

CHAPTER 1.0

INTRODUCTION AND EXECUTIVE SUMMARY

INTRODUCTION

The proposed project includes modifications to the Ultramar Wilmington Refinery (Refinery), that will improve the air quality in the South Coast Air Basin (Basin) by producing cleaner-burning reformulated gasoline for use in motor vehicles. Cleaner-burning gasoline will reduce emissions of criteria and toxic air pollutants and, thereby, help to achieve and maintain federal and state ambient air quality standards in the Basin. The objective of the proposed project is to comply with California's Phase 3 Reformulated Fuels requirements, which include the phase out of Methyl Tertiary Butyl Ether (MTBE). The proposed project will not increase the amount of petroleum products from the Refinery.

This document constitutes the Final Environmental Impact Report (EIR) for the Ultramar California Air Resources Board Reformulated Gasoline Phase 3 (CARB RFG Phase 3) requirements. The Final EIR includes the Notice of Preparation of a Draft EIR (June 23, 2000), the Draft EIR (June 2001), a Final EIR (October 2001), a Health Risk Assessment (Volume II, October 2001), a Hazards Analysis (Volume III, October 2001), and Responses to Comments on the Draft EIR (Volume IV, October 2001). All documents comprising the Final EIR for the proposed project are available at the South Coast Air Quality Management District (SCAQMD), 21865 East Copley Drive, Diamond Bar, California, 91765. These documents can be obtained by contacting the SCAQMD's Public Information Center at (909) 396-2039 or by accessing <http://www.aqmd.gov/ceqa/nonaqmd.html>.

The Notice of Preparation (NOP) of an EIR for the CARB RFG Phase 3 proposed project and Initial Study (IS) were released for public review on June 23, 2000. The IS contains a project description and the environmental checklist as required by the California Environmental Quality Act (CEQA) Guidelines. A copy of the NOP and IS is included in Appendix A of this EIR. The environmental disciplines that were determined to have potentially significant impacts in the IS and are analyzed in this EIR include air quality, geology/soils, hazards and hazardous materials, hydrology/water quality, land use/planning, noise, solid/hazardous waste, and transportation/traffic

The Draft EIR for the Ultramar CARB Phase 3 proposed project was released for a 45-day public review and comment period beginning on June 6, 2001 and ending on July 20, 2001. Six comment letters were received during the comment period for the Draft EIR. Responses to those comment letters were prepared and are included in Volume IV of this document. Changes were made to the text of the EIR where necessary due to public comments received on the Draft EIR. Those changes are italicized for easier review. The environmental disciplines that were determined to have potentially significant impacts and were analyzed in the EIR include air quality, geology/soils, hazards and hazardous materials, hydrology/water quality, land

use/planning, noise, solid/hazardous waste, and transportation/traffic. The environmental resources where significant adverse environmental impacts would occur after implementation of mitigation measures were air quality and hazards/hazardous materials. A Statement of Findings and Statement of Overriding Considerations have been prepared for these significant adverse impacts and are included as Attachment I to this EIR.

PURPOSE/LEGAL REQUIREMENTS

In accordance with §15121(a) of the State CEQA Guidelines (California Administrative Code, Title 14, Division 6, Chapter 3), the purpose of an EIR is to serve as an informational document that: "will inform public agency decision-makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project."

The EIR is an informational document for use by decision-makers, public agencies and the general public. It is not a policy document that sets forth policy about the desirability of the project discussed. The proposed project requires discretionary approval from the SCAQMD and, therefore, it is subject to the requirements of CEQA (Public Resources Code, §21000 et seq.).

This EIR addresses both project-specific and cumulative impacts of the proposed project. The focus of this EIR is to address potentially significant environmental issues identified in the NOP and IS (see Appendix A) and to recommend feasible mitigation measures, where possible, to reduce or eliminate significant adverse environmental impacts.

SCOPE AND CONTENT

The NOP and IS were circulated for a 30-day comment period beginning on June 23, 2000. The NOP and IS were circulated to neighboring jurisdictions, responsible agencies, other public agencies, and interested individuals in order to solicit input on the scope of the EIR. Comments received on the NOP and IS are also included in Appendix A. The NOP and IS formed the basis for and focus of the technical analyses in this EIR. The following environmental issues were identified in the IS as potentially significant and are addressed in this document:

- Air Quality,
- Geology/Soils,
- Hazards and Hazardous Materials,
- Hydrology/Water Quality,
- Land Use/Planning,
- Noise,
- Solid/Hazardous Waste, and
- Transportation/Traffic.

The IS concluded that the proposed project would not create significant adverse environmental impacts to the following areas: aesthetics, agriculture resources, biological resources, cultural resources, energy, mineral resources, population/housing, public services, and recreation. A discussion of potential cumulative impacts is also provided. The alternatives Chapter of this EIR

is prepared in accordance with §15126.6 of the CEQA Guidelines. This Chapter describes a range of reasonable alternatives that could feasibly attain the basic objectives of the proposed project and are capable of eliminating or reducing some of the significant adverse environmental effects associated with the proposed project. No feasible alternatives to the proposed project were identified that achieved the basic objectives of the proposed project with fewer or less significant adverse environmental impacts.

LEAD AND RESPONSIBLE AGENCIES

The SCAQMD is considered the Lead Agency in preparing this EIR as air quality Permits to Construct/Operate are required for the proposed project. The Lead Agency is 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). For this project, the SCAQMD has the primary discretionary approval authority over the proposed project and was determined to be the Lead Agency (California Code of Regulations §15051(b)). The air quality permits are considered to be discretionary. By issuing permits, the public agency is approving the project.

State CEQA Guidelines §15381 defines a "responsible agency" as: "a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, responsible agencies include all public agencies other than the lead agency that have discretionary approval authority over the project."

The California Coastal Commission is a Responsible Agency for the proposed project and has discretionary approval authority as the project will require a Coastal Development Permit. No other agencies have been identified as a Responsible Agency for the proposed project. The following agencies, other than the Coastal Commission, may have ministerial permitting authority for aspects of the Refinery, and have been given an opportunity to review and comment on the NOP and EIR; however, no new permits or permit modifications are expected to be required from these agencies for the proposed project, with the exception that building permits are expected to be required by the City of Los Angeles.

- California Coastal Commission
- State Water Resources Control Board (SWRCB)
- Los Angeles Regional Water Quality Control Board (RWQCB)
- Los Angeles City Bureau of Sanitation (LACBS)
- Department of Toxic Substances Control (DTSC)
- City of Los Angeles

For convenience, all the above agencies will be referred to generally as Responsible Agencies in this EIR.

INTENDED USES OF THE EIR

The EIR is intended to be a decision-making tool that provides full disclosure of the environmental consequences associated with the discretionary actions required to implement the proposed project. Additionally, CEQA Guidelines §15124(d)(1) require a public agency to identify the following specific types of intended uses:

- A list of the agencies that are expected to use the EIR in their decision-making;
- A list of permits and other approvals required to implement the project; and
- A list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies.

To the extent that local public agencies, such as cities, county planning commissions, etc., are responsible for making land use and planning decisions related to the proposed project, they could possibly rely on this EIR during their decision-making process. See the preceding section for a list of public agencies' approval that may be required.

CHAPTER 2 SUMMARY - PROJECT DESCRIPTION

Project Applicant

Ultramar Diamond Shamrock Wilmington Refinery
2402 East Anaheim Street
Wilmington, CA

The proposed project includes modifications to the Ultramar Refinery, which is located at 2402 E. Anaheim Street in the Wilmington district of the City of Los Angeles. The Refinery is bisected by the Terminal Island Freeway, with the larger portion of the Refinery to the north of the freeway and the smaller portion to the south. The Refinery and all adjacent areas are zoned for heavy industrial use. The land use in the vicinity of the Refinery is heavy industrial. Residential land uses are located about three-quarters of a mile northwest of the Refinery.

Project Description

In order to comply with CARB RFG Phase 3 requirements, Ultramar is proposing modifications to its existing Wilmington Refinery. The primary objectives of these modifications is to change the oxygenate used in the manufacture of gasoline from MTBE to ethanol and to comply with the CARB RFG Phase 3 requirements, including the Reid Vapor Pressure (RVP) standard, as well as meeting the more stringent benzene and sulfur standards. At the Refinery, the process unit modifications are required to the existing Fluid Catalytic Cracking Unit, Selective Hydrogenation Unit, Light Ends Recovery Unit/Naphtha Hydrotreater Unit, and Olefin Treater. To treat overhead gases generated by the modifications to the Light Ends Recovery Unit/Naphtha Hydrotreater, a new Fuel Gas Mercaptan Extraction Unit will be installed. The service on several storage tanks that currently handle MTBE will be modified and the throughput of the tanks also is expected to change. Two new propane/propylene (PP) bullets will be constructed as a result of a new stream from the FCCU depropanizer overhead. The project has been substantially scaled

down from the project that was described in the NOP (see Appendix A) as described in Chapter 2.

Ultramar is proposing the construction of three new ten-inch pipelines between the Refinery and ARCO for the transport of isooctane/alkylate, butane, and propane/propylene. The three pipelines would be placed into the same trench and constructed at the same time. Ultramar is proposing the construction of three pipelines from the Refinery to the Los Angeles Department of Water and Power terminal, one six-inch pipeline and two 16-inch pipelines. The pipelines will transport petroleum products and tank draw water.

A new truck loading rack will be constructed to accommodate the production of propane/propylene/propane from the FCCU. The modifications will include one loading bay equipped with two loading arms, and new transfer pumps.

Other modifications to the Refinery include modifications to the fire water system, plant air system, cooling water system, and to the fuel gas system to support the modified Refinery units.

CARB estimates that the use of Phase 3 reformulated gasoline will reduce mobile source emissions statewide by the following amounts: hydrocarbon emissions by 0.5 ton per day, nitrogen oxides (NO_x) emissions by 19 tons per day, and potency-weighted toxic emissions are expected to decrease by about seven percent. This proposed project will also eliminate MTBE in gasoline, which has been shown to contaminate ground water. These emission reductions were based on comparing the properties of the 1998 average gasoline to the properties of a representative CARB RFG Phase 3 fuel. The CARB RFG Phase 3 requirements are expected to preserve and enhance the motor vehicle emission reduction benefits of the current program and will further aid in meeting the emission reductions required by the State Implementation Plan (CARB, 1999).

CHAPTER 3 SUMMARY – EXISTING ENVIRONMENTAL SETTING

Pursuant to CEQA Guidelines §15125, Chapter 3 – Existing Environmental Setting, includes descriptions of existing environment only for those environmental areas that could be adversely affected by the proposed project. The following subsections briefly highlight the existing settings for the identified environmental areas that could potentially be adversely affected when implementing the proposed project, including Air Quality, Geology/Soils, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Solid/Hazardous Waste, and Transportation/Traffic.

Air Quality

Over the last decade and a half, there has been significant improvement in air quality in the SCAQMD's jurisdiction. Nevertheless, several air quality standards are still exceeded frequently and by a wide margin. Of the National Ambient Air Quality Standards (NAAQS) established for six criteria pollutants [ozone, lead, sulfur dioxide (SO₂), nitrogen dioxide (NO₂), carbon monoxide (CO), and particulate matter less than 10 microns in diameter (PM₁₀)], the area within

the SCAQMD's jurisdiction is in attainment with the state and national ambient air quality standards for SO₂, NO₂, and lead. Chapter 3 provides a brief description of the existing air quality setting for each criteria pollutant as well as for toxic air contaminants.

Geology/Soils

Southern California is characterized by a variety of geographic features that form the basis for subdividing the region into several geomorphic provinces. The Refinery is located within the Peninsular Range Province, a major physiographic and tectonic province characterized by a prevailing northwesterly orientation of structural geologic features. The general area within the Los Angeles Basin is about 50 miles long and 20 miles wide and slopes gently in a southwesterly direction to the Pacific Ocean.

The Refinery and surrounding area overlies a portion of the Wilmington Oil Field. The Wilmington Oil Field is a broad, asymmetric anticline, which is broken by a series of transverse faults. These faults created major oil producing zones. The Los Angeles area is a seismically active region. Most of the earthquake epicenters occur along the San Andreas, San Jacinto, Whittier-Elsinore and Newport-Inglewood faults. All of these faults are elements of the San Andreas Fault system.

Hazards and Hazardous Materials

Hazards at a facility can occur due to natural events, such as earthquake, and non-natural events, such as mechanical failure or human error. This section discusses existing hazards to the community from potential upset conditions at the Refinery, to provide a basis for evaluating the changes in hazards posed by the proposed project.

The major types of public safety risks at the Refinery consist of risk from releases of hazardous substances and from major fires and explosions. Shipping, handling, storing, and disposing of hazardous materials inherently poses a certain risk of a release to the environment. The regulated substances handled by the Refinery include chlorine and ammonia. The Refinery also handles petroleum products including propane, butane, isobutane, MTBE, gasoline, fuel oils, diesel and other products, which pose a risk of fire and explosion at the Refinery. Accident scenarios for the existing Refinery evaluated herein include releases of regulated substances and potential fires/explosions, including transportation risks. The hazards that are likely to exist are identified by the physical and chemical properties of the materials being handled and their process conditions, including toxic gas clouds, torch fires, flash fires, pool fires, and vapor cloud explosions, thermal radiation and explosion/overpressure.

State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of to prevent or mitigate injury to health or the environment in the event that such materials are accidentally released.

Hydrology/Water Quality

The Refinery is located over the Los Angeles Basin ground water aquifer system. Four major aquifers are present within the Los Angeles Basin including the Silverado, Lingo, Gaspur, and Gage aquifers, which are found in the San Pedro formation.

State Water Resources Control Board and the regional water quality control boards (RWQCB) are responsible for protecting surface and ground water supplies in California. These agencies also regulated discharges to state waters through the federal National Pollution Discharge Elimination System (NPDES) permits. Wastewater discharges to publicly owned treatment works are regulated through federal pre-treatment requirements, which are enforced through the Los Angeles County Sanitation Districts for the Refinery.

Land Use/Planning

The Refinery is located in Wilmington District of the City of Los Angeles within southern Los Angeles County. The community of Wilmington is generally urbanized and includes a substantial amount of industrial and port-related development. The Ports of Los Angeles and Long Beach are located along the coastal boundary of Wilmington. The Refinery is located within a district zoned by the City of Los Angeles for heavy industrial uses (M3-1-VL). Refinery land uses are compatible within this zoning designation. The Refinery is located within the Coastal Zone, as defined by the California Coastal Act. The California Coastal Commission has reviewed development in the past at the Refinery and has issued a number of coastal act permits and de minimis waivers.

The Dominguez Channel runs adjacent to the Refinery from the north to the south. Railroad tracks service the area along the western boundary of the Refinery and along Alameda Street.

Noise

Chapter 3 is a by-product of urbanization and there are numerous noise sources and receptors in an urban community. Noise is usually defined as unwanted sound. The Refinery is subject to the noise ordinances of the City of Los Angeles Municipal. Chapter 3 provides estimates of the existing noise levels in the Wilmington area. The Refinery is surrounded by industrial facilities, commercial activities and transportation corridors. Major contributors to the ambient noise levels in the vicinity of the Refinery include local railways, vehicular traffic, industrial facilities, construction activity and numerous port-related activities.

Solid/Hazardous Waste

The Refinery generates about 760 tons per year of material that is classified as hazardous waste. The hazardous waste disposal facilities within the state have about 59 years of life expectancy, based on their current levels of waste receipt. The Refinery also generates non-hazardous solid or municipal wastes that are disposed of in local landfills. The Los Angeles County Sanitation Districts anticipates that landfill capacity in the county will be exceeded in the near future.

Transportation/Traffic

The transportation network in the Wilmington area includes roads, highways, freeways, railroads, airports, seaports, and intermodal terminals. Traffic counts including turn counts were taken in 2000 to determine the existing traffic in the area. The traffic analysis indicates typical urban traffic conditions in the area surrounding the Ultramar Refinery, with most intersections operating at Level of Services A to B.

CHAPTER 4 SUMMARY - ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This section summarizes the environmental impacts, mitigation measures, and residual impacts associated with the proposed project that are analyzed in Chapter 4. Table 1-1 includes a brief description of the environmental resources that were identified as being potentially significant in the NOP/IS for the proposed project, potential environmental impacts prior to mitigation, proposed mitigation measures, and residual impacts remaining after mitigation. Impacts are divided into four classifications: Unavoidable Adverse Impacts, Potentially Significant but Mitigable Impacts, Less Than Significant Impacts, and Beneficial Impacts. Unavoidable adverse impacts are significant impacts that require a Statement of Findings pursuant to CEQA Guidelines §15091 and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15093, before the proposed project can be approved. Potentially Significant but Mitigable Impacts are adverse impacts that can be feasibly mitigated to less than significant levels and which require that findings be made in accordance with the CEQA Guidelines §15091 if the proposed project is approved. Less than significant impacts may be adverse but do not exceed any significance threshold levels and do not require mitigation measures. Beneficial Impacts reduce existing environmental problems or hazards.

Unavoidable Significant Adverse Impacts

Air Quality:	Emissions of volatile organic compounds (VOCs), and NO _x from construction equipment will exceed mass daily emission significance thresholds during project construction.
	Emissions of VOC (primarily from fugitive emission sources, e.g., pumps, valves, and flanges) and NO _x (from trucks and railcars) will exceed mass daily emission significance thresholds during project operation.
Hazards/Hazardous Materials	The potential impacts associated with modifications to several of the Refinery units have the potential to exceed the Emergency Response Planning Level 2 concentrations and are considered to be significant.

Less Than Significant Impacts

Air Quality:	<p>CO, sulfur oxide (SOx) and PM10 emissions from the construction phase of the proposed project are less than significant.</p> <p>CO, SOx, and PM10 emissions during the operational phase of the proposed project are less than significant.</p> <p>During the operational phase of the project, ambient concentrations of criteria pollutants, carbon monoxide hot spots, emissions of toxic air contaminants and odors are expected to be less than significant.</p>
Geology/Soils:	<p>Adverse project impacts on topography, unique geological resources, soil contamination, and geological hazards are less than significant.</p>
Hazards and Hazardous Materials:	<p>The proposed project is expected to comply with applicable design codes and regulations, with National Fire Protection Association Standards, and with generally accepted industry practices. The proposed project impacts are expected to be less than significant for transportation hazards, pipeline hazards, and releases of hazardous materials to water bodies.</p>
Hydrology/Water Quality:	<p>The proposed project impacts on ground water resources, surface water, wastewater, and water demand are expected to be less than significant.</p>
Land Use/Planning:	<p>The proposed project complies with the City of Los Angeles and Carson land use zoning ordinances and land use designations, and is compatible with the surrounding land uses. No significant impacts on land use are expected.</p>
Noise:	<p>Adverse noise impacts during the construction and operational phases are expected to be less than significant.</p>
Solid/Hazardous Wastes:	<p>The generation of solid/hazardous waste as part of the construction and/or operational phases of the proposed project are expected to be less than significant.</p>
Transportation/Traffic:	<p>Adverse traffic impacts during the construction and operational phases are expected to be less than significant.</p>

CHAPTER 5 SUMMARY - CUMULATIVE IMPACTS

A number of projects with the potential to have cumulative impacts with the proposed project were identified, including transportation projects related to the development of the Alameda Corridor and other refinery reformulated fuel projects. These projects and associated cumulative impacts relative to the proposed project are discussed in Chapter 5. No significant cumulative impacts beyond those impacts identified with the proposed project are anticipated to occur.

CHAPTER 6 SUMMARY - PROJECT ALTERNATIVES

This EIR identifies and compares the relative merits of a range of reasonable alternatives to the proposed project as required by the CEQA guidelines. According to the guidelines, alternatives should include realistic measures to attain the basic objectives of the proposed project and provide means for evaluating the comparative merits of each alternative. In addition, though the range of alternatives must be sufficient to permit a reasoned choice, they need not include every conceivable project alternative (CEQA Guidelines, §15126.6(a)). The key issue is whether the selection and discussion of alternatives fosters informed decision making and public participation. PRC §21178(g) exempts projects that will enable the production of CARB RFG Phase 3 compliant fuels from the requirements of analyzing a No Project Alternative and alternative sites.

No alternatives were identified that would eliminate the potentially significant air quality and hazard impacts at the Refinery as compliance with the CARB Phase 3 requirements will require construction activities and modifications to certain Refinery units. Alternatives presented in this EIR were developed by reviewing different methods to eliminate MTBE as an oxygenate. Alternative oxygenates other than ethanol were considered infeasible since ethanol is the only oxygenate that can be used at this time (CARB, 2000). Alternative transportation modes were evaluated but would not reduce or eliminate emissions associated with transportation.

No feasible alternatives have been identified that would reduce the proposed project's environmental impacts to a less than significant level while achieving the project objectives. Consequently, the proposed project is considered the preferred alternative to ensure that Ultramar will be able to achieve all the objectives of the proposed project, which is to produce reformulated fuels as specified by state regulations, and minimize environmental impacts.

CHAPTER 7 AND 8 SUMMARY – REFERENCES AND ACRONYMS AND GLOSSARY

Information on References cited (including organizations and persons consulted) and the acronyms and glossary are presented in Chapters 7 and 8, respectively.

TABLE 1-1

SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<p>AIR QUALITY</p> <p>Construction activities will generate emissions of VOCs and NOx that are significant.</p> <p>The construction emissions of CO, SOx and PM10 are less than significant.</p>	<p>Develop a Construction Emission Management Plan. The Plan shall include measures to minimize emissions from mobile sources including requiring measures to provide parking, scheduling truck deliveries, consolidating truck deliveries to avoid peak traffic hours, and limit idling to 10 minutes.</p> <p>Prohibit trucks from idling longer than 10 minutes <i>at the Ultramar site</i>.</p> <p>Use electricity or alternate fuels for on-site mobile equipment instead of diesel equip., where feasible.</p> <p>Maintain construction equipment tuned up and retard diesel engine timing, to the extent feasible.</p> <p>Use electric welders to avoid emissions from gas or diesel welders in portions of the Refinery where electricity is available.</p> <p>Use on-site electricity rather than temporary power generators in portions of the Refinery where electricity is available.</p> <p>Use of low sulfur diesel fuel, where feasible (for potential cumulative impacts)</p> <p><i>Suspend all construction equipment during first stage smog alerts.</i></p>	<p>Construction emissions are expected to remain significant for VOC, and NOx.</p>

TABLE 1-1

SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<p>AIR QUALITY (CONT.)</p> <p>Operational emissions of criteria pollutants are significant for VOC and NOx. Operational emissions are less than significant for CO, SOx and PM10.</p> <p>The ambient air concentrations of NOx, PM10, and CO are below SCAQMD significance threshold levels and are less than significant since no new combustion sources are proposed.</p> <p>No significant traffic impacts were identified at local intersections so no significant adverse increase in CO hot spots is expected.</p> <p>The project is consistent with the General Plan and is consistent with the Air Quality Management Plan so no significant adverse impacts are expected.</p> <p>The estimated cancer risk due to the operation of the proposed project is expected to be less than the significance criterion of 10 per million so that the project impacts are deemed to be less than significant.</p>	<p>Evaluate the feasibility of retrofitting large off-road construction equipment with pollution control equip.</p> <p><i>Use CARB certified equipment for all construction equipment that requires CARB certification.</i></p> <p>Develop a fugitive emission control plan.</p> <p>Project emissions are controlled through the use of BACT and no other feasible mitigation measures were identified. No feasible mitigation measures for NOx emissions from railcars were identified.</p> <p>None required.</p> <p>None required.</p> <p>None required.</p> <p>None required.</p>	<p>Mass daily emissions of VOCs and NOx are expected to remain significant.</p> <p>Concentrations of NOx, PM10, and CO are less than significant.</p> <p>CO hot spots are less than significant.</p> <p>Impacts on the AQMP are less than significant.</p> <p>Cancer risk impacts are less than significant.</p>

TABLE 1-1

SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<p>AIR QUALITY (CONT.)</p> <p>The acute and chronic hazard indices due to operation of the proposed project are less than 1.0 and are deemed to be less than significant.</p> <p>Potential odor impacts from the proposed project are not expected to be significant.</p>	<p>None required.</p> <p>None required.</p>	<p>Non-carcinogenic (non-cancer) health impacts are less than significant.</p> <p>Project impacts on odors are less than significant.</p>
<p>GEOLOGY</p> <p>No topographic changes are expected at the Refinery so impacts are less than significant. The pipeline route is expected to be returned to baseline conditions following completion of construction activities so no significant adverse impacts are expected.</p> <p>No unique geological resources are present that could be disturbed by the proposed project. No significant adverse impacts are expected.</p> <p>Soil erosion from wind or water could occur during construction activities but dust control measures are expected to minimize potential impacts.</p> <p>Construction activities could uncover contaminated soils.</p>	<p>None required.</p> <p>None required.</p> <p>See air quality mitigation measures.</p> <p>Any contaminated soils or ground water shall be addressed pursuant to local, state and federal regulations and requirements, including requirements of U.S. EPA, DTSC, SCAQMD, and RWQCB. No mitigation measures were identified beyond the existing requirements.</p>	<p>Topographic impacts are less than significant.</p> <p>Impacts on geological resources are less than significant.</p> <p>Soil erosion impacts are less than significant.</p> <p>Soil/water contamination impacts are less than significant due to regulatory compliance.</p>

TABLE 1-1

SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<p>GEOLOGY (CONT.)</p> <p>Compliance with Uniform Building Codes is expected to result in less than significant impacts.</p>	<p>Ultramar is required to obtain building permits, as applicable, for all new structures. No mitigation measures were identified beyond existing requirements.</p>	<p>Geological hazard impacts are less than significant.</p>
<p>HAZARDS AND HAZARDOUS MATERIALS</p> <p>Impacts associated with on-site releases are potentially significant.</p> <p>The proposed project impacts on water quality due an accidental release are expected to be less than significant.</p> <p>The project is expected to increase the transport of petroleum products via truck or railcar. The impact from an accidental release is less than significant.</p> <p>The project is expected to comply with all applicable design codes and regulations.</p> <p>The probability of a pipeline rupture is low for new pipelines so that no significant impacts are expected.</p>	<p>None identified because of the extensive safety regulations. Ultramar will be required to update its Process Safety Management Program and Risk Management Program.</p> <p>None required.</p> <p>None required.</p> <p>None required.</p> <p>None required.</p>	<p>Hazard impacts are expected to remain significant.</p> <p>Hazard impacts on water quality are expected to be to less than significant.</p> <p>Hazard impacts due to transportation are less than significant.</p> <p>Hazard impacts are less than significant.</p> <p>The pipeline hazard impacts are less than significant.</p>

TABLE 1-1

SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<p>HYDROLOGY/WATER QUALITY</p> <p>The proposed project is not expected to degrade or deplete ground water resources so proposed project impacts are less than significant.</p> <p>The proposed project is not expected to result in an increase in surface water discharge so no significant impacts are expected.</p> <p>The proposed project is not expected to result in an increase in wastewater discharge so that no significant adverse impacts are expected.</p> <p>The proposed project is not expected to result in an increase in water demand so no significant adverse impacts are expected.</p>	<p>None required.</p> <p>None required.</p> <p>None required since no significant impacts were identified.</p> <p>None required since no significant impacts were identified.</p>	<p>Project impacts on ground water are less than significant</p> <p>Project impacts on surface water discharge are less than significant.</p> <p>Project impacts on wastewater discharge are less than significant.</p> <p>Project impacts on water demand are less than significant.</p>
<p>LAND USE/PLANNING</p> <p>The proposed project complies with the land use and zoning requirements of the City of Los Angeles and Carson, and the policies of the California Coastal Commission so that no significant adverse impacts are expected.</p>	<p>None required since no significant impacts were identified.</p>	<p>Project impacts on land use/planning are less than significant.</p>

TABLE 1-1

SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<p>NOISE</p> <p>Construction noise levels are expected to be less than significant since noise increases would not exceed the noise levels identified in the noise ordinance for the local cities.</p> <p>Operational noise is considered less than significant as the estimated noise increase is less than 3 dBA and within the noise levels established under the local cities noise ordinance.</p>	<p>None required.</p> <p>None required.</p>	<p>Construction noise is less than significant.</p> <p>Operational noise impacts are expected to be less than significant.</p>
<p>SOLID/HAZARDOUS WASTE</p> <p>Construction activities will generate solid/hazardous but sufficient landfill capacity exists to handle the increases so that no significant impacts are expected.</p> <p>The proposed project is not expected to increase the generation of solid or hazardous waste during project operation so that no significant impacts are expected.</p>	<p>None required.</p> <p>None required.</p>	<p>Solid/hazardous waste impacts during construction are less than significant.</p> <p>Solid/hazardous waste impacts during project operation are less than significant.</p>
<p>TRANSPORTATION/CIRCULATION</p> <p>No significant change in the level of service (LOS) rating at any intersection is expected, so no significant traffic impacts due to construction of the proposed project are expected.</p> <p>No significant change in the level of service (LOS) rating at any intersection is expected, so no significant traffic impacts due to project operation are expected.</p>	<p>None required.</p> <p>None required.</p>	<p>Traffic impacts during the construction phase are less than significant.</p> <p>Traffic impacts due to operation of the proposed project are less than significant.</p>