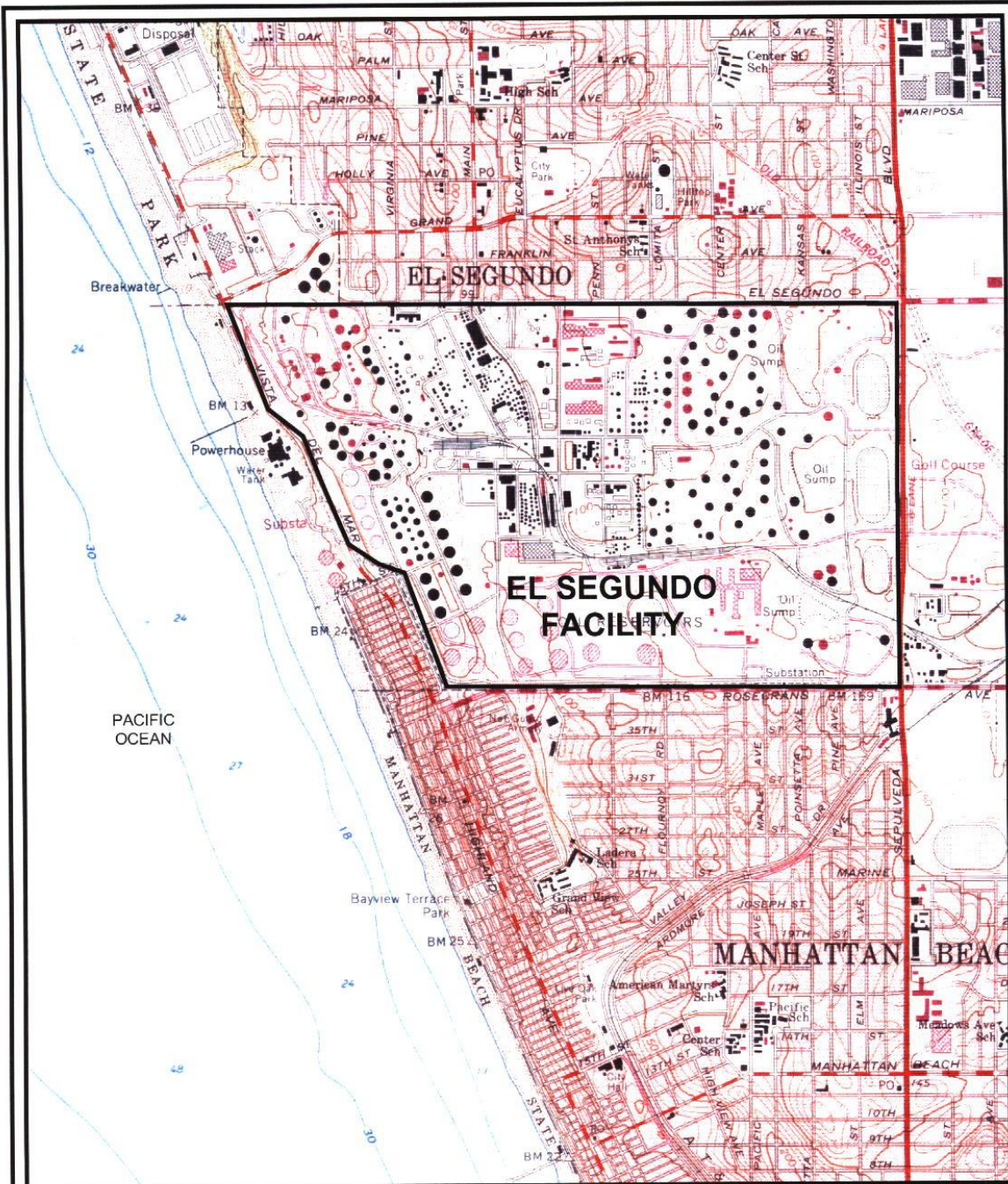


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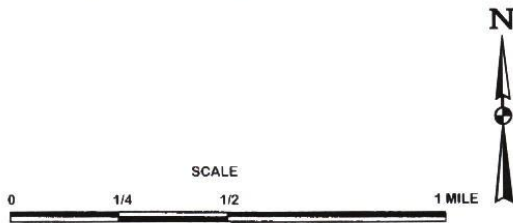
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FIGURE 1-1
REGIONAL LOCATION MAP
Chevron

Drawn by: M. Scop	Date: 7/25/2000	Project number
Figure Name: 1420120a.dsf	Checked by: [Signature]	1420-120



SOURCE: USGS 7.5 Minute Topographic Quadrangle, Venice, CA 1964 Photorevised 1981

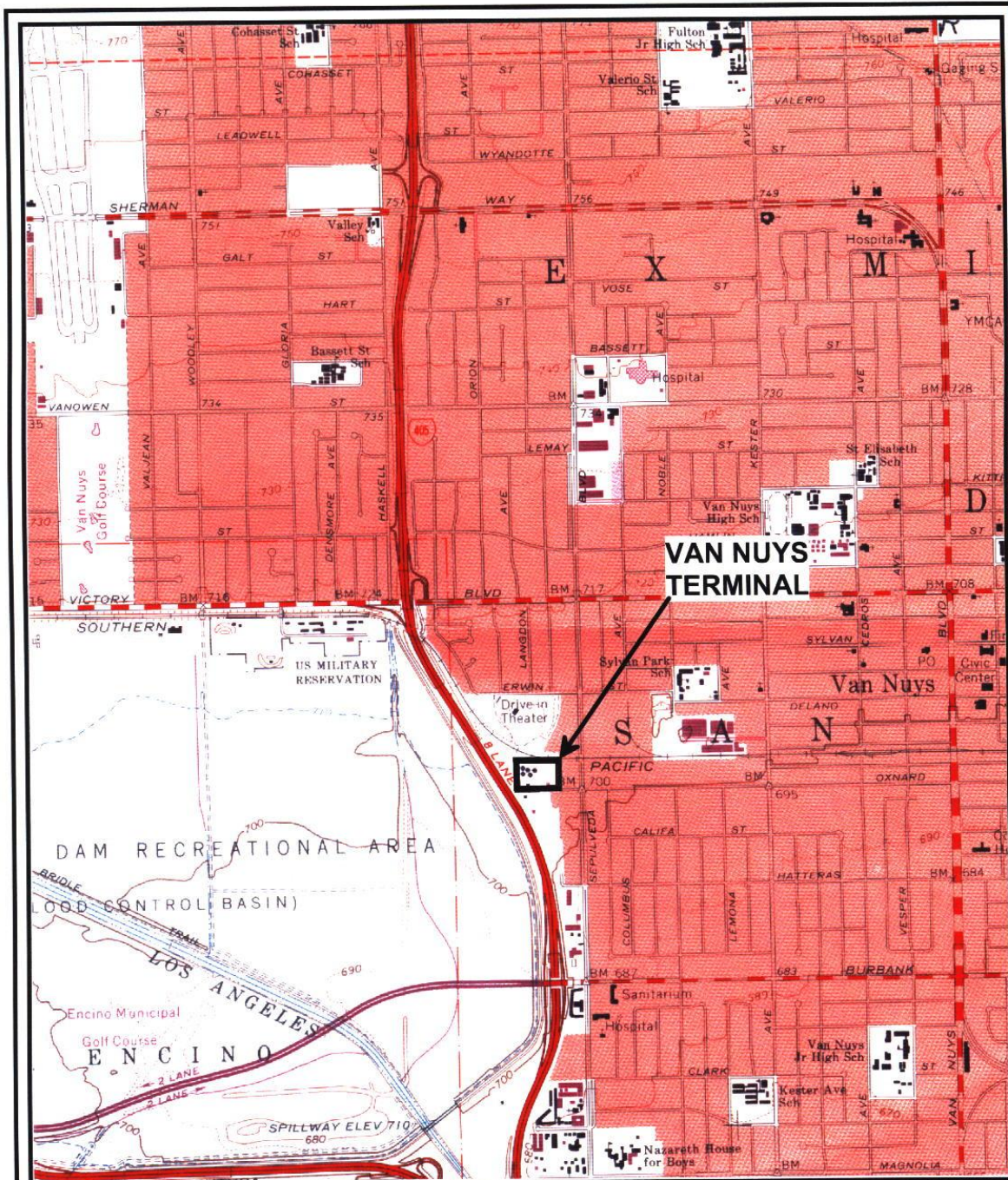


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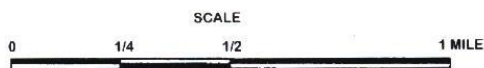
**FIGURE 1-2
SITE LOCATION MAP**

Chevron El Segundo Refinery
324 E. El Segundo Blvd.
El Segundo, CA

Drawn by: M. Scop	Date: 7/24/2000	Project Number 1420-120
Figure Name: segundo.dsf	Checked by: <i>RS</i>	



SOURCE: USGS 7.5 Minute Topographic Quadrangle, Van Nuys, CA, 1966, Photorevised 1972



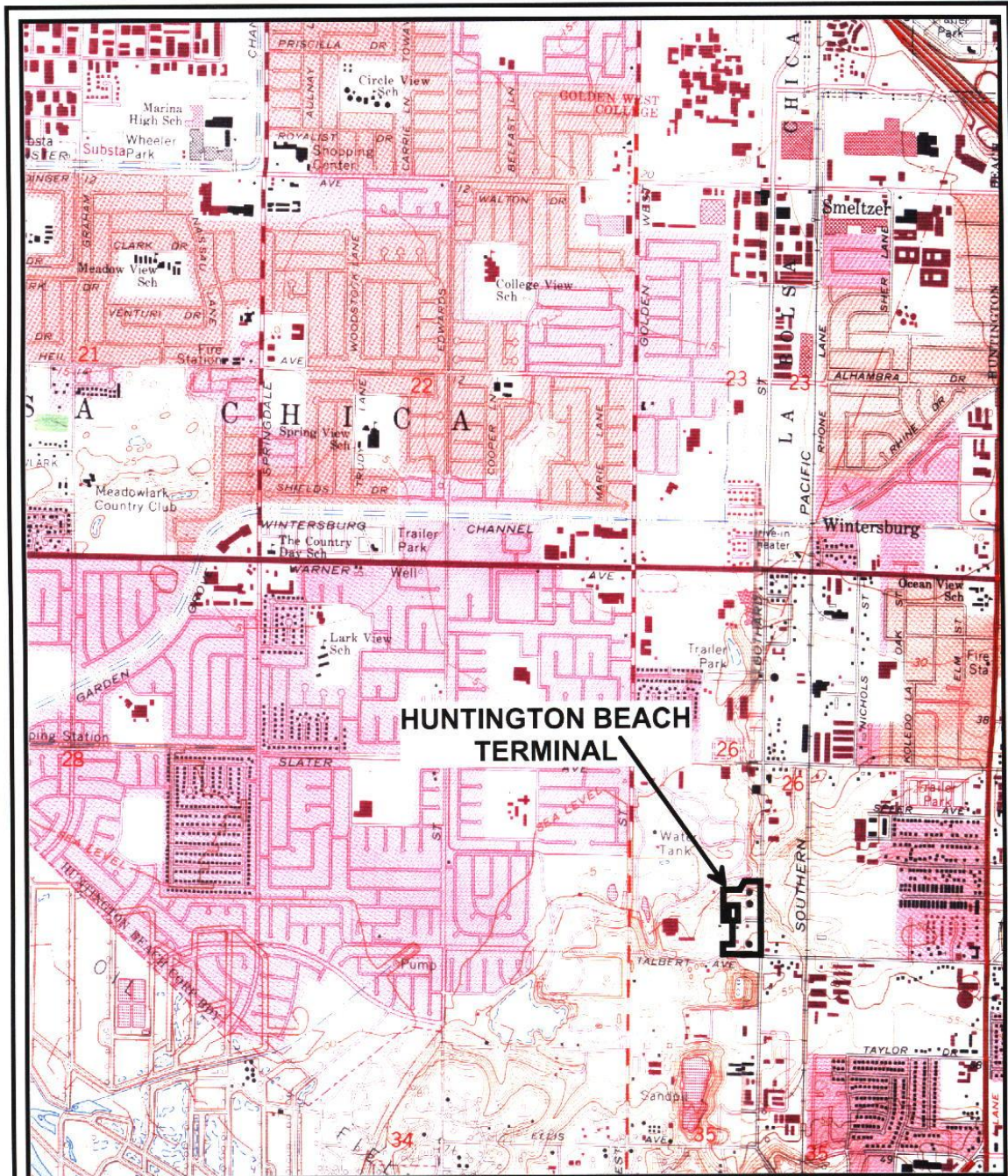
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**FIGURE 1-3
VAN NUYS TERMINAL LOCATION MAP**

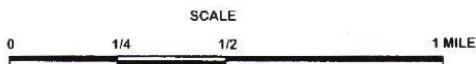
Chevron - Van Nuys Terminal
15359 Oxnard Street
Van Nuys, CA

Drawn by: C. Mount	Date: 4/25/2000	Project number 1420-120-200
Figure Name: van nuys.dsf	Checked by:	

August 2000



SOURCE: USGS 7.5 Minute Topographic Quadrangles, Seal Beach and Newport Beach, CA, 1965, Photorevised 1981



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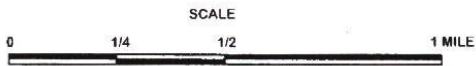
FIGURE 1-4
**HUNTINGTON BEACH TERMINAL
 LOCATION MAP**

Chevron - Huntington Beach Terminal
 17882 Gothard Street
 Huntington Beach, CA

Drawn by: M. Scop	Date: 4/25/2000	Project number 1420-120-200
Figure Name: huntington beach.dst	Checked by:	



SOURCE: USGS 7.5 Minute Topographic Quadrangles, El Monte and Los Angeles, CA, 1966, Photorevised 1981
 South Gate, CA, 1964, Photorevised 1981
 Whittier, CA, 1965, Photorevised 1981



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FIGURE 1-5
MONTEBELLO TERMINAL LOCATION MAP

Chevron - Montebello Terminal
 601 South Vail Avenue
 Montebello, CA

Drawn by: C. Mout	Date: 4/25/2000	Project number 1420-120-200
Figure Name: montebello.dsf	Checked by: [Signature]	

CHAPTER 2

PROJECT DESCRIPTION

Proposed Project

Permits and Approvals

Construction Schedule

Operation

Project Termination and Decommissioning

2.1 PROPOSED PROJECT

The initial phase of the proposed project includes phasing out MTBE from reformulated gasoline to comply with the Governor's Executive Order. Phasing out MTBE and producing reformulated gasoline that complies with CARB Phase 3 fuel specifications would allow Chevron to distribute this gasoline to markets in Southern California.

To meet the oxygenate requirements of the CARB Phase 3 gasoline without MTBE, ethanol would be blended into the gasoline. While the Federal government is reviewing California's oxygenate waiver request (which would allow sale of gasoline containing neither MTBE nor ethanol), the proposed project is being developed with the assumption that the oxygenate requirements will remain. A majority of ethanol is not produced in Southern California and would be imported by marine vessel. Chevron intends to purchase the ethanol from a third-party source, and thus, the ethanol will be delivered by truck to the distribution terminals. Currently, large amounts of MTBE are also brought by ship from the Gulf Coast.

MTBE and ethanol have different physical and chemical properties such that changes in the distribution systems are required beyond merely replacing MTBE in gasoline with ethanol. One key difference is that ethanol has a higher affinity for water. MTBE is typically added to gasoline at the refinery and the blended gasoline transported via pipeline to distribution terminals. With ethanol, it is necessary that the gasoline and ethanol be separately transported to distribution terminals via existing pipelines and trucks, respectively, and blended only at the point of shipment that immediately precedes delivery at the retail gasoline stations. The gasoline and ethanol would be blended at the three Chevron distribution terminals located in Van Nuys, Montebello, and Huntington Beach.

The existing CARB Phase 2 gasoline specifications (CARFG2) (April 7, 2000 version) and the key changes required to meet the CARB Phase 3 gasoline specifications (CARFG3), are provided in Table 2-1.

2.2 REFINERY AND TERMINAL IMPROVEMENTS

The proposed project at the Refinery consists mostly of changes to existing processing units. The changes involve the addition of new equipment, or modifications to existing equipment. Changes at the distribution terminals represent mostly new equipment, plus some modifications to existing tankage. Table 2-2 and Figure 2-1 present the proposed modifications and new equipment. Each of the proposed modifications are discussed separately.

Table 2-1
Existing CaRFG2 and New CaRFG3 Gasoline Specifications

Property	Flat Limits		Averaging Limits		Cap Limits	
	CaRFG2	CaRFG3	CaRFG2	CaRFG3	CaRFG2	CaRFG3
RVP, psi max	7.0	7.0 ⁽¹⁾	NA ⁽²⁾	No change	7.0	6.4 – 7.2
Benzene, vol. % max	1.00	0.80	0.80	0.70	1.20	1.10
Sulfur, ppmw, max	40	20	30	15	80	60/30 ⁽³⁾
Aromatic HC, vol. %, max	25	No change	22	No change	30	35
Olefins, vol. %, max	6.0	No change	4.0	No change	10	No change
Oxygen, wt. %	1.8 to 2.2	No change	NA ⁽²⁾	No change	0 - 3.5 ⁽⁴⁾	No change
T50 °F, max ⁽⁵⁾	210	213	200	203	220	No change
T90 °F, max ⁽⁶⁾	300	305	290	295	330	No change
1 – Equal to 6.9 psi if using the evaporation element of the Predictive Model 2 – Not applicable 3 – 60 ppmw will apply December 31, 2002; 30 ppmw will apply December 31, 2004 4 – Allow 3.7 weight percent oxygen for gasoline containing more than 3.5 weight percent oxygen, but no more than 10 volume percent ethanol 5 – Temperature at which 50 percent of the hydrocarbons will distill in a standard laboratory test. 6 – Temperature at which 90 percent of the hydrocarbons will distill in a standard laboratory test.						

Table 2-2
Proposed Refinery and Terminal Modifications and Equipment

Process Change/Equipment Description		Nature of Change
<u>Refinery</u>		
1. Removal of Pentanes from the Refinery Gasoline Pool		
	Isomax Complex – Distillation column Steam reboilers, overhead condensers	New Equipment New Equipment
	Tertiary amyl methyl ether (TAME) Plant – Distillation column Steam reboilers, overhead condensers	Modifications New Equipment
	Pentane Storage Sphere	New Equipment
	Pentane Sales – Rail loading facilities and storage area for empty railcars Use of pentanes as refinery fuel and/or hydrogen plant feed	New Equipment Modifications

Table 2-2 (Continued)
Proposed Refinery and Terminal Modifications and Equipment

Process Change/Equipment Description		Nature of Change
<u>Refinery</u>		
2. Reduction in the Sulfur Content of Fluid Catalytic Cracking (FCC) Gasoline		
	TAME Unit Depentanizer column Distillation column Overhead condensers, reflux pumps, and steam reboiler	Modifications New Equipment New Equipment
	No. 1 Naphtha hydrotreater – Option A: Build one new furnace and modify one existing furnace New compressors, exchangers, pumps, and piping modifications Option B: Modify two existing furnaces New compressors, exchangers, pumps, and piping modifications	New Equipment & Modifications Modifications New Equipment
3. Modifications to Existing FCCU		
	Depropanizer - New condenser, reflux pump, and reboiler	New Equipment
	Debutanizer - New condenser, reflux pump, and reboiler	New Equipment
	Deethanizer - Column internal work Vessels, pumps and exchangers	Modifications New Equipment
	Propylene Caustic Treating Facilities - Vessels, pumps, and exchangers	New Equipment
	Butene Caustic Treating Facilities - Vessels, pumps and exchangers	New Equipment
	Amine absorber	New Equipment
	Relief System - Relief headers Vapor recovery facilities Flare	New Equipment Modifications Modifications
	Main air blower rotor replacement	Modification
	Wet Gas Compressor System - Wet Gas Compressor Rotor and Gearbox Upgrade Wet Gas Compressor Interstage System Upgrades (replacement exchangers (2) and vessel (1))	Modifications New Equipment
4. Alkylation Plant Modifications		
	Two Contactors and Acid Settler	New Equipment
	Recommission Existing Out-of-Service Deisobutanizer	Modifications

Table 2-2 (Continued)
Proposed Refinery and Terminal Modifications and Equipment

Process Change/Equipment Description		Nature of Change
	Add Cooling Tower	New Equipment
	Current Distillation Columns - Retraying the columns Trim coolers	Modifications New Equipment
<u>Refinery</u>		
5. Iso-octene Plant		
	Pressure vessels, exchangers, and pumps	New Equipment
6. Gasoline Component Storage Tanks		
	Current MTBE storage tank Floating roof storage tanks (2)	Modifications New Equipment
<u>Terminals</u>		
Addition of Ethanol Storage and Blending Facilities		
<u>Van Nuys Terminal</u>		
	Ethanol loading- and off-loading pumps	New Equipment
	Ethanol storage tanks	Modifications
	Ethanol blending pumps	New Equipment
	Piping	New Equipment
<u>Huntington Beach Terminal</u>		
	Ethanol loading- and off-loading pumps	New Equipment
	Ethanol storage tank and fire protection	New Equipment
	Ethanol blending pumps	New Equipment
	Piping	New Equipment
<u>Montebello Terminal</u>		
	Ethanol loading- and off-loading pumps	New Equipment
	Ethanol storage tank and fire protection	New Equipment
	Ethanol blending pumps	New Equipment
	Piping	New Equipment

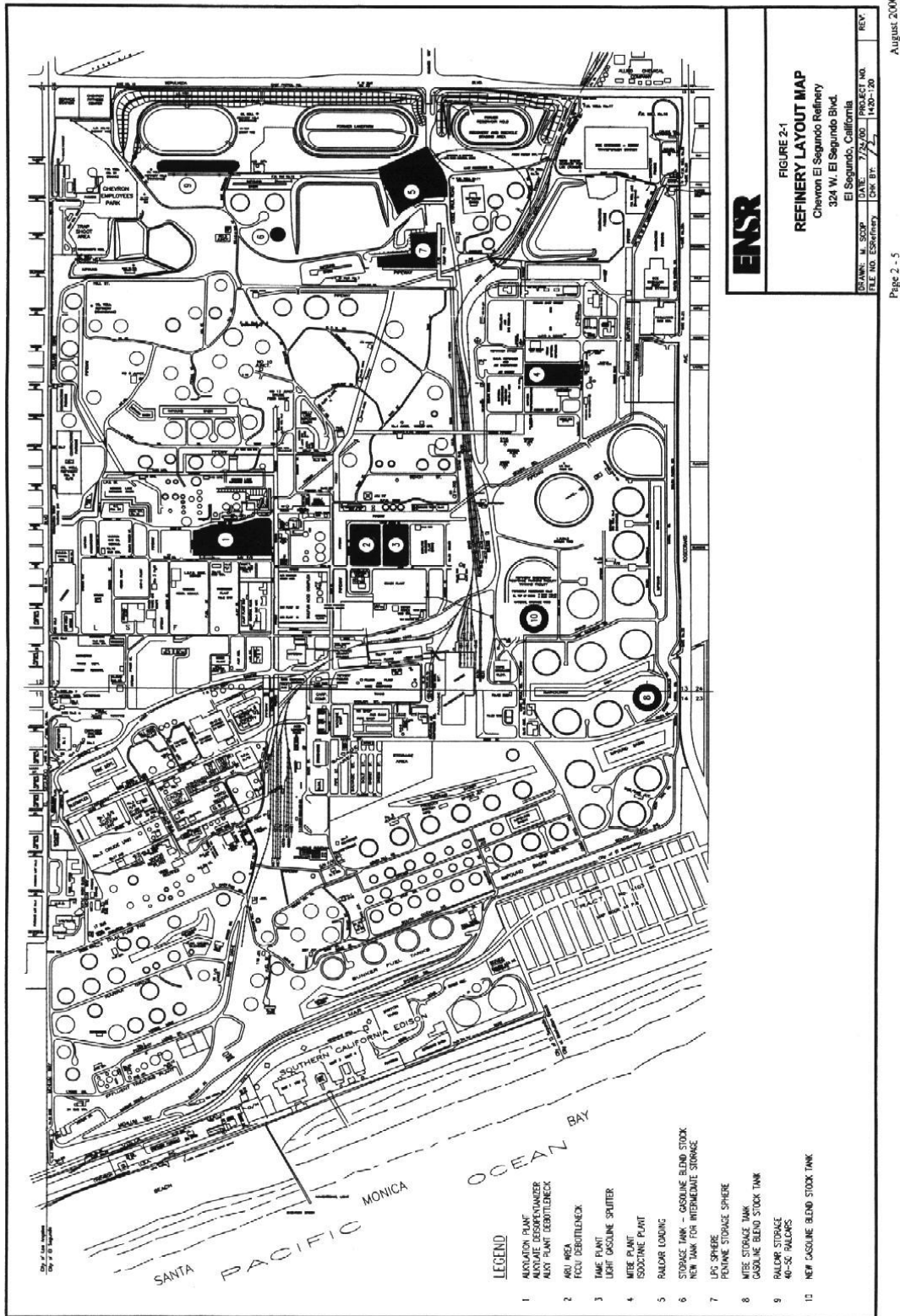


Figure 2-1 Refinery Layout Map

The overall project consists of several parts, which are designed to allow the Refinery to remove MTBE and meet the new CARB Phase 3 gasoline specifications and to blend the ethanol at the terminals. Most of the modifications are within the Refinery boundaries. However, some modifications will be required at the terminals. The overall Chevron CARB Phase 3 Clean Fuels project is discussed below.

2.2.1 Refinery Improvements

1. Removal of Pentanes from the Refinery Gasoline Pool

Replacing the MTBE currently used in gasoline with ethanol will result in an increase in the vapor pressure of the final gasoline blend, even if the amount of ethanol used is less than the amount of MTBE currently used. If the vapor pressure of the base gasoline is not reduced, the vapor pressure of the resulting ethanol/gasoline blend will exceed the vapor limits of CARB Phase 3 gasoline. Therefore, a reduction in the vapor pressure of the base gasoline will be required in order to accommodate this change. This will be accomplished by removing pentanes from the Refinery gasoline pool.

This portion of the project consists of the installation of one new distillation column and the modification of one other column to remove the pentanes from refinery gasoline blending components. The new column will be installed in the Isomax Complex and the modified column will be in the tertiary-amyl-methyl-ether (TAME) Plant. Both will have new steam reboilers and new overhead condensers. The Isomax complex is the Refinery's high pressure hydrocracking complex. It consists of a hydrocracker, hydrogen plant, catalytic reformer, naphtha hydrotreater, H₂S removal plant, and sour water treating plant. The plant currently produces TAME which is an oxygenate used as a substitute for MTBE. The TAME plant (except for the Selective Hydrogenation Unit) will be shutdown as part of the CARB Phase 3 Clean Fuels Project.

Pentanes will be stored onsite in a new storage sphere. Pentanes will either be sold offsite or used in the Refinery for fuel or as hydrogen plant feed. To support the offsite sale of pentanes, additional rail loading facilities and a new storage area for empty railcars are required.

2. Reduction in the Sulfur Content of FCC Gasoline

The new CARB Phase 3 gasoline specifications have a lower allowable sulfur content than currently required by the CARB Phase 2 gasoline specifications. In order to meet this specification, some sulfur must be removed from the Refinery gasoline pool. This will be accomplished by desulfurizing a portion of the gasoline produced in the FCCU. The sulfur removed from the gasoline pool will be fed to the sulfur recovery units and converted into elemental sulfur.

The existing depentanizer, which is used to split the pentanes from FCC gasoline, will be retrayed to improve the distillation efficiency of the column. This step is necessary to ensure that the overhead stream from the new FCC Light Gasoline Splitter Column is of sufficient quality to blend directly into CARB gasoline.

The depentanizer bottoms (FCC Light Gasoline) stream will be fed to a new distillation column and associated overhead condensers, reflux pumps, and a steam reboiler to split the FCC light gasoline stream via distillation. Sulfur-containing components will be concentrated in the bottoms stream which will be hydrotreated in an existing naphtha hydrotreater (No. 3 NHT). The stream that is currently fed to No. 3 NHT will be fed to No. 1 NHT. In order to handle the increased feed rate, the furnace duties at No. 1 NHT will need to be increased. This may require modifications of the two existing furnaces at No. 1 NHT or replacement of one existing furnace and modification of the second furnace. In addition to the furnace work, new compressors, pumps, exchangers, and piping modifications will be required at No. 1 NHT.

3. Modifications to the Existing FCCU

Removing pentanes and MTBE from the gasoline pool will reduce the total amount of gasoline the Refinery can produce with current facilities. In order to recover a portion of that lost production capacity, the FCCU will be modified and its feed rate capacity increased to produce more FCC gasoline blending stock. This change will decrease the Refinery's overall gasoline production and may increase crude throughput. However, these changes in production and throughput will be within the levels achievable before the project. This portion of the project will primarily consist of modifications to the downstream distillation, gas recovery, and treating and relief facilities plus some changes in the plant cooling water and electrical systems and regenerator internals. Either the addition of oxygen or an increase in the capacity of the main air blower to the regenerator will probably also be required.

The new and modified facilities are described in more detail below:

- A new and larger depropanizer (including a new condenser, reflux pump, and steam reboiler) will be built to replace three existing smaller depropanizers in order to achieve additional depropanizer capacity.
- A new and larger debutanizer (including a new condenser, reflux pump, and steam reboiler) will be built to replace two existing smaller debutanizers in order to achieve increased total debutanizer capacity.

- The existing deethanizer will be modified to allow it to handle the higher feed rates. This will include column internal work plus new pumps and exchangers.
- The propylene caustic treating facilities will also need to be modified to handle the increased propylene production. This will include the installation of vessels, pumps, and exchangers.
- New contactors and associated pumps and exchangers will be required at No. 3 Caustic Treating Plant to treat the butene stream before it is fed to the new iso-octene unit.
- A new amine absorber will be built to remove sulfur compounds from the increased propylene stream.
- The relief system will need to be modified by adding new relief headers and upgrading the vapor recovery facilities and the flare. A new flare will not be required as part of the proposed project.
- The capacity of the main air blower to the regenerator will be increased.
- Replacement of the rotor in the existing main air blower with a larger rotor.
- Upgrade the wet gas compressor rotor and gearbox.
- Upgrade the wet gas compressor interstage system (replacement exchangers (2) and vessels (1)).

4. Alkylation Plant Modifications

In order to handle the increased olefin production from the FCCU, the alkylation plant capacity will need to be increased. This will be accomplished through the addition of two new contractors and a new acid settler. An existing, out-of-service column will be restored to service as a Refinery deisobutanizer to provide some increase in the ability to handle the increased liquid petroleum gas production from the FCCU. Recommissioning this column will require the addition of one new cooling tower. Modifications to the current distillation columns in the alkylation plant will also be required, including retraying the columns and adding new trim coolers.

5. Iso-octene Plant

With the phase-out of MTBE, the Refinery's existing MTBE unit (with the exception of the Selective Hydrogenation Unit) will be idle. This modification would involve converting the existing MTBE unit into an iso-octene unit to improve the octane of Refinery gasoline-blending components. This process is needed to meet the octane specifications without using MTBE. The modifications required to convert the MTBE plant into an iso-octene plant are currently being investigated. Most likely, it will involve the addition of new

pressure vessels, exchangers, and pumps along with modifications of an existing column.

6. Gasoline Component Storage Tanks

Three additional tanks will probably be required to store gasoline blending stock components. These tanks will most likely be the current MTBE storage tank (converted to gasoline service) and two new floating roof storage tanks.

2.2.2. Terminal Improvements

The properties of MTBE are such that the MTBE could be blended into gasoline at the Refinery and distributed through a single pipeline distribution system. Unlike MTBE, ethanol has a high affinity for water so the gasoline and ethanol must remain separated until the point of retail delivery. The following sections describe the addition of ethanol storage and blending facilities that are required at Chevron's three distribution terminals in the Los Angeles Basin to keep the ethanol and gasoline separate until retail delivery.

Van Nuys Terminal

The improvements at the Van Nuys Terminal include new piping and new ethanol off-loading pumps to off-load the ethanol from tanker trucks into two existing storage tanks. The storage tanks will be converted from gasoline service to ethanol service. New ethanol loading pumps will also be required to blend ethanol into tanker trucks along with CARB Phase 3 gasoline blendstock. No modifications to vapor recovery units or fire protection systems will be required at the Van Nuys Terminal.

Huntington Beach Terminal

Improvements at the Huntington Beach Terminal include new piping, ethanol loading and off-loading pumps, and a new ethanol storage tank and foundation. Ethanol unloading will not be metered. The loading system at the terminal has fire protection installed, however, new fire protection will be installed on the new ethanol tank and the four existing gasoline tanks.

Montebello Terminal

Improvements planned for the Montebello Terminal include new piping, new ethanol loading and off-loading pumps, a new ethanol storage tank and foundation, two new 12-foot by 70-foot concrete pads for containment and drainage, and two new ground systems for the ethanol unloading area. The loading rack and existing tanks have fire protection installed. However, new foam piping will be installed on the new ethanol tank.

2.3 PERMITS AND APPROVALS

The proposed project will require a number of permits and approvals before construction and operation can commence. The majority of the permits and approvals will include SCAQMD air permits (e.g., permits for new sources and changes to existing permits), and modifications to existing wastewater/stormwater discharge permits, and hazardous waste generator permits. While no changes in land use are proposed at any of the facilities, approvals, such as building permits, will be required from each of the cities where the Refinery and the terminals are located.

2.4 CONSTRUCTION

Construction of the proposed project at the Refinery and terminals is scheduled to begin in August 2001 and be completed in November 2002. Construction is anticipated to take place five days per week, Monday through Friday, from 6:00 a.m. to 5:00 p.m. Occasional night or weekend shifts may be required to maintain the construction schedule.

2.5 OPERATION

The proposed project will require no additional workers for operations. The project will be operated 24 hours per day for 365 days per year.

2.6 PROJECT TERMINATION AND DECOMMISSIONING

The estimated lifetime of the proposed project additions and modifications to the Refinery is over 20 years. The appropriate equipment may then be shut down and/or decommissioned, modified, and/or expanded in accordance with the applicable regulations and market conditions prevailing at the time of termination. The form of decommissioning would likely involve a combination of salvage or disposal at an approved landfill, as well as site restoration.

CHAPTER 3

ENVIRONMENTAL CHECKLIST

3.1 INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project.

3.2 GENERAL INFORMATION

Lead Agency Name:	South Coast Air Quality Management District
Lead Agency Address:	21865 E. Copley Drive Diamond Bar, CA 91765
Contact Person:	Michael Krause
Contact Phone Number:	(909) 396-2706
Project Sponsor's Name:	Chevron Products Company
Project Sponsor's Address:	324 West El Segundo Boulevard El Segundo, CA 90245
General Plan Designation:	Refinery – Heavy Industrial Huntington Beach Terminal – General Industrial Van Nuys Terminal – Industrial Manufacturing Montebello Terminal – Industrial
Zoning:	Refinery – M-2, Heavy Industrial Huntington Beach Terminal – IG, Industrial, General Van Nuys Terminal – M2-1, Medium to Heavy Industrial Montebello Terminal – M-2, Heavy Manufacturing
Description of Project:	Chevron is proposing modifications to its existing refinery and related terminals in order to blend and distribute ethanol instead of MTBE as an oxygenate in gasoline, to meet CARB Phase 3 gasoline specifications, and to comply with State and Federal reformulated fuels requirements. Ethanol is currently the only oxygenate that is approved by CARB as a replacement for MTBE in gasoline.
Surrounding Land Uses and Setting:	The Refinery and terminals are located in industrialized areas of Los Angeles and Orange Counties. See Chapter 1, Section 1.3 for additional information.
Other Public Agencies Whose Approval is Required:	Various local agencies where the project sites are located, including the cities of El Segundo, Los Angeles, Montebello, and Huntington Beach.

3.3 POTENTIALLY SIGNIFICANT IMPACT AREAS

The following environmental impact areas were determine to be affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with an "✓" may be adversely affected by the proposed project. An explanation relative to the determination of impacts can be found following the checklist for each area.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics/Recreation | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geophysical | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/
Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Mandatory Findings
of Significance |
| <input checked="" type="checkbox"/> Solid/Hazardous Waste | <input checked="" type="checkbox"/> Transportation | |

3.4 DETERMINATION

On the basis of this initial evaluation:

- I find the proposed project COULD NOT have a significant effect on the environment, and that a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: August 22, 2000

Signature: Steve Smith

Steve Smith, Ph.D.
Program Supervisor

3.5 ENVIRONMENTAL CHECKLIST AND DISCUSSION

Issues identified that may result in significant impacts will be fully evaluated in the EIR for the proposed project.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:			
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

I.a) The Chevron refinery is located in an area of mixed uses, with industrial, recreation, residential, and commercial uses nearby. The predominant adjacent land uses include: Dockweiler State Beach and Manhattan Beach and the El Segundo Generating Station to the west; a residential area of Manhattan Beach to the south; a golf course, a commercial and light industrial corridor to the east; and commercial and residential areas of El Segundo to the north. The modifications to the equipment at the refinery are not expected to negatively affect visual resources since the equipment is located entirely within the boundaries of the existing refinery. The Van Nuys, Huntington Beach and Montebello terminals are located in developed industrial areas.

I.b) Dockweiler State Beach and Manhattan Beach are located adjacent to the west of the existing refinery. The modifications to the equipment at the refinery are not expected to negatively affect visual resources since the equipment is located entirely within the boundaries of the existing refinery and the new units will be sufficiently far from the boundary so that they will blend into the existing setting. The externally viewed boundaries will not change as a result of the project. Furthermore, the existing property boundaries are currently extensively landscaped with trees and shrubs, which help to block the view of existing onsite facilities. A storage tank will be constructed at both the Huntington Beach and Montebello terminals, which will be similar in size and appearance to storage tanks, which are currently located onsite. As a result, this issue area will not be examined in the draft EIR.

I.c) Proposed equipment modifications and construction at the three terminals and at the refinery would be conducted within the confines of the existing facilities and would include the modification of existing equipment and the installation of equipment and storage vessels which are similar in size and appearance to the existing equipment.

Based on the small changes that would occur at the facilities, the addition of structures similar to those already located at the sites, and distance to sensitive receptors, the project is not expected to result in a significant impact to visual resources. As a result, this issue area will not be examined in the draft EIR.

I.d) Additional permanent light sources will be installed on the new equipment to provide illumination for operations personnel at night. However, these additional sources are not expected to create an impact because the project components will be located on existing industrial facilities. Construction activities are not anticipated to require additional lighting because they are scheduled to take place during daylight hours. However, if the construction schedule is such that nighttime activities are necessary, temporary lighting may be required. Since the project locations are completely within the boundaries of existing Chevron facilities, additional temporary lighting is not expected to be discernible from the existing lighting. No significant impacts to light and glare are anticipated as part of this project.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES. Would the project:			
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II.a, b, and c) The proposed project includes improvements and modifications at existing industrial facilities. No agricultural resources are present on the refinery or terminal sites. Therefore, the project would not convert farmland (as defined in Item a above) to non-agricultural use or involve other changes in the existing environment that could convert farmland to non-agricultural use.

Additionally, neither the refinery nor the terminal sites are zoned for agricultural use. Therefore, the project does not conflict with existing agricultural zone or Williamson Act contracts. Based on these considerations, agricultural resources will not be discussed in the draft EIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
III. AIR QUALITY. Would the project:			
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input checked="" 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 that exceed quantitative thresholds for ozone precursors)?	<input checked="" 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"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III.a and c) Overall, the proposed project would contribute to improving air quality by reducing mobile source emissions from vehicle users of CARB Phase 3 reformulated gasoline. The proposed project would, therefore, contribute to attaining and maintaining ambient air quality standards as outlined in the Air Quality Maintenance Plan (AQMP), as well as reducing toxic air contaminant as outlined in the SCAQMD's Air Toxic Control Plan. However, potential short-term impacts may occur as a result of project construction. Nitrogen oxides (NO_x), sulfur oxides (SO_x), carbon monoxide (CO), volatile organic compounds (VOCs), and fugitive dust (PM₁₀) may be generated from construction-related traffic from worker's vehicles, the operation of construction equipment, and related disturbances to the ground surface. The impacts of these construction emissions will be evaluated in the draft EIR.

An increase in emissions may occur during the operation of the proposed project. The proposed project may result in an increase in emissions of VOCs due to operation of new fugitive components and process vents and/or drains. Additionally, emissions may be generated from new and modified combustion sources at the refinery. VOC emissions contribute to the formation of ozone in the atmosphere. Emissions may also occur from indirect sources (e.g., commuter, truck, and rail trips) during operation of the project. Alternatively, there may also be reductions in tankage emissions due to a decrease in the Reid Vapor Pressure (RVP) of stored gasoline.

III.b and d) As a first step in the analysis, changes in the emissions of criteria pollutants will be estimated. If increases in criteria pollutant emissions that have the potential for significant localized impacts (except VOC) are estimated, air dispersion modeling will be performed. The results of the modeling will be included in the draft EIR.

The project may also change the amount and nature of toxic air contaminant emissions from the refinery and terminals. Toxic emissions changes from the refinery will be evaluated and a human health risk assessment conducted to determine the net effect of expected changes in air toxic emissions from the refinery, and included in the draft EIR.

The change in toxic emissions, if any, from the terminals is expected to be minimal. If necessary, screening level health risk assessments will be performed for the terminals. If significant effects are identified, appropriate mitigation will be defined and included in the draft EIR.

III.e and f) The proposed project would not significantly alter air movement, moisture, or temperature, or cause climatic changes because of the small size of the equipment changes which have no impact on these large-scale meteorological elements. Ethanol will be stored in covered tanks with vapor recovery systems and would not contribute to odors already emitted from the refinery or terminals; therefore, the project is not expected to cause noticeable change in odors from the refinery.

The proposed project will be required to comply with all relevant source-specific rules for existing equipment (SCAQMD Regulation XI source specific rules); all relevant prohibitory rules (SCAQMD Regulation IV rules); all rules governing installation of new, modified, or relocated equipment (SCAQMD Regulation XIII new source review and XX reclaim rules); etc.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:			
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" 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, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:			
c) Have a substantial adverse effect on federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV.a, b, c, d, and f) The proposed project would be located within existing boundaries of the refinery and related terminals, which have already been greatly disturbed. These areas do not support riparian habitat, federally protected wetlands, or migratory corridors. Based on a review of California Natural Diversity Data Base maps for the project areas (June 2000), there are four sensitive, threatened, or endangered species in the immediate vicinity of the Refinery and the Huntington Beach terminal. The potential impacts to these species will be addressed in the draft EIR. Review of these maps indicated no sensitive, threatened, or endangered species in the vicinity of the Van Nuys and Montebello terminals.

IV.e) The project will not conflict with local policies or ordinances protecting biological resources nor local, regional, or state conservation plans of any type.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:			
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input checked="" 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"/>
d) Disturb any human remains, including those interred outside a formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

V.a, b, c, and d) The construction of the distillation columns, rail loading facilities, pentane storage sphere, storage tanks, depropanizer, debutanizer, propylene caustic treating facilities, amine absorber, contactors and acid settler, (potential) furnaces will require minimal construction below ground level. In order to confirm the absence of archaeological or paleontological resources in the project areas, appropriate databases and persons familiar with these resources will be consulted. The results of these inquiries will be discussed in the draft EIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:			
a) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the need for new or substantially altered power or natural gas utility systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create any significant effects on local or regional energy supplies and on requirements for additional energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create any significant effects on peak and base period demands for electricity and other forms of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with existing energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI.a) It is in the economic interest of Chevron to conserve energy and comply with existing energy standards thereby minimizing operating costs. Consequently, the project is not expected to conflict with energy conservation plans.

VI.b) The project will result in a small increase in the amount of natural gas consumed by the El Segundo Refinery although there will be no such increase at the terminals. Because the infrastructure and natural gas supply is ample to supply this increased demand, the project will not result in the need for new natural gas utility systems. In addition, no new or substantially altered power or natural gas utility systems will be required by the project components.

The project would also result in an increase in electrical power use due to an increase in pumping requirements and operation of other new or modified equipment. These increases are expected to be greatest at the El Segundo facility, although quite small when compared to electrical demand in the Los Angeles area. This location will have the most modified or new equipment. An ethanol storage tank and an ethanol loading pump will be constructed at both the Huntington Beach and Montebello terminals. New equipment at the Van Nuys terminal is limited.

VI.c and d) According to Mr. Gil Alexander with Southern California Edison, the power generation system and its delivery system are capable of meeting any reasonable power demand placed on the following three facilities they service, El Segundo, Montebello and Huntington Beach (Alexander 2000). The City of Los Angeles Department of Water and Power (LADWP) provides electricity to the Van Nuys terminal. Because the increase in power demand will be small, the LADWP is anticipated to meet these new demands. Therefore, the proposed project is not expected to create significant effects on peak and base period demands for electricity or other energy sources.

VI.e) The proposed project will comply with existing energy standards.

Based on these considerations, energy will not be significantly impacted by this project and will not be discussed in the draft EIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
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VII. GEOLOGY AND SOILS. Would the project:

- a.) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- 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?

	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:			
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>

VII.a) The proposed project will be constructed in an area of known seismic activity. However, according to the Alquist-Priolo Earthquake Fault Zoning Maps (1986 and 1991) and Fault Activity Map of California (1994), the existing Refinery and three terminals are not located within special seismic study zones. The construction of the project elements will conform to the Uniform Building Code and other applicable codes. Where appropriate, the project design will be reviewed and approved by a civil or structural engineer with training in design methods to prevent damage from a possible earthquake. The potential for impacts from seismic shaking, liquefaction, or ground rupture from a known earthquake fault will be addressed in the draft EIR. If appropriate, mitigation measures will be recommended.

VII.b and e) Minimal grading is needed to accommodate the proposed pentane rail loading facilities. Therefore, the proposed project is not expected to result in substantial soil erosion or the loss of topsoil. No septic tanks or alternative waste water disposal systems will be used as part of the proposed project, therefore, no impacts as a result of incompatible soils will occur as a result of the project. These two areas will not be evaluated further in the draft EIR.

VII. c and d) The potential for expansive soils, landslides, subsidence, and other geological hazards will be addressed in the draft EIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:			
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:			
c) Emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" 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 §65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Significantly increased fire hazard in areas with flammable materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VIII.a) The refinery currently stores, uses and transports hazardous materials, and the proposed project would result in the continued storage, use, and transportation of different quantities of the same and characteristically similar hazardous materials. The hazardous materials include: pentane, ethanol, and hazardous petroleum waste products from tank cleaning. Pentane is a regulated flammable substance under the Federal Risk Management Program and the California Accidental Release Program. Based on these considerations, the potential exists that significant hazard impacts could occur. The potential effects of an accidental release of hazardous materials being stored, used, and transported will be evaluated in the draft EIR. If significant impacts are identified, appropriate mitigation will be included in the draft EIR.

VIII.b) Upset and accident conditions may release hazardous materials into the environment. Various release scenarios and the potential impacts of the releases will be modeled in the draft EIR. Mitigations to reduce the potential frequency and severity of releases will be recommended.

VIII.c) None of the proposed facility modifications are expected to create hazardous emissions within one-quarter of a mile of an existing or proposed school. This information will be verified and included in the draft EIR for all the municipalities in which the project sites are located.

VIII.d) The existing refinery and three terminals are listed as a hazardous materials site compiled pursuant to Government Code §65962.5, however, the proposed construction and operations at these areas are similar to the existing equipment and activities. Additionally, the project sites are undergoing regulatory agency review or are in various stages of characterization and/or remediation. The activities related to the proposed project are not expected to significantly impact the activities being undertaken as a result of the project site(s) being listed as hazardous materials sites pursuant to Government Code §65962.5. Therefore, this area will not be addressed in the draft EIR. Disturbance and excavation of contaminated soils, if any, will be performed in accordance with applicable requirements.

VIII.e and f) The Refinery is located within two miles Los Angeles International Airport. However, the modifications to the facilities required for the project are comparable to existing facilities and would not increase safety hazards for people residing or working in the project area. The height of the new distillation columns will not exceed FAA requirements and will be further discussed in the draft EIR.

VIII.g) The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evaluation plan. Procedures for emergency response are provided to employees along with training guidelines and the use of personal protective equipment. All construction and operation personnel would be safety-trained in accordance with Chevron’s procedures. No adverse occupational health impacts are expected as a result of construction and operation of this project. Therefore, this specific issue does not warrant further analysis in the draft EIR.

VIII.h) The proposed project is located in an urban area and, therefore, would not significantly adversely affect wildlands.

VIII.i) The proposed project involves extensive use of flammable materials. Increased fire hazards will be addressed in the draft EIR.

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

	Potentially Significant Impact	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY.			
Would the project:			
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<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 stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" 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 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 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 checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY.			
Would the project:			
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o) Require 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IX.a and f) Based on studies performed by the CARB, the use of ethanol will have lesser impacts on groundwater quality than the use of MTBE. Also ethanol will be blended at the terminals rather than the refinery. Information from CARB and other sources on impacts to surface and groundwater due to contamination with MTBE will be summarized in the draft EIR. Because the project will include the construction of new storage tanks, the potential for a spill to surface waters will be examined in the draft EIR.

IX.b, k, n, and o) The proposed project will result in an increase in the use of water and the generation of wastewater. The affects of the additional water use and wastewater discharge will be addressed in the draft EIR.

IX.c, d, and e) As the proposed project would be constructed at existing facilities and involves the construction of a limited number of surface features, no significant changes to stormwater runoff, drainage patterns, groundwater characteristics or flow would result.

IX.g, h, i, and j) Based on site topography and/or site elevations in relation to the ocean, the project will not result in an increased risk of flood, seiche, tsunami or mud flow hazards.

IX.l and m) Based on the capacity of the existing water/wastewater treatment facilities, which can easily accomodate the relatively small additions of water from the proposed project, construction of new water or wastewater treatment facilities, or stormwater drainage facilities will not be required.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:			
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:			
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"/>
c) Conflict with any applicable habitat conservation or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X.a and c) No new property will be acquired for the project and there will be no impacts to established communities. Additionally, the proposed project is not expected to conflict with local habitat conversation plans or natural community conversation plans as the project sites are previously developed industrial facilities. The proposed project will not trigger changes in the current zoning designations at the project sites. Based on these considerations, no significant adverse impacts to established residential or natural communities are expected. These issues will not be further discussed in the draft EIR.

X.b) The proposed project includes improvements and modifications at existing industrial facilities. The activities and products produced at the facilities in association with this project would be similar to existing activities and products produced. No new land would be acquired for the project and no zoning and/or land use changes are anticipated to be necessary as part of the project. However, there may be less than significant impacts associated with consistency with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Therefore, this topic will be discussed in the draft EIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:			
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI.a) As the project is limited to modifications to existing refining and storage and distribution terminals, the project is not expected to 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. No mineral extraction is anticipated to occur during the construction phase of the project.

XI.b) The project is not expected to result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

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

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:			
c) A substantial permanent 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"/>
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"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<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 checked="" type="checkbox"/>

XII.a) The proposed project facilities are located in an existing industrial setting. Exposure of persons to or generation of excessive noise levels will be assessed in the draft EIR and compared with standards established in the local general plans or noise ordinances, or applicable standards of other agencies.

XII.b) The proposed project is not anticipated to expose people to or generate excessive groundborne vibration or groundborne noise levels. The construction and operation noises are anticipated to be comparable to existing activity and Occupational Safety and Health Administration (OSHA) worker safety regulations will be in effect at the Refinery and terminals.

XII.c) A permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed project may occur due to the operation of modified and new equipment as well as the addition of railcars at the refinery and truck traffic at the terminals. Therefore, potential operational noise impacts will be qualitatively evaluated in the draft EIR.

XII.d) A temporary or periodic increase in ambient noise levels in the proposed project vicinity above levels existing without the project may occur due to the generation of temporary noise from construction of the proposed project improvements. Therefore, potential construction and operation noise impacts will be qualitatively evaluated in the draft EIR.

XII.e) The proposed project consists of relatively minor improvements within large industrial facilities. Although the refinery is located approximately two miles south of Los Angeles International Airport, the types of noise expected from the proposed project would be unlikely to significantly interact with noise generated from the airport. Thus, the proposed project is not expected to expose people residing or working in the project area to excessive noise levels.

XII.f) The proposed project is not within the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:			
a) Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)?	<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 checked="" type="checkbox"/>
c) Displace substantial numbers of people,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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XIII. POPULATION AND HOUSING. Would the project:

necessitating the construction of replacement housing elsewhere?

XIII.a) The project would occur within existing industrial facilities located in highly urbanized areas. Because of the large population base in the greater Los Angeles area, it is expected that the existing labor pool would accommodate the labor requirements for both construction and operation of the project. No significant growth in population is expected as a result of this project, therefore, this area will not be analyzed in the draft EIR.

XIII.b and c) Because the project is proposed within existing facilities located within highly urbanized areas, no existing housing or people would be displaced.

Potentially Significant Impact	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES. Would the proposal result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government 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 following public services:

- | | | | |
|-----------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Fire protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV.a) Due to the addition of process units and the additional storage of flammable materials such as pentanes and gasoline blending stock components, the proposed project may increase demands for fire protection at the refinery. At the terminals, the project includes conversion of hydrocarbon storage tanks or the addition of new flammable storage tanks. The demand on fire protection will be evaluated in the draft EIR, and if significant impacts are identified, appropriate mitigation will be included in the draft EIR.

XIV.b) The Refinery and terminal sites are existing facilities with security services for people and property currently in place. Because the proposed project includes modifications/additions to existing facilities, there would be no need for new or expanded police protection.

XIV.c, d and e) The local workforce is more than adequate to fill the short-term construction positions required for this project. Therefore, there will be no increase in the local population, and thus no impacts are expected to schools, parks, or other public facilities.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
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XV. RECREATION.

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

XV.a) There would be no changes in population densities resulting from the project, and thus no increase in the use of existing neighborhood and regional parks or other recreational facilities.

XV.b) The project does not include recreational facilities or require the construction or expansion of existing recreational facilities. Therefore, these items will not be further addressed in the EIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XVI. SOLID/HAZARDOUS WASTE. Would the project:			
a) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid and hazardous waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI.a) Solid waste generation and disposal would increase during construction. The wastes would most likely consist of concrete, asphalt, wood, and metal debris. The solid waste generated during construction would be disposed in an appropriately classified disposal facility by a licensed contractor. Potential impacts of solid waste disposal will be evaluated in the draft EIR.

If contaminated soils are encountered during the project construction, the soils would be removed for proper disposal in accordance with SCAQMD's Rule 1166 and requirements of other agencies such as the Regional Water Quality Control Board. The potential occurrence of contaminated soils and the removal procedure will be evaluated in the draft EIR.

XVI.b) Wastes generated by the construction and operation of the project would be properly managed and/or disposed of in compliance with federal, state, and local statutes and regulations related to solid and hazardous waste management. No impacts related to proper management of solid/hazardous waste are expected as a result of this project.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION/TRAFFIC. Would the project:			
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" 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 checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Impact** **No Impact**

XVII. TRANSPORTATION/TRAFFIC. Would the project:

XVII.a) During construction, the proposed project will create a temporary increase in the number of vehicle trips to the Refinery and terminals, thus potentially creating congestion at intersections or increasing the volume to capacity ratio on roads in the project vicinity. Additionally, there will be additional truck trips to the terminals to deliver ethanol from Los Angeles/Long Beach harbor. If the additional pentanes are exported offsite, there will be an increase in train trips to and from the Refinery. Because these changes in transportation could affect the local transportation systems, these impacts will be evaluated in the draft EIR.

XVII.b) This increase in vehicle trips may potentially create a change in the level of service standard at intersections in the vicinity of the project sites. This issue will be addressed in the draft EIR.

XVII.c) The proposed project includes modifications/additions to existing facilities. The additions modifications will be similar in height and appearance as that of existing refinery structures and are not expected to result in a change to air traffic patterns. The nearest airport is located approximately two miles north of the refinery.

XVII.d) The project would take place at existing facilities does not include off-site roadway modifications. Therefore, would not result in hazards due to road design or incompatible uses.

XVII.e) The project would take place at existing facilities with no changes expected to emergency access. Therefore, the proposed project is not expected to adversely affect emergency access.

XVII.f) Additional parking will be required for the additional construction employees. However, it is expected that the construction workers will park within the existing refinery and/or terminal boundaries and thus, the project is not expected to result in inadequate offsite parking.

XVII.g) The project would take place at existing facilities and would not result in conflicts with alternative transportation.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
 XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.			
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact **Less Than Significant Impact** **No Impact**

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

XVIII.a) There are potential impacts to biological resources due to the potential presence of sensitive, threatened, or endangered species in the vicinity of the Refinery and the Huntington Beach Terminal, as reported on the June 2000 California Natural Diversity Data Base Maps for the project areas. The potential for impact to these species as a result of the project will be addressed in the draft EIR.

XVIII.b) The proposed project may cause cumulative impacts depending on other projects that are likely to occur concurrently with or subsequent to the proposed project. The potential cumulative impacts for project-specific impacts concluded to be significant will be evaluated in the draft EIR.

XVIII.c) The proposed project may cause adverse effects on human beings. Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, Solid/Hazardous Waste, and Transportation/Traffic may be adversely affected as a result of the proposed project. These environmental issues will be evaluated in the draft EIR.

No impacts to Aesthetics, Agricultural Resources, Energy, Mineral Resources, Population and Housing, and Recreation are expected as a result of the project. Therefore, these environmental issues will not be discussed further in the draft EIR.

APPENDIX A

Lead Agency Letter



City of El Segundo

March 17, 2000

Steve Smith Ph.D.
Program Supervisor
CEQA Section
21865 E. Copley Drive
Diamond Bar, CA 91765-4182

Dear Dr. Smith:

Chevron Products Company (Chevron) has proposed modifications to its El Segundo Refinery in order to comply with the California Air Resources Board (CARB) Phase III requirements to reformulated cleaner burning gasolines. At this time, it is our understanding that in order to comply with the CARB requirements, limited new equipment and modifications to existing refinery processes will be necessary at the refinery.

As this project is being implemented to comply with air quality regulations, Chevron has requested that the South Coast Air Quality Management District (SCAQMD) assume the lead agency role for the CEQA analysis. If the SCAQMD assumes the lead agency role, the City of El Segundo will be a responsible agency and to the extent feasible make use of the SCAQMD CEQA document. Any and all permits and approvals required by the City must be obtained through the standard process.

Based on the information provided by Chevron we agree with their request to have the SCAQMD be the CEQA lead agency for the CARB project. This, of course, assumes that the issues of land, noise and aesthetics are addressed in the Environmental Impact Report. If you have any questions or need additional information please contact Chris Ketz, Planning Manager at (310) 322-4167 ext. 212.

Sincerely,


James M. Hansen
Director, Community, Economic
and Development Services Department

cc: Mary Strenn, City Manager
T.R. Richart – Chevron Products Co.
R.K. Spackman – Chevron Products Co.