

CITY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
1149 S. BROADWAY, 7th FLOOR
LOS ANGELES, CALIFORNIA 90015
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION

COUNTY CLERK'S USE

(Articles II and III – City CEQA Guidelines)

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, California, 90650 and with the State Clearinghouse in the Office of Planning and Research, if filed with the County Clerk, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21167(d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project.

LEAD CITY AGENCY AND ADDRESS: City of Los Angeles c/o Bureau of Engineering 1149 S. Broadway, 6 th Floor, MS 939 Los Angeles, CA 90015	COUNCIL DISTRICT 11
PROJECT TITLE: HWRP Flare System Replacement and Battery B Digester Demolition (W.O. SZH12229 and SZH12318 / CIP Nos. 2520 and 2528)	LOG REFERENCE

PROJECT LOCATION: On the center east sector of the Hyperion Water Reclamation Plant (HWRP) located at 12000 Vista Del Mar, Playa Del Rey, CA 90293. HWRP is within the Westchester - Playa del Rey Community Plan Area of the City of Los Angeles (City). See *Figure 1: Project Vicinity*. T.G. Page 702, Grid C7 & Page 732, Grid C1.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: The HWRP Flare System Replacement and Battery B Digester Demolition (projects) propose to demolish six decommissioned digester tanks and replace the existing digester gas flaring system with an ultra-low emission flaring system to meet South Coast Air Quality Management District (SCAQMD) emission requirements. The projects will benefit employees, residents in the vicinity of the HWRP, and cities that utilize the HWRP by ensuring that the Flaring System Facility remains operational. Please see the project description continuation in the narrative for more details. On, October 28, 2024, the Bureau of Engineering (BOE) issued the Final Pre-Design Report for the CIP 2528 HWRP Battery B Digester Demolition Project.

CONTACT PERSON Norman Mundy	CONTACT INFORMATION norman.mundy@lacity.org
---------------------------------------	---

EXEMPT STATUS:		
CITY CEQA GUIDELINES	CATEGORICAL EXEMPTION*	Art. III, Sec. 1 Classes 1(4) & 2(3)
STATE CEQA GUIDELINES	CATEGORICAL EXEMPTION*	Sec. 15301(d) and 15302 (c)

* See Public Resources Code Sec. 21080 and set forth state and city guidelines provisions.

JUSTIFICATION FOR PROJECT EXEMPTION: This project is exempt from California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Article 19, Sections 15302 (c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity. Additionally, the project is exempt pursuant to the corresponding *City CEQA Guidelines* (Article III, Section 1, Class 2 Cat. 3). *None of the limitations set forth in State CEQA Guidelines 15300.2 apply (see attached narrative).*

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE: for Maria Martin		TITLE: Environmental Affairs Officer Environmental Management Group	DATE:
			7/12/2026
FEE: \$75.00	RECEIPT NO.	REC'D BY	DATE

DISTRIBUTION: (1) COUNTY CLERK; (2) STATE CLEARINGHOUSE; (3) AGENCY RECORD

CATEGORICAL EXEMPTION NARRATIVE

I. DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT, CONTINUED

The project includes the demolition of six (6) decommissioned Battery B digesters (Capital Improvement Program [CIP] 2528) and the construction of a new flare station to replace the existing flare station (CIP 2520) (See *Figure 2: Project Location*).

The digesters were constructed between 1950 and 1953. The recommended project scope includes demolition and removal of the digesters. All six digesters will be cleaned of their contents and their above and below ground structures and equipment will be demolished. The existing contents will be tested, removed, and appropriately disposed in accordance with applicable regulations. The six digesters will be demolished and removed and soil will be excavated to an elevation of 24 feet (20 feet below grade level); this will require excavation of approximately 1,283,315 cubic feet (47,530 cubic yards) of soil. The demolition process will result in the removal of approximately 224,305 cubic feet (8,308 cubic yards) of concrete and removal of approximately 4,134 cubic feet (153 cubic yards) of piping and equipment. The removal of the Battery B cross tunnel, the tunnel laterals and the below grade pump room will create a void that will be filled with approximately 101,567 cubic feet of fill. The above-ground low pressure gas piping connected to each digester will be purged and removed. The project also includes lead-based paint and asbestos removal.

The site will be backfilled and paved to prepare the site in accordance with the requirements for the new flare station, including but not limited to AQMD construction requirements. The backfilling will require the import of approximately 1,764,685 cubic feet (65,359 cubic yards) of soil. This portion of the scope will be completed under CIP 2528.

The project will include the following work on existing structures:

- Existing six Battery B Digester structures are 115 ft in diameter, 25 ft tall above grade level and extend below grade level approximately 35 ft to bottom of digester.
- Per the recommended alternative, the above ground portions of all six digester structures will be demolished (dimensions: diameter 115 ft, height 25 ft above grade) including the concrete conical base. The digesters will be excavated to an elevation of 24 feet (approximately 20 feet below grade). The concrete conical bases will be removed to an elevation of 10 feet (approximately 35 feet below grade). No excavation will be required to remove the concrete conical base sections, which are approximately 8-inches thick.
- Existing below grade structures will be removed, including the Battery B tunnel; four cross tunnel corridors; the pump room (concrete wall thickness = 10 inches; concrete ceiling thickness = 10 inches; and concrete flooring thickness = 12 inches); the transformer building; and UST (metal housing).
- Above grade ancillary equipment rooms surrounding all six digesters will be demolished (approximately eight total, each 10 ft x 20 ft). This

will include the demolition of six pump room enclosures and two instrument air enclosures

- Above grade control room located between digester 3B and 4B will be demolished (dimensions are approximately 50 ft x 100 ft).
- Existing bridge connecting digester to digester (approximately 20 ft long, four (4) total) will be removed.
- Existing gas compressor (located outside of the Battery B digester area) to remain. New gas piping from the new flares will be reconnected.
- The existing pipe rack located outside the project limits will be used. The pipe rack located within the Battery B Ste will be demolished as part of the Battery B project. The Flare station project will design and install a new pipe rack as needed for the flares.

The project has applied to the Los Angeles Department of Building and Safety (LADBS) for building demolition permits for the following project work:

- Demolition of six digester tanks, control room, below-grade pump room, instrument air room, and tunnel attached to digesters
- Demolition of six above-grade pump rooms
- Demolition of transformer structure

The new flare station project will replace the existing digester gas flare station with an ultra-low NOx emissions flaring system to meet current SCAQMD regulations, including Rule 1118.1 which limits nitrogen oxides (NOx) <0.025 pounds/ Million Metric British Thermal Units (lb./MMBTU). The existing flare station will be decommissioned and abandoned in place once the new flare station is constructed and operational. The new flare station design capacity is 11 million standard cubic feet per day (MSCFD) and consists of six (6) ultra-low NOx flares capable of flaring both high pressure and low-pressure digester gas. The scope of work for the new flare station also includes new digester gas treatment equipment, including the following: moisture removal, digester gas blowers, gas cooling heat exchangers, and a hydrogen sulfide (H₂S) removal system. It also includes new above grade high pressure gas piping routed to the flares from downstream of the existing Desulfurization Facility (LO-CAT) system, new above ground low pressure gas piping routed from the existing active HWRP digesters (Battery D and E) headers, a new building to house blowers, electrical and controls equipment for the operation of the new flare station, a new standby generator within an enclosure, new concrete foundation and equipment pads, and space for future ammonia removal equipment, if required. This scope of work will be completed under CIP 2520.

New structures - Preliminary Dimensions

- Approximately six (6) new ultra-low NOx emission flares, each with dimensions approximately 14 ft diameter, 48 ft tall (the actual number and dimension of new flares will be confirmed during pre-design phase of CIP 2520)
- New flare station capacity: max. gas flow 7,650 standard cubic feet per minute (SCFM)

- New gas conditioning equipment, including the following: moisture removal, digester gas blowers, gas cooling heat exchangers, and an H₂S removal system
- New combined electrical and blower building
- New standby generator within enclosure

Unless otherwise stated, the proposed project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards including but not limited to:

- City of Los Angeles Municipal Code
- Bureau of Engineering Standard Plans
- Standard Specifications for Public Works Construction, including Additions and Amendments
- Work Area Traffic Control Handbook

In compliance with the Los Angeles Fire Code, Chapter 33, Fire Safety During Construction and Demolition, the proposed project shall, at a minimum, include the following precautionary measures:

- ensure there is a clear access path from the adjoining street or hard surface to the work site, prior to using fuel or heat generating equipment
- heat generating equipment shall only be operated in areas clear of combustible materials (i.e., grasses, weeds, shrubs, trash, etc.)
- no smoking is allowed within the work area
- fire extinguishers or water supply (if available) must be available at the work site for emergency situations, such as a fire occurs near the work site
- equipment shall be cooled down before refueling at the work site or be moved to an area not containing combustible materials
- ensure Fire Department contact information (i.e., 911 or local fire station phone number) at the site always
- have an egress plan available in case of a fire
- if water is available, spray the work area with water to reduce the risk of vegetation catching fire prior to work activities starting

The Project includes best management practices (BMPs) for compliance with applicable regulatory requirements that protect cultural resources and for implementation of applicable “Greenbook” Standard Specifications for Public Works Construction that protect cultural resources as follows:

BMP-CUL-1: In the event that unanticipated historical artifacts were encountered, Standard Specifications for Public Works Construction, Section 6-6.2, (Greenbook, 2021) states: “If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer.” Therefore, during activities in which there will be ground disturbances (i.e., digging, drilling, etc.) if any evidence

of archaeological, cultural, or paleontological resources are found, all work within the vicinity of the find shall stop until a qualified archaeologist can assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archaeologist. Construction activities may continue in other areas. If the discovery proves significant under CEQA (Section 15064.5f; Public Resources Code or PRC 21082), additional work such as testing, or data recovery may be warranted.

BMP-CUL-2: The discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

II. PROJECT HISTORY

The HWRP is the City's oldest and largest wastewater treatment facility. The plant has been operating since 1925. Due to the plant's high treatment levels and wastewater flows, there is often a need for maintenance and repair at the facility. The HWRP Digester Gas Flaring System Facility has been in operation for over 30 years. It is an emergency system designed to safely burn digester gas, when there is a plant power failure or maintenance that requires the use of the flares. Under normal operating conditions the flare system is on standby mode and clean digester gas is burned to produce electricity and steam in the Digester Gas Utilization Project (DGUP) facility. When the DGUP is not in operation, the flares are required to be completely operational to satisfy SCAQMD regulations.

During a source evaluation testing the six flares, SCAQMD determined that at least two of the six flares had exceeded the permitted NOx emission limits. On October 8, 2021, the HWRP was issued a Notice of Violation for violation (exceedances) of its permit conditions. The flaring system facility (flare station) requires replacement to meet SCAQMD emission requirements. An abatement order was issued by SCAQMD on March 9, 2022 to replace the existing flare station with new ultra-low NOx emission flares to comply with current regulations. During the negotiations of the conditions for this abatement order, the Bureau of Sanitation (LASAN and BOE prepared an implementation plan that proposed course of actions to comply with the new regulations as well as a proposed schedule to complete the new flare station by specified milestones. SCAQMD also required that LASAN provide monthly updates on the progress of the new projects.

The original SCAQMD NOx permit limit for the existing flares was 0.06 lb./MMBTU. The average flare usage at Hyperion (2018-2022) is approximately 28 million CF/yr. Based on an industry standard BTU for methane content of 650 BTU/CF, the new Ultra Low NOx Flares will provide approximately 60% reduction in NOx emissions to meet the SCAQMD 1118.1 Rule.

The new ultra-low NOx emission flares require a larger footprint than is available at the existing flare station location and the decommissioned Battery B Digester location was chosen by LASAN because it meets the required 50-ft setback limits from active digesters and digester gas holding tanks, and is also in close proximity to the digester gas piping that needs to be tied into the new flares.

In the existing Battery B Digester area there are six (6) decommissioned digesters (1B,2B,3B,4B,5B, and 6B), one (1) above grade control room, one (1) below grade pump room, underground tunnels that route piping and utilities, and ancillary equipment located both above ground and within the tunnels. The goal is to demolish the existing digester structures and ancillary equipment to provide at least the

minimum space requirements for the new flare station while still removing as much unused infrastructure as possible to make way for not only the construction activities of the flare project, but also for potential future expansion. Another goal that is crucial to meet is the acceleration of the projects to account for any possible delays in any phase of the project delivery.

The existing HWRP flares are currently permitted for 2,550 Standard cubic feet per minute (SCFM) , each. This is equivalent to about 100 MMBTUH of flaring capacity. The flare station (combination of all flares) is permitted for a total flow rate of 7,650 SCFM, or 300 MMBTUH. The flares are normally operated at around 1,500 SCFM to optimize performance and emissions. This normal mode of operation meets the air permit conditions with 5 duty flares and 1 standby flare, allowing HWRP to take a flare out of service for maintenance while still maintaining full capacity to meet the peak flaring condition listed in the permit. HWRP average annual gas production rate is generally around 3,500 SCFM. The design capacity of the new flare station will match the existing permitted capacity of 7,650 SCFM.

The new flare requirements for specific emission are established by the following SCAQMD Rules :

- CO: Rules 407, 1118.1, 1303, 1313
- NOx: Rules 1118.1, 1303, 1313
- PM/PM10: Rules 1303, 1313
- PM: Rule 404 and 409
- ROG: Rules 1118, 1303, 1313
- Sox: Rule 407, 431, 1303, 1313

The following alternative were considered during project development:

Alternative 1: (CIP 2528) Partial demolition (to seven (7) ft below grade) of two digesters (Digesters 1B, 2B) and (CIP 2520) construct new flare station with ultra-low NOx emission flares.

- Under CIP 2528: removal and disposal of digester contents, removal of the above grade structures, piping and equipment for digesters 1B and 2B, removal of a portion (down to approximately seven (7) ft) of the digester structures that are below ground, excavation of the area surrounding the digester structures to seven (7) ft below grade (just above the existing tunnels), and demolition of all decommissioned piping/utilities located within the Cross Tunnel Corridor. Existing tunnels to remain. The existing digester structures below the seven (7)-ft excavation will be abandoned and backfilled.
- Under CIP 2520: Construct new flare station with ultra-low NOx emission flares at the new site prepared by the demolition of the decommissioned battery B digester project.

Although this alternative is the least invasive, it was discarded because the new flare station may require additional room for smaller ancillary equipment, which will be determined during the pre-design phase of CIP 2520. In addition, this alternative does not provide laydown for construction of the new flare station, which requires ample room due to the size of the new flares.

Alternative 2: (CIP 2528) Partial demolition (to seven (7) ft below grade) of six digesters (Digesters 1B, 2B, 3B, 4B, 5B, 6B) and (CIP 2520) construct new flare station with ultra-low NOx emission flares.

- Under CIP 2528 this alternative includes the following for all six digesters:

removal and disposal of digester contents, removal of the above grade structures, piping and equipment, removal of a portion (down to approximately seven (7) ft) of the digester structures that are below ground, excavation of the area surrounding the digester structures to seven (7) ft below grade (just above the existing tunnel), and demolition of all decommissioned piping/utilities located within the Cross Tunnel Corridor. Removal of ancillary equipment and enclosures, including the above grade Control Building and below grade Pump Room located between digesters 3B and 4B. A portion of the pump room will require reconstruction since the existing structure is taller than the existing tunnels, which are to remain. The existing digester structures below the seven (7)-ft-excavation will be abandoned and backfilled.

- Under CIP 2520: Construct new flare station with ultra-low NOx emission flares at the new site prepared by the demolition of the decommissioned battery B digester project.

This alternative is the most invasive and was discarded because the footprint of the heavier equipment for the new flare station that will require deeper foundations is not anticipated to require all six digesters to be demolished to seven (7) ft below grade. This alternative provides the least schedule savings and since these projects (CIP 2528 and 2520) are driven by milestones presented to SCAQMD as part of the abatement order conditions, it is crucial to accelerate the projects where possible.

Alternative 3: (CIP 2528) Partial demolition (to seven (7) ft below grade) of two (2) digesters (Digesters 1B and 2B) and above-grade only demolition of digesters 3B, 4B, 5B, and 6B and (CIP 2520) construct new flare station with ultra-low emission flare.

- Under CIP 2528: removal and disposal of digester contents for all six digesters, removal of the above grade structures, piping and equipment for all six digesters, removal of a portion (down to approximately seven (7) ft) of the digesters 1B and 2B structures that are below ground, excavation of the area surrounding the digester 1B and 2B structures to seven (7) ft below grade (just above the existing tunnel), and demolition of all decommissioned piping/utilities located within the Cross Tunnel Corridor. Ancillary equipment and enclosures will be removed including the above-grade Control Building. Existing tunnels to remain. The existing digester structures below the seven (7)-ft excavation will be abandoned and backfilled.
- Under CIP 2520: Construct new flare station with ultra-low NOx emission flares at the new site prepared by the demolition of the decommissioned battery B digester project.

This alternative is the recommended alternative because it is less invasive than alternative 2, it provides the minimum site preparation requirements for the new flare station while allowing for more efficient use of the decommissioned digesters space. This alternative provides the seven (7) ft excavation around digesters 1B and 2B required for the footprint of the heavier equipment for the new flare station. It also provides additional room for expansion of smaller ancillary equipment and laydown for the new flare station construction by removing the aboveground structures of the remaining digesters (3 through 6B). This alternative provides a more accelerated schedule than alternative 2 and provides more options for the new flares project than alternative 1.

Alternative 4: Do-nothing or replace in kind.

These alternatives have been discarded because the existing flares do not comply with current SCAQMD ultra-low emission requirements. In addition, the new ultra-low emission type flares require

a larger footprint than the existing flare station site, therefore requiring the demolition and use of the decommissioned Battery B Digesters site.

III. ENVIRONMENTAL REVIEW

Basis for Categorical Exemption

The proposed project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15301, Existing Facilities, Class 1(d) *Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood; and* Section 15302, Class 2(c) *Replacement or Reconstruction* of existing utility systems and/or facilities involving negligible or no expansion of capacity. The new structure will be located at the HWRP, to meet current AQMD rules/standards, and will have substantially the same purpose and capacity of the structure replaced.

Additionally, this project is exempt from CEQA pursuant to the Los Angeles CEQA Guidelines Article III, Section 1, Class 1, *consists of the operation, repair, maintenance or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing; and* Class 2(3) *Replacement or Reconstruction* for the replacement or reconstruction on existing utilities with no expansion of capacity because the project consists of the replacement of the existing flare system to meet current SCAQMD rules.

Consideration of Potential Exceptions to use of a Categorical Exemption

The State CEQA Guidelines (CCR Sec 15300.2) limit the use of categorical exemptions in the following circumstances:

1. Location. Exemption Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may be significant in a particularly sensitive environment. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15301, Section 15302, Class 2(c) *Replacement or Reconstruction*. Therefore, this exception does not apply.

2. Cumulative Impact. This exception applies when, although a project may not have a significant impact, the cumulative impact of successive projects of the same type in the same place, over time is significant.

The HWRP is a large industrial facility where a variety of maintenance projects are likely to be underway at a given time. These projects are scheduled and constructed in a manner that does not interfere with the overall operation of the plant. This project will bring the flares to current SCAQMD standards which are anticipated to be applicable for a number of years such that no successive projects of the same type and the same place are anticipated that would collectively result in significant impacts.

The proposed project consists of replacing the digester gas flaring system and is not anticipated to result in a cumulative impact when included with successive projects in the same place and over time.

3. Significant Effect. This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.

Air Quality

The HWRP has a permit to operate their Flaring System Facility consisting of six flares to control gas created by the wastewater treatment process. As part of the facility's permit conditions, the equipment must limit its release of gas emissions. Currently two out of the six flares are exceeding the permitted NOx emissions limits outlined in the permit requirements. In 1991, the City of Los Angeles and the City of El Segundo agreed to a Mitigation Monitoring Implementation Plan (MMIP) with respect to the environmental effects of the construction and operations of the Hyperion Wastewater Treatment Plant. In 2019, the Control of Emissions from Non-Refinery Flares was adopted as Rule 1118.1 with a goal to reduce emissions from non-refinery flares located at landfills, wastewater treatment plants, oil and gas production facilities, and facilities that handle organic liquids. The rule establishes requirements to reduce NOx and VOC emissions from non-refinery flares and to encourage alternatives to flaring, such as energy generation, transportation fuels, or pipeline injection. The project is necessary to meet SCAQMD existing requirements to safely burn digester gas. Due to the nature of the project, this is not an unusual circumstance and there is no reasonable possibility that it will have a significant effect due to unusual circumstances.

Geology and Soils - Hillside Area

The site lies within a designated hillside grading area, an area that is regulated under the Los Angeles Municipal Code (LAMC) Sections 12.03, 12.21, 12.21.1, 12.23, and 12.27 which governs the development of hillside lots for new construction, additions, and remodeling. Specific requirements regarding height, front and side yards, fire protection, lot coverage, parking street access, sewer connections, and grading are all defined and enforced under the above-mentioned LAMC sections. Hilly portions of land in the City, including the northeast, northern city limits of the North Valley, Santa Monica Mountains to the west, Echo Park / Silver Lake, Griffith Park, Atwater Village, Mount Washington, Hollywood Hills in the center, Baldwin Hills and Playa del Rey / Playa Vista towards Los Angeles International Airport, and San Pedro to the southernmost limits are required to adhere to specific building codes and requirements.

No new structures for human habitation will be constructed. Construction projects are common in the City and throughout areas deemed to be within the hillside area, as such these repairs are not unusual circumstances. The project would not potentially result in or increase vulnerability to damage caused by the replacement of flare burners in the hillside area and there is no reasonable possibility that the project will have a significant effect due to unusual circumstances.

Hazards & Hazardous Materials - Methane Zone

The reaches within the Playa Del Rey area are designated by the Zoning Information and Map Access System (ZIMAS) as methane zones and methane buffer zones. Throughout the Los Angeles Basin, areas more prone to high methane gas concentrations include former and active oil fields, landfills, and where subsurface naturally occurring petroleum deposits are present. The Los Angeles Department of Building Safety (LADBS) identified portions of the City designated as a methane zone or methane buffer zones including the central belt from Cheviot Hills extending east to Boyle Heights, southern district of Wilmington Heights to pocket areas bordering Aliso Canyon. These areas are densely populated.

The proposed project consists of replacing the existing flare station. No new structures for human habitation will be constructed. This replacement project is within a City operated wastewater reclamation facility. Work is occurring within open spaces with adequate ventilation. No work in confined spaces is anticipated. It is not uncommon to find the need for routine maintenance and repair of these facilities and as such this is not an unusual circumstance. Given the project design and construction methodology, there is no reasonable possibility that the project will have a significant effect due to unusual circumstances.

Noise

Consistent with the 1991 Mitigation Monitoring Implementation Plan (MMIP) Primary Impacts Section E. Noise and Vibration, the project shall comply with the more stringent of the Los Angeles or El Segundo noise ordinances. Where sensitive receptors may be affected by noise from the HWRP maintenance and operations, the rehabilitation construction shall follow any or all the applicable best management practices below:

1. Comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574 (see Los Angeles Municipal Code [LAMC] Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.
2. Comply with the allowable hours of construction in the LAMC, including 7 a.m. to 9 p.m. Monday through Friday and 8a.m. to 6 p.m. on Saturday.
3. Schedule high noise producing activities during periods that are least sensitive (7:00am to 6:00pm).
4. Comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.
5. Notify all adjacent property owners and land users of the construction length, duration, and hours of noise and vibration producing construction activities, in writing.
6. Routing construction related truck traffic away from noise-sensitive areas.
7. Reducing construction vehicle speeds.
8. Per LAMC Section 112.05, noise-generating equipment operated at the construction site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers.
9. Use of appropriate low-noise-generating construction equipment such as vibration pile drivers and other techniques that result in less noise than impact pile drivers.
10. Or use of any other noise reduction best available control technology.

The proposed project will replace the Flaring System Facility at HWRP. This project is required to replace existing flaring infrastructure and as such standard conditions and construction practices would be implemented for the project. Projects that involve the rehabilitation of existing structures occur within the HWRP and the City's other water reclamation plants throughout the year and as such, this is not an unusual circumstance. No unusual construction noise effects are anticipated. The closest sensitive receptors to the project construction are residences that are over 500 feet to the east with a vegetated slope between the facility and the residential area. The vegetated slope will help reduce the noise generated during construction.

5. Hazardous Waste Site. This exception applies when a project is located on a site listed as a hazardous waste site under Government Code Section 65962.5.

As of September 6, 2024, the State Department of Toxic Substances Control (DTSC) (Envirostor database at www.envirostor.dtsc.ca.gov) has not listed any contaminated sites within the project site.

As of March 21, 2024, the California Regional Water Quality Control Board (RWQCB) (Geotracker database at <https://geotracker.waterboards.ca.gov/>) listed 12,000 Vista Del Mar as having cleaned up several leaking underground fuel storage tanks. The case was closed as of August 4, 1997. In 1989, one gasoline tank and one waste oil tank were removed from the southwest corner of 5th and G Street on Hyperion Water Reclamation Plant. Analytical test results of soil and water samples indicated no significant contamination in the underground storage tank area. Five underground storage tanks containing fuel, lubricate, or waste oil were removed from 9th and F street in 1990. Analytical results of soil samples indicated that the three borings near the waste oil tank contained high fuel hydrocarbons. Approximately 1,700 cubic yards of contaminated soil was removed from the area

In 1994, a soil sampling project was conducted beneath the aeration basin which was located 75 feet south of the former underground storage tank area. Also, a soil investigation was conducted in 1994 for the Digester Battery E Expansion Project, a former maintenance facility which contained the underground storage tanks removed in 1989. Low concentrations of Total Recoverable Petroleum Hydrocarbons (TRPH) were detected in soil samples collected from both investigations.

There is a possibility of volatile hydrocarbon release when the ground at the Battery B digesters is disturbed due to their close proximity to the former underground storage tank at 5th and G Street. The site cleanup status is listed as Complete - Case Closed as of August 1997. Due to this site's current regulatory status (closed), the contamination is not anticipated to become an environmental concern.

Additionally, as of September 6, 2024, the California Regional Water Quality Control Board (RWQCB) (Geotracker database at <https://geotracker.waterboards.ca.gov/>) has listed the following contaminated sites near (within 1000 feet) the project site:

SITE NAME	SITE TYPE	STATUS	ADDRESS
HYPERION WWTP (WDR100001158)	WASTE DISCHARGE REQUIREMENTS SITE	HISTORICAL - WDR	12000 VISTA DEL MAR BLVD
HYPERION TREATMENT PLANT (T0603701355)	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	12000 VISTA DEL MAR BLVD

The Hyperion WWTP (WDR100001158) site is listed as a Historical Waste Discharge Requirements (WDRs) Site that operates under WDRs issued by the Los Angeles Regional Water Quality Control Board and has been designated as a Historical WDR since October 1979. Due to this site's status as a Historical WDR, the site is not anticipated to become an environmental concern. The Hyperion Treatment Plant (T0603701355) site has the potential contaminant listed as Other Solvent or Non-Petroleum Hydrocarbon and the potential media affect by the release is Aquifer Used for Drinking Water Supply.

Compounds of emerging concern, such as per- and poly-fluoroalkyl substances (PFAS), have been detected in the HWRP plant influent and effluent. The demolition of the Battery B digesters and construction and operation of the new low NOx flare system will not impact the levels of PFAS or other wastewater pollutants. The flare is only involved with gases generated by the anaerobic digesters. Operation of the new flare will result in exhaust which is cleaner than the current flare system. The performance of the new flare will be demonstrated to the SCAQMD to demonstrate that it meets applicable requirements.

As of September 6, 2024, the project site was not listed as a hazardous waste site. Therefore, this exception has no application to this project.

6. Historical Resources. This exception applies when a project may cause a substantial adverse

change in the significance of a historical resource.

Excavation for the project is not anticipated and it is not expected that historical resources would be found. The project is not anticipated to result in a substantial adverse change in the significance of a historical resource. Therefore, no substantial adverse impact to cultural resources is anticipated, and as such this exception does not apply.

IV. REFERENCES

California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines), available from <http://leginfo.legislature.ca.gov/>

California Department of Conservation, California Geological Survey. Regulatory Map Portal. Retrieved September 6, 2024, from <http://maps.conservation.ca.gov/cgs/informationwarehouse/>

California Regional Water Quality Control Board. *Geotracker*. Search 12000 Vista Del Mar Playa Del Rey, CA 90293. Retrieved September 6, 2024, from <https://geotracker.waterboards.ca.gov>.

California Department of Transportation (Caltrans). *California State Scenic Highway System Map*. Retrieved September 6, 2024, from <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>.

City of Los Angeles. (1992) Mitigation Monitoring Implementation Plan for the Hyperion Wastewater Treatment Plant. Retrieved August 1, 2022

City of Los Angeles Department of City Planning. (2021) Zoning Information and Map Access System (ZIMAS) Retrieved on September 6, 2024, from <http://zimas.lacity.org/>

City of Los Angeles Department of City Planning. *Parcel Profile Report* 12000 Vista Del Mar Playa Del Rey, CA 90293. Retrieved September 6, 2024, from <https://navigatela.lacity.org/navigatela/>

City of Los Angeles Department of Public Works Bureau of Engineering. *NavigateLA*. Retrieved September 6, 2024, from <https://navigatela.lacity.org/navigatela/>

City of Los Angeles Environmental Quality Act Guidelines available from https://planning.lacity.org/EIR/CEQA_Guidelines/City_CEQA_Guidelines.pdf

Health and Safety Code Section 7050.5

Los Angeles Municipal Code

Public Resources Code, Div. 13, Sections 21000-21189 (CEQA), available from <http://leginfo.legislature.ca.gov/>

Public Resources Code Section 5097.98

Standard Specifications for Public Works Construction. Greenbook, 2012 edition.

State CEQA Guidelines.

State Department of Toxic Substances Control. *Envirostor*. Search 12000 Vista Del Mar Playa Del Rey, CA 90293 Retrieved September 6, 2024, from www.envirostor.dtsc.ca.gov

South Coast Air Quality Management District. Facility Permit to Operate LA City Sanitation Bureau (HTP). (2019). Retrieved June 30, 2022.

South Coast Air Quality Management District. Regulation XIII – New Sources Review Requirements (2002). Retrieved August 2, 2022.

HWRP Flare Station Replacement and Battery B Digester Demolition (W.O. SZH12229 and SZH12318 / CIP Nos. 2520 and 2528)

South Coast Air Quality Management District. Rule 1118.1 Control of Emissions from Non-Refinery Flares (2019). Retrieved June 30, 2022.

Figure 1: Project Vicinity

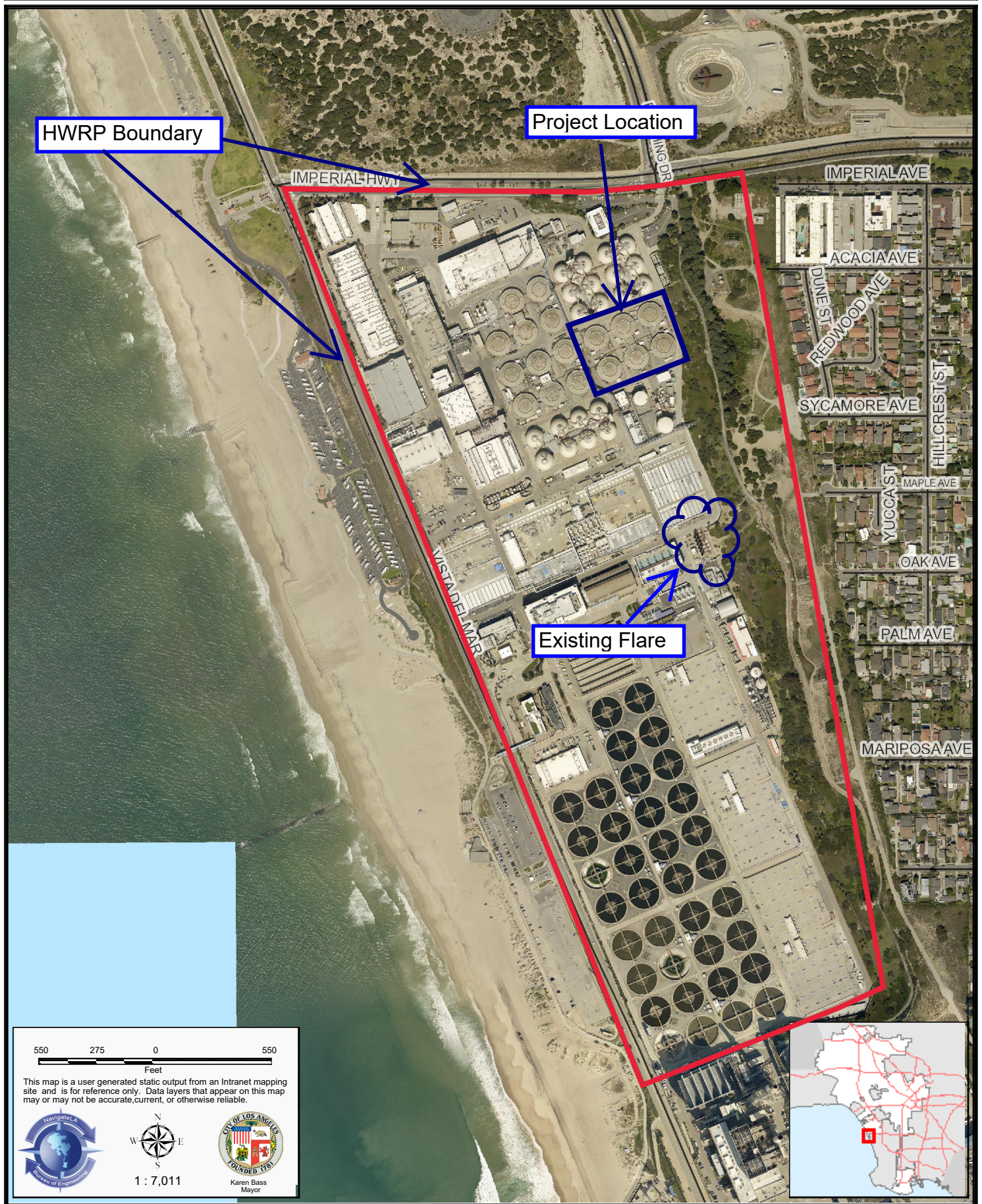


Figure 2: Project Location



Figure 3: Digesters

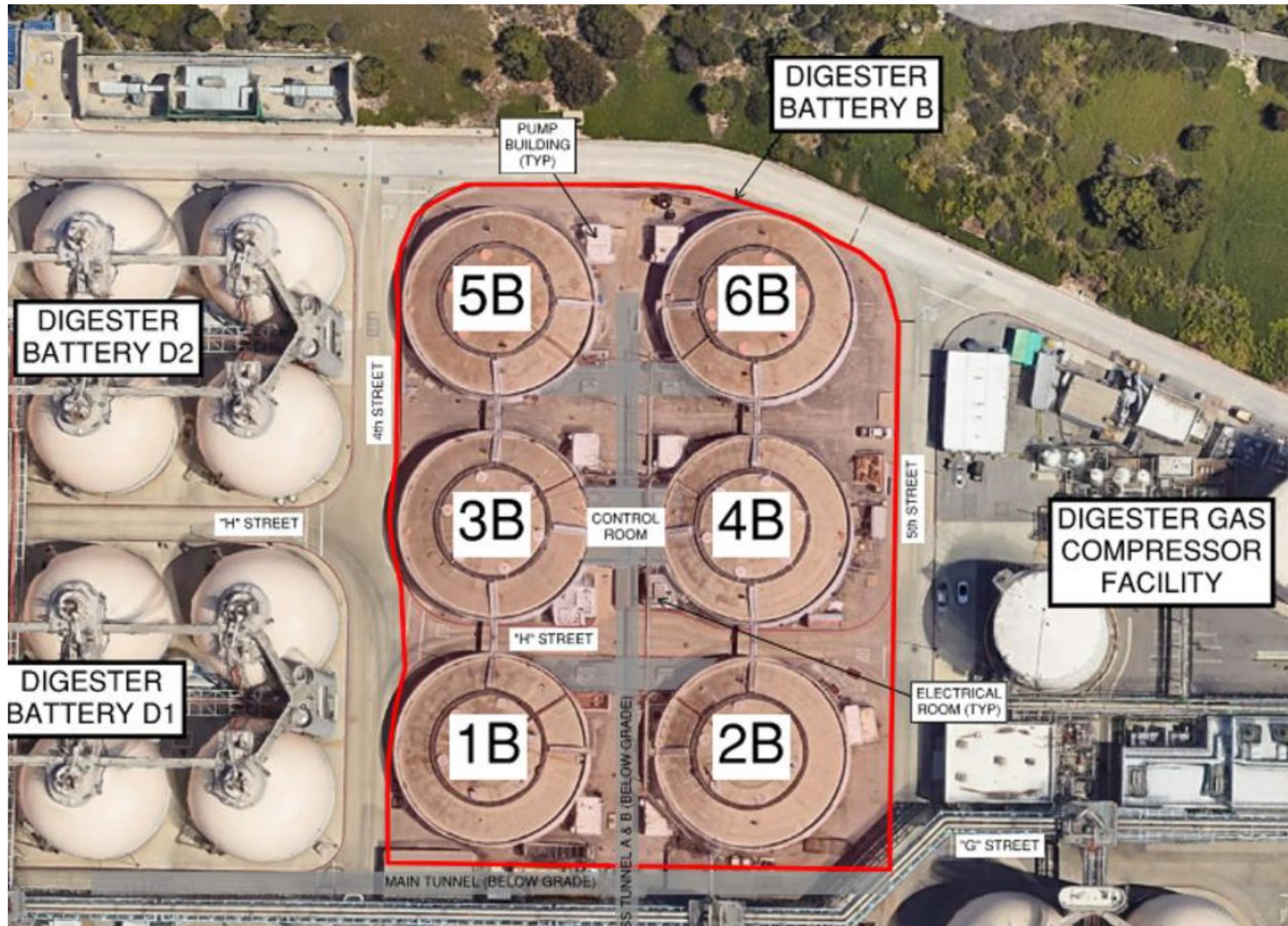


Figure 4: Digesters

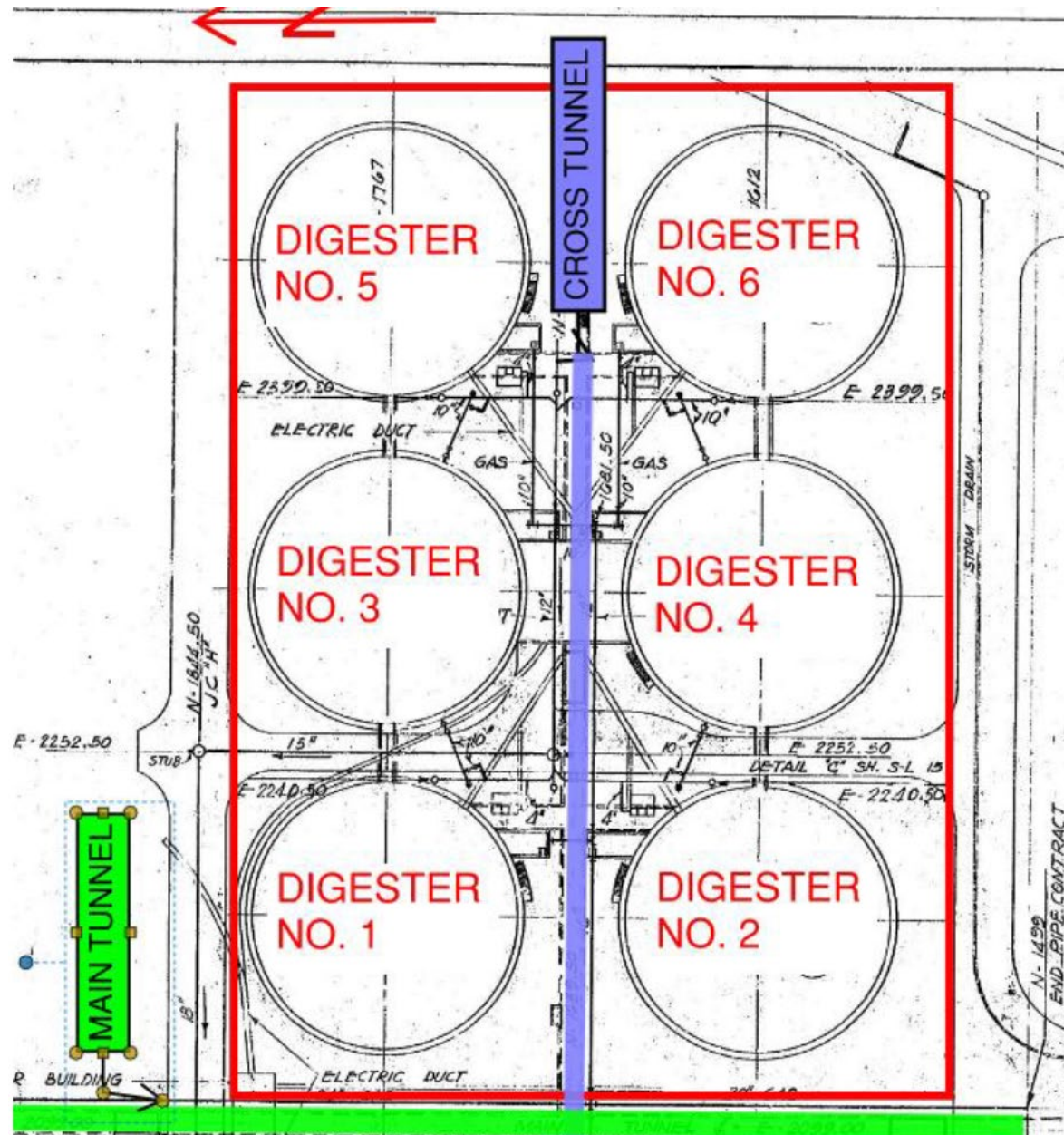


Figure 5: Replacement Flare Station

