



PACOIMA RESERVOIR SEDIMENT REMOVAL PROJECT



ENVIRONMENTAL REVIEW

The LACFCD, in coordination with the USFS and the USACE, will prepare a joint CEQA and NEPA document for the proposed PRSR Project. The CEQA component of the document will be an Environmental Impact Report (EIR) and the NEPA component of the document (Environmental Assessment/Finding of No Significant Impact or Environmental Impact Statement) will be informed by the scoping process and in coordination with USFS and USACE. The joint CEQA and NEPA document is a state and federal mandated study that provides the public, responsible agencies, and other local and state governmental agencies with an evaluation of the potential environmental impacts and methods to reduce, avoid or mitigate impacts related to: construction, noise, water quality, community effects, air quality, transportation/traffic and more. In accordance with CEQA and NEPA, the study will assess a range of reasonable alternatives related to reservoir access, sediment removal and transport, and final sediment placement sites.

To learn more about the proposed PRSR Project, please review the Notice of Preparation (NOP) of a joint CEQA and NEPA Document on the PRSR Project's website at www.lasedimentmanagement.com/Pacoima. Once the joint Draft EIR and NEPA document is completed, it will be released for public review of no less than 45 days, during which time the public may provide written comments for consideration and inclusion in the public record. In addition, public scoping meetings are scheduled during the comment period to provide an overview of the project. At these meetings, stakeholders will also have an opportunity to speak to project staff, view topical exhibit boards, and provide written comments.

SCHEDULE

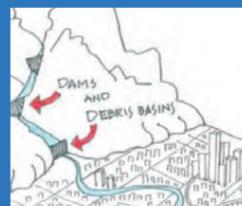
PROJECT COMPONENT	DATE
NOP Review Period - 45 Days	February 23– April 9, 2015
Public Scoping Meetings	March 25, 26 & 28, 2015
Draft EIR and NEPA Document	Spring 2016
Construction Start	Fall 2017

STAY CONNECTED

 Los Angeles County Department of Public Works
Attn: Water Resources Division – Reservoir Cleanouts
P.O. Box 1460
Alhambra, CA 91802-9974

 www.lasedimentmanagement.com/Pacoima

 reservoircleanouts@dpw.lacounty.gov



Understanding Sediment Management
To learn more about what sediment management is and how it affects you and the County of Los Angeles please visit:
<http://dpw.lacounty.gov/lacfd/sediment/>
(click on the video under the "What is Sediment Management?" heading)

WHAT IS SEDIMENT AND ITS EFFECT ON PACOIMA RESERVOIR?

Sediment is made of soil, sand, and rock that is eroded by storm water and carried from hillsides into downstream creeks and streams. Large amounts of sediment can result in mudslides that are capable of destroying aquatic habitats, vegetation, property, and buildings. Reservoirs help to contain sediment and debris and protect downstream properties. However, sediment accumulated over the years behind a reservoir has the potential to block flood control valves and reduce storage capacity for both flood risk management and water conservation. Therefore, sediment must be periodically removed to restore flood control and water conservation capacity. The Pacoima sluice gate is normally used to pass water and sediment through the Dam, but is currently estimated to be under 65 feet of sediment. An additional 31 feet of sediment would bury the inlets for all other flood control valves, making them inoperable.

PROJECT OVERVIEW AND BENEFITS

For nearly 100 years, the Los Angeles County Flood Control District (LACFCD) has fulfilled its mission by providing flood risk management and water conservation for most of Los Angeles County. LACFCD manages a system of reservoirs, debris basins, and other drainage infrastructure, which reduces the risk of floods and debris flows to downstream communities. Historically, these reservoirs are subject to high sediment loading as a result of local geology including steep slopes, very fractured rock and highly erodible soils.

During the Marek (2008), Sayre (2008), and Station (2009) Fires, approximately 80 percent of the watershed that drains into Pacoima Reservoir was burned. Because of the burned watershed condition, storm events since the fires have deposited above-normal quantities of sediment in the reservoir, thereby decreasing storage capacity and increasing the chances of plugging the outlet works with sediment or debris from subsequent storm events.

In its current condition, the Reservoir does not have sufficient

capacity to contain a large debris event without burying the outlet works.

The LACFCD, in coordination with the United States Forest Service (USFS) and the United States Army Corps of Engineers (USACE), will prepare a joint California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document for the proposed Pacoima Reservoir Sediment Removal Project (PRSR Project). Pacoima Dam is located approximately 2 miles northeast of El Cariso Community Regional Park in the City of Los Angeles and approximately 3 miles northeast of San Fernando, California.

The PRSR Project proposes to remove 3 million cubic yards of sediment from Pacoima Reservoir plus additional sediment that could accumulate in the reservoir over the five year project duration. The proposed project will restore flood control and water conservation capacity to the reservoir; increase the reliability of operations and safety of Pacoima Dam; and create a long term, safe, and reliable means of access to the reservoir.

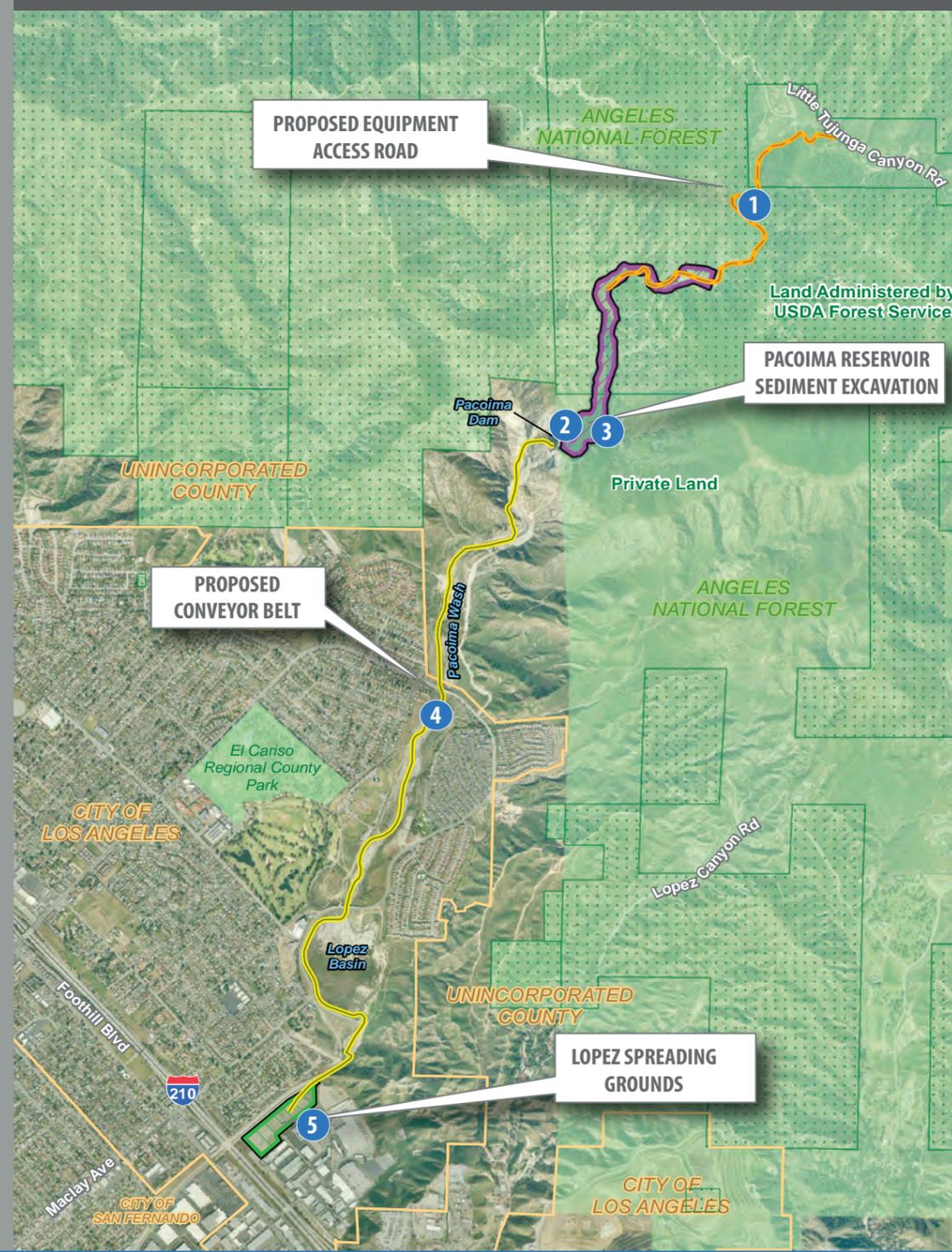
PROJECT COMPONENTS

The PRSR Project includes various components, which would be required to remove sediment from Pacoima Reservoir. The following activities would occur annually over the course of the approximate five-year implementation schedule:

- 1 ACCESS ROAD CONSTRUCTION/REHABILITATION AND OPERATION**
 Pacoima Reservoir currently has no vehicular access. The previously used access road in and along Pacoima Creek has completely degraded. The proposed PRSR Project would construct and maintain a new access road alongside Pacoima Creek (i.e., Pacoima Creek upstream of the Reservoir) to provide a permanent means of access for vehicles and equipment from Little Tujunga Canyon Road, which is approximately 1.5 miles upstream of the Reservoir. The proposed access road would accommodate one-way traffic with turnouts to allow approaching vehicles to pass one another, and would be designed and constructed to avoid as much sensitive vegetation as feasible. It is anticipated that the access road would require annual maintenance in order to maintain adequate long-term vehicular and equipment access to the Reservoir.
- 2 RESERVOIR DEWATERING**
 During each year of sediment removal, pre-dewatering activities are estimated to start on or shortly after April 16, the end of the rainy season; however, activities could start sooner or later depending on weather and Reservoir level. During proposed pre-dewatering activities, Best Management Practices (BMPs) would be installed downstream in Pacoima Wash to ensure that sediment suspended during dewatering would be contained within LACFCD property. BMPs could include sand/gravel bags, silt fencing, and/or other filtering devices to prevent sediment from flowing into downstream areas of Pacoima Wash. At the end of the storm season, the Reservoir level is expected to be at the elevation of the lowest outlet riser. Once pre-dewatering activities are completed, the Dam's lowest outlet gate would be opened to allow Reservoir water to drain out through an existing outlet tunnel. Alternately, if sediment accumulation immediately in front of the gate cannot be moved or flushed away to allow for use of the outlet gate, water may be pumped through the riser and allowed to drain thru one of the valves. Either method would allow water located within the Reservoir to flow downstream via Pacoima Wash, thereby dewatering the Reservoir.
- 3 SEDIMENT EXCAVATION AND REMOVAL**
 Upon completion of dewatering activities, the proposed access road would be used to deliver sediment-removal equipment and construction workers to Pacoima Reservoir. Equipment would include bulldozers, front loaders, excavators, tender trucks (for maintenance), and water trucks. The equipment in the Reservoir would remain operational through the duration of the year's sediment-removal activities and would be removed seasonally to allow the facility returns to flood control and water conservation operations. Screens to separate out large rocks and oversized materials would be operated in the Reservoir, and rock crushers would be used to process the materials to a size that would be acceptable for conveyor transport and sediment placement. Some boulders or materials could be reclaimed for reuse within the Forest boundaries.
- 4 CONVEYOR BELT ASSEMBLY, OPERATION, AND PARTIAL DISASSEMBLY**
 Prior to commencement of sediment-removal activities, a conveyor belt system would be installed that would extend approximately 3 miles from the upstream side of Pacoima Dam to Lopez Spreading Grounds. The conveyor belt system would begin within Pacoima Reservoir and pass through the outlet gate. From there, the sediment would be conveyed on the belt aligned along and within Pacoima Wash, around the outer edges of Lopez Basin, and to a staging area in Lopez Spreading Grounds. The majority of the conveyor belt system would remain assembled throughout the approximate 5-year proposed PRSR Project implementation period; however, certain components would be disassembled annually to ensure there is no interference with storms flows.
- 5 SEDIMENT STAGING AND TRANSPORT FOR PLACEMENT**
 The conveyor belt would deposit the sediment at Lopez Spreading Grounds where it would be temporarily stockpiled until loaded into haul trucks for transport to appropriate facilities to receive the sediment such as landfills and/or pits or other locations for re-use such as construction material. Potential locations include local gravel pits in Sun Valley (approximately 5.5 miles southeast of Lopez Spreading Grounds) and/or Sunshine Canyon Landfill in the San Fernando Valley (approximately 6.5 miles northwest of Lopez Spreading Grounds). The transport of stockpiled materials from Lopez Spreading Grounds would continue through the rainy season, as necessary. Potential Sediment Placement Sites and Truck Routes of primary locations under consideration for the placement of excavated sediment and the potential trucking routes to deliver the sediment can be viewed in the NOP document, available at www.lasedimentmanagement.com/Pacoima.. A portion of the material may be transported out of the reservoir via the new access road for re-use within the Angeles National Forest. Sediment from Pacoima Reservoir will not be placed at May Sediment Placement Site.



PROJECT SITE AERIAL & WATERSHED



POTENTIAL PROJECT ALTERNATIVES

- Excavation + Conveyor to Lopez Spreading Grounds + Trucking to Local Gravel Pits (Pits) and/or Sunshine Canyon Landfill (Landfill)
- Excavation + Conveyor and/or Trucking to New Sediment Placement Sites
- Excavation + Trucking to Pits and/or Landfill
- Sluicing to Lopez Basin + Trucking to Pits and/or Landfill
- Dredge & Slurry Pipeline to Lopez Basin + Trucking to Pits and/or Landfill

The illustrations shown at the footer of this page provide helpful definitions on the various sediment management alternatives that are being considered for the project.



FREQUENTLY USED TERMS

REMOVAL EXCAVATION Excavation involves the use of conventional excavation equipment such as excavators, backhoes, scrapers, bulldozers, and front-end loaders. Vehicular access to the site is required for excavation.	DREDGING Dredging is a type of underwater excavation that is used to remove sediment from inland as well as coastal water bodies. Generally dredges either scoop or suction sediment, along with water, from the bottom of a water body. Dredging could only be employed in reservoirs that have a pool of water.	SLUICING Sluicing involves draining a reservoir to expose the accumulated sediment to incoming water flows so that the water can resuspend the sediment and carry it through the dam's sluice gate.	TRANSPORTATION TRUCKING Using trucks to transport sediment from reservoirs and debris basins involves the use of single-dump and double-dump trucks. The impacts associated with employing traditional or low emission trucks would be the same, except for the impact on air quality.
PLACEMENT SEDIMENT PLACEMENT SITES Sediment Placement Sites (SPSs) are sites developed by the Flood Control District throughout the County to be strategically filled with sediment resulting from the cleanout of facilities such as reservoirs and debris basins.	CONVEYOR BELT This involves the temporary installation of conveyor belt systems to transport sediment that has been excavated or that needs to be transported from a temporary sediment staging area to another site.	PITS Pits include inert landfills, engineered fill operations, quarries that are currently being mined, and retired quarries. Inert landfills are facilities that are permitted to accept inert waste. Engineered fill operations must meet specifications prepared and certified for a specific project designed to act as a structural element.	SLURRY PIPE-LINES Slurry pipelines are used in conjunction with the dredging sediment removal alternative, and involve the pressurized mixture of water and sediment dredged from a reservoir.
LANDFILLS Some solid waste landfills use soil to cover daily deposits of solid waste in order to avoid odors and other issues. This alternative considers delivering sediment from the Flood Control District's sediment management operations to solid waste landfills to be used as daily cover.			