

## **Appendix A**

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# **Notice of Preparation, Initial Study, and Scoping Comments**

# Notice of Preparation

## **NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF A PUBLIC SCOPING MEETING**

**Date:** May 15, 2023

**To:** Agencies, Organizations, and Interested Parties

**Subject:** Notice of Preparation of a Draft Environmental Impact Report for the Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project

This Notice of Preparation (NOP) has been prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15082 to notify agencies, interested parties, and members of the public that the Los Angeles Department of Water and Power (LADWP), as the lead agency, will prepare an Environmental Impact Report (EIR) pursuant to CEQA for the proposed Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project (proposed project).

LADWP is requesting input from interested members of the public and affected agencies regarding the scope and content of the environmental analysis to be included in the EIR. A description of the project and preliminary determination of the environmental resource factors to be addressed in the EIR are included in the Initial Study for the proposed project, which is available for review as outlined below.

### **PROJECT OVERVIEW**

Based on the findings of the Los Angeles 100% Renewable Energy Study (LA100),<sup>1</sup> the proposed project has been identified as an integral component of LADWP's Power Strategic Long-Term Resource Plan (SLTRP),<sup>2</sup> which establishes the pathway to achieve a carbon-free energy system for the City of Los Angeles (City). The proposed project is necessary to maintain transmission reliability and resilience of the City's electrical power grid during and after the transition to a carbon-free system. The deployment of additional firm capacity resources utilizing renewably derived hydrogen fuel will allow LADWP to meet future peak

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<sup>1</sup> The Los Angeles 100% Renewable Energy Study (LA100) was released in March 2021 by the National Renewable Energy Laboratory in collaboration with LADWP and identifies potential pathways for LADWP to achieve reliable, 100% renewable and carbon-free energy as early as 2035. <https://maps.nrel.gov/la100/la100-study/report>

<sup>2</sup> The Power Strategic Long-Term Resource Plan (SLTRP) serves as a comprehensive roadmap that guides LADWP's Power System in its efforts to supply reliable electricity in an environmentally responsible and cost-effective manner. <https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-integratedresourceplanning>

demands from load growth, address transmission contingencies, and support the accelerated buildout of clean energy projects. Scattergood Generating Station has been identified as the most immediate and instrumental location in relation to the requirement for firm generation capacity due to the electrification of Los Angeles International Airport, the potential implementation of increased wastewater treatment capabilities at the City's Hyperion Water Reclamation Plant, and anticipated growth in demand for electricity in the western areas of the City that Scattergood serves.

## **PROJECT DESCRIPTION**

The proposed project would replace the generation capacity of existing Scattergood Units 1 and 2, which are conventional natural-gas-fired steam boiler generators that would be removed from service, with a rapid-response combined-cycle generation system (CCGS) capable of operating on a fuel mixture of natural gas and a minimum of 30 percent hydrogen gas. The proposed CCGS would consist of a combustion-turbine generator and a steam-turbine generator operating in tandem. When compared to the existing steam-boiler Units 1 and 2, the CCGS would substantially increase fuel efficiency, thereby also reducing the emission of air pollutants and greenhouse gases relative to the amount of energy produced. Additional facilities or ancillary functions required to support the proposed CCGS include a wet-surface air cooler, gas compressors, a potential dedicated pipeline for industrial wastewater discharge, and new circuit-breakers, disconnect switches, and H-frame structures for stringing conductors.

With the implementation of expanded renewable generation resources, improvements to transmission assets, increased energy storage, and other elements of the LADWP carbon-free energy system outlined in the SLTRP, the in-basin combustion units are anticipated to be utilized primarily for backup power generation. Therefore, it is anticipated that the proposed project CCGS would be operated at a substantially lower capacity factor (i.e., the ratio of actual generation output to the potential capacity of the generation unit) compared to similar units in service today.

Green hydrogen technology is at its early stages; therefore, installation of the hydrogen infrastructure for production, transportation, and storage is not included in the scope of this project. Hydrogen infrastructure will be analyzed in a separate CEQA document when the necessary information to support an adequate analysis of potential impacts is available.

Construction of the proposed project is anticipated to begin in early 2026 and continue through mid-2029. The CCGS would be fully operational by the end of 2029.

## **PROJECT LOCATION**

The proposed project is located in the Playa Del Rey Community of the City of Los Angeles, at the intersection of Vista Del Mar and Grand Avenue within the LADWP Scattergood Generating Station. The new CCGS would occupy approximately three acres in the southwest corner of Scattergood, adjacent to the intersection of Vista Del Mar and Grand Avenue. This vacant site consists of a paved lot that lies approximately 30 feet below the surrounding grade as a result of the demolition of the former Scattergood Generation Unit 3 during a previous project. A wet-surface air cooler and additional gas compressors would be

installed in the central portion of Scattergood. Portions of the Scattergood Generating Station property located south of Grand Avenue would be used for materials laydown as well as parking to support project construction.

## POTENTIAL ENVIRONMENTAL IMPACTS

In accordance with CEQA Guidelines Section 15063, an Initial Study has been completed, and LADWP has determined that the proposed project may potentially create significant impacts related to various environmental factors considered under CEQA. Therefore, an EIR will be prepared for the proposed project. The potential environmental impacts of the proposed project that will be addressed in the EIR will include, but may not be limited to, the following factors:

- Aesthetics
- Air Quality
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Noise
- Tribal Cultural Resources
- Utilities/Service Systems

## PUBLIC SCOPING MEETING

LADWP will hold a virtual Public Scoping Meeting to share information regarding the proposed project and the environmental review process, and to receive comments regarding the scope and content of the environmental analysis to be addressed in the EIR. LADWP encourages all interested individuals and organizations to attend this meeting. The date, time and details for the virtual Scoping Meeting are as follows:

Date: Tuesday, June 6, 2023

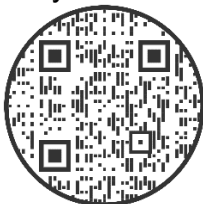
Time: 7:00 PM

Location: Zoom Conference: <https://us06web.zoom.us/j/85039539212>

Meeting ID: 850 3953 9212

Or by phone dial: +1 (669) 444-9171 / Meeting ID: 850 3953 9212

Or by QR Code:



Verbal comments provided at the Scoping Meeting will be recorded so that they may be addressed in the preparation of the Draft EIR.

Sign Language interpreters, assistive listening devices, or other auxiliary aids and/or services will be provided upon request. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting you wish to attend. Due to difficulties in securing Sign Language interpreters, five or more business day notice is strongly recommended. To request an accommodation, please call (213) 367-5204.

## **PUBLIC REVIEW AND COMMENTS**

LADWP invites comments on the scope and content of the EIR in connection with the proposed project. The public comment period for this NOP and review of the Initial Study will commence on **May 15, 2023**, and conclude on **June 14, 2023**.

Please ensure that comments are postmarked or emailed on or before **June 14, 2023**.

The NOP and Initial Study are available for review at the locations listed below and may also be accessed electronically and/or downloaded at the following website:

<https://www.ladwp.com/envnotices>.

LADWP Environmental Affairs 111 North Hope Street, Rm 1044 Los Angeles, CA 90012	El Segundo Public Library 111 W. Mariposa Avenue El Segundo, CA 90245	Los Angeles Central Library 630 W. 5th Street Los Angeles, CA 90071
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Please direct your comments or questions to the following:

Ms. Jazmin Martin  
Los Angeles Department of Water and Power  
Environmental Planning and Assessment  
111 North Hope Street, Room 1044  
Los Angeles, CA 90012  
Phone: (213) 367-1768  
Email: scattergood\_ceqa@ladwp.com

Please remember to include your name and return address so that you can be added to the project mailing list for future project notifications. Written comments can be submitted via email or hard copy by the methods described above. Please note, the City's practice is to make the entirety of comments received a part of the public record. Therefore, names, home addresses, home phone numbers, and email addresses of commenters, if included in the response, will be made part of the record available for public review. Individual commenters may request that the City withhold their name and/or home addresses, etc., but if you wish the City to consider withholding this information, you must state this prominently at the beginning of your comments. In the absence of this written request, this information will be made part of the record for public review. The City will always make submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, available for public inspection in their entirety.

Additional information regarding the proposed project can be found on the project website at <https://www.ladwp.com/ScattergoodModernization>.

Sincerely,



Jane Hauptman  
Manager of Environmental Planning and Assessment  
JM:th

## **Initial Study**

## **Initial Study**

# **Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project**

**Lead Agency:**



Los Angeles Department of Water and Power  
Environmental Planning and Assessment  
111 N. Hope Street, Room 1044  
Los Angeles, California 90012

**May 2023**



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**CEQA Initial Study  
Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization  
Project**

May 2023

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## ACRONYMS AND ABBREVIATIONS

ACC	air-cooled condenser
AQMP	Air Quality Management Plan
BACT	best achievable control technology
BMPs	best management practices
CCGS	combined-cycle generation system
CEQA	California Environmental Quality Act
CIRP	California Native Plant Society Inventory of Rare and Endangered Plants of California
City	City of Los Angeles
CNDDB	California Natural Diversity Database
CRHR	California Register of Historical Resources
EIR	environmental impact report
ESB	El Segundo blue butterfly
FAA	Federal Aviation Administration
GHG	greenhouse gas
HRSG	heat recovery steam generator
IPaC	Information for Planning and Consultation
kV	kilovolt
LA100	Los Angeles 100% Renewable Energy Study
LADOT	City of Los Angeles Department of Transportation
LADOT Guidelines	LADOT Transportation Assessment Guidelines
LADWP	Los Angeles Department of Water and Power
LAX	Los Angeles International Airport
MM	Mitigation Measure
MRZ	mineral resource zone
MW	megawatt
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OPR	Office of Planning and Research
OTC	once-through cooling
PF-1	Public Facilities
Scattergood	Scattergood Generating Station
SCAQMD	South Coast Air Quality Management District
SCR	selective catalytic reduction
SLTRP	Strategic Long-Term Resources Plan
SVP	Society for Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
VMT	vehicle miles traveled
WRP	Water Reclamation Plant
WSAC	wet-surface air cooler
VHFHSZ	Very High Fire Hazard Severity Zone

# 1 PROJECT DESCRIPTION

## 1.1 Project Overview

The Los Angeles Department of Water and Power (LADWP) proposes to construct and operate a rapid-response combined-cycle generation system (CCGS) at Scattergood Generating Station (Scattergood). The CCGS would be capable of operating on a fuel mixture of natural gas and a minimum of 30 percent hydrogen gas. This hydrogen-ready capability would allow LADWP to begin the conversion from natural gas to green hydrogen in its in-basin combustion-turbine generation system as the City of Los Angeles (City) transitions to a carbon-free electrical energy system. The Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project (referred to herein as the proposed project) would replace the generation capacity of existing Scattergood Units 1 and 2, which are conventional natural-gas-fired steam-boiler generators that will be removed from service. The proposed CCGS would consist of a combustion-turbine generator and a steam-turbine generator operating in tandem. When compared to the existing steam-boiler Units 1 and 2, the CCGS would substantially increase fuel efficiency, thereby also reducing the emission of air pollutants and greenhouse gases (GHGs) relative to the amount of energy produced. The CCGS would be fully operational by the end of 2029.

The proposed project has been identified by LADWP based on the findings and recommendations contained in the Los Angeles 100% Renewable Energy (LA100) Study,<sup>1</sup> which establishes a pathway for the City to transform its electrical power supply to carbon-free resources. The LA100 study, the final report for which was published in 2021, was a multi-year effort undertaken jointly by the National Renewable Energy Laboratory and LADWP with active participation by the LA100 Advisory Group consisting of representatives from neighborhood councils, environmental organizations, business and labor groups, academia, city government, and the renewable energy industry. Various scenarios reflecting a range of energy demand-related and supply-related factors were analyzed in the study. However, across all scenarios, the requirement for firm local generation assets (i.e., located within the Los Angeles Basin) that can be readily dispatched in a controlled manner in response to demand was recognized as essential under a range of foreseeable but unpredictable circumstances that could temporarily severely limit the supply of renewable energy resources coming into the city. Under such circumstances, firm local generation would be critical to maintaining system reliability and resilience and avoiding power grid collapse.

Based on the findings of the LA100 study, the proposed project has been identified as an integral component of LADWP's Draft 2022 Strategic Long-Term Resources Plan (SLTRP),<sup>2</sup> which establishes a roadmap for reliable and sustainable electrical power for the City, while also providing the strategy to achieve a carbon-free energy system by 2035, relying primarily on renewable solar, wind, and geothermal generation resources as well as large-capacity energy storage facilities. However, as discussed above, the continued availability of firm local generation that can be dependably and rapidly dispatched to respond to demand for energy in the LADWP service area has been identified in the SLTRP as necessary to maintain the reliability and resilience of the City's electrical power grid during and after the transition to a

<sup>1</sup> Cochran, Jaquelin, and Paul Denholm, eds. 2021. The Los Angeles 100% Renewable Energy Study. Golden, CO: National Renewable Energy Laboratory. NREL/TP-6A20-79444. Available at: <https://maps.nrel.gov/la100/la100-study/report>. Accessed February 2023.

<sup>2</sup> LADWP. Draft 2022 Strategic Long-Term Resources Plan. Available at: [https://www.ladwp.com/ladwp/faces/wcnav\\_externalId/a-p-intgt-res-plning?\\_adf.ctrl-state=1cgy8kd04d\\_4&\\_afLoop=1162602383021912](https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-intgt-res-plning?_adf.ctrl-state=1cgy8kd04d_4&_afLoop=1162602383021912). Accessed February 2023.

carbon-free system. This transition will occur as the demand for electricity in the City is also anticipated to increase substantially with the electrification of various functions currently powered by the combustion of fossil fuels (e.g., cooking, space heating, water heating, and the transportation sector).

The LADWP in-basin combustion-turbine generation system, including Scattergood and other generating stations, would be retained through a conversion to renewable hydrogen fuel. However, unlike current operations, under which the combustion turbines provide a substantial proportion of the City's energy on a daily and annual basis, the hydrogen turbines would be operated infrequently, only to meet rare critical peaks in daily demand that exceed the available supply provided by renewable generation resources or during relatively short-term periods when the renewable generation resources may become unavailable due to emergency circumstances (e.g., the temporary loss of critical renewable energy transmission lines caused by wildfire or earthquake). Therefore, although anticipated to be used infrequently, this dependable local generation capability is nonetheless crucial to maintaining the reliability and resilience of the LADWP power system. Scattergood has been identified as the most immediate and instrumental location in relation to the requirement for dependable generation capacity due to the electrification of Los Angeles International Airport (LAX), the potential implementation of increased wastewater treatment capabilities at the City's Hyperion Water Reclamation Plant (WRP), and anticipated growth in demand for electricity in the western areas of the City that Scattergood serves.

## **1.2 California Environmental Quality Act (CEQA) Documentation**

### **1.2.1 Scope of CEQA Documentation**

CEQA (California Public Resources Code Section 21000 et seq.) applies to proposed projects initiated by, funded by, and/or requiring discretionary approvals from state or local government agencies. The construction and operation of the proposed Scattergood hydrogen-ready CCGS constitutes a project as defined by CEQA (California Public Resources Code Section 21065). Section 15367 of the CEQA Guidelines (14 California Code of Regulations 15000–15387) states that a CEQA lead agency is “the public agency which has the principal responsibility for carrying out or approving a project.” Therefore, as a municipal utility that would fund, implement, and have discretionary approval authority for the proposed project, LADWP is the lead agency responsible for compliance with CEQA.<sup>3</sup>

As the CEQA lead agency, LADWP must complete an environmental review to determine if implementation of the proposed project may result in significant adverse environmental impacts as defined under CEQA and to propose measures and/or alternatives, as feasible, to reduce or eliminate any such identified impacts. LADWP has prepared a CEQA Initial Study to help determine if the proposed project could have the potential to cause significant adverse impacts. Based on the conclusions in the Initial Study (contained herein), LADWP has determined that the proposed project may potentially create significant impacts related to various environmental factors considered under CEQA. Therefore, LADWP will prepare an Environmental Impact Report (EIR) for the proposed project pursuant to CEQA. Environmental factors that were determined in the Initial Study to have less than significant impacts (with or without the incorporation of mitigation measures) will not be carried forward, in whole or in part, for further

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<sup>3</sup> Pursuant to the Warren-Alquist Act, the California Energy Commission would not be the lead agency or a responsible agency for the proposed project because it would not result in a 50 megawatt (MW) or greater increase in permitted gross generating capacity at Scattergood.

detailed evaluation in the EIR and, in accordance with Section 15063 of the CEQA Guidelines, the EIR analysis will focus on those environmental factors that may involve potentially significant impacts.

### 1.2.2 Scattergood Once-Through Cooling System

As part of the proposed project, an air-cooled condenser (ACC) would be employed for the required condensation of steam in the CCGS, and the existing ocean-water once-through cooling (OTC) system used for this purpose for Units 1 and 2 would no longer be used. By ceasing use of the remaining ocean-water OTC system at Scattergood with the removal from service of Scattergood Units 1 and 2, LADWP will comply with the statewide Water Quality Control Policy on the Use of Coastal and Estuarine Waters for Power Plant Cooling, also referred to as the OTC Policy. The OTC Policy was implemented by the State Water Resources Control Board (SWRCB) to establish standards to comply with federal Clean Water Act Section 316(b) to reduce potential effects on marine life associated with the operation of cooling water intake structures. The environmental impacts of discontinuing OTC at coastal generating stations throughout California, including Scattergood, have been previously addressed under CEQA by the SWRCB.<sup>4</sup> In accordance with a timetable established by SWRCB, the Scattergood OTC system is currently scheduled to be removed from service by the end of 2024. However, because of the critical role of Units 1 and 2 in maintaining grid reliability until the proposed project CCGS is operational at the end of 2029, LADWP is currently pursuing an extension of the OTC Policy compliance date for Scattergood to December 31, 2029.

The portions of the OTC facilities located outside the boundaries of Scattergood are subject to lease agreements from the California State Lands Commission for offshore portions and the California Department of Parks and Recreation for onshore portions. In accordance with the terms of these leases and at the discretion of these agencies, the facilities must be removed, and the sites restored when the facilities are no longer used for the purpose stipulated in the leases (i.e., generator system cooling). The decision regarding the final disposition of the facilities after cessation of use (i.e., abandonment or complete or partial removal) would be subject to regulatory oversight and approval by State and federal agencies that would not have regulatory or approval authority over the proposed project, including the California State Lands Commission, California Department of Parks and Recreation, California Coastal Commission, U.S. Army Corps of Engineers, and National Marine Fisheries Service.

The implementation of the proposed project would have no bearing on the requirement to cease operation of the OTC system, which is separately required under the OTC Policy. Similarly, the decision regarding the final disposition of the OTC facilities within the lease areas is unrelated to the implementation of the proposed project. Any construction work associated with potential removal of the OTC facilities would occur after the proposed project implementation and, therefore, would not overlap with construction activities related to the proposed project. Therefore, the analysis of potential impacts related to the final disposition of the OTC facilities located outside of Scattergood will be addressed via a separate CEQA environmental process. As such, the following Initial Study does not, and the EIR will not, address the determination of the final disposition of the OTC facilities. It is anticipated that the CEQA environmental analysis necessary to support this determination will be completed prior to the decommissioning of the

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<sup>4</sup> California State Water Resources Control Board. Ocean Standards – Clean Water Act §316(b) Regulation: Cooling Water Intake Structures Once-Through Cooling Water Policy – Official Policy Documentation. Available at: [https://www.waterboards.ca.gov/water\\_issues/programs/ocean/cwa316/policy.html](https://www.waterboards.ca.gov/water_issues/programs/ocean/cwa316/policy.html). Accessed September 2022.



existing Units 1 and 2 OTC system, which, as discussed above, is anticipated to occur by the end of 2029.

### 1.2.3 Green Hydrogen

Green hydrogen is a carbon-free fuel that is produced through a process called electrolysis, in which water is split into hydrogen and oxygen using renewable electricity. The necessary infrastructure for the production, transport, and storage of green hydrogen to support the proposed project currently does not exist. As a result, LADWP has issued and received responses to a Request for Information from industry experts to provide potential solutions and strategies for a supply of green hydrogen that could support the conversion from natural gas to green hydrogen fuel in the LADWP in-basin combustion-turbine electrical generation system, including for the proposed project CCGS. The Request for Information covers the potential hydrogen capacity of LADWP's in-basin generating stations; the potential for retrofits of existing natural-gas combustion turbines to run on green hydrogen; options for new green hydrogen combustion turbines; technology considerations in relation to various aspects of the green hydrogen supply chain, including production, transportation, storage, and end use; and considerations for safety and environmental stewardship related to green hydrogen. LADWP also continues to partner with organizations such as the Low-Carbon Resources Initiative, the Green Hydrogen Coalition, the Alliance for Renewable Clean Hydrogen Energy Systems, and others to accelerate the adoption of green hydrogen as a component of a carbon-free energy system.

While it is anticipated that a sufficient supply of green hydrogen may be available to support the proposed project dual-fuel CCGS when it is fully commissioned in 2029, the nature of the green hydrogen system in terms of production, transport, and storage is currently unknown. Therefore, the following Initial Study does not, and the EIR will not, address the supply of green hydrogen, which will be analyzed under a separate CEQA document when the necessary information to support an adequate analysis of potential environmental impacts is available.

Nonetheless, because the combustion-turbine generator component of the proposed CCGS would be capable of operating on a mixture of natural gas and hydrogen fuel, the impacts related to the combustion of such a fuel mixture will be analyzed in the EIR. Because the exact CCGS that would be installed at Scattergood cannot be established until the award of contract for the proposed project (which could occur only after the completion of the CEQA process), LADWP is considering, under a competitive process, systems with similar parameters from three manufacturers. To meet the minimum requirements of the proposed project CCGS, these systems must be capable of combusting a mixture of natural gas and at least 30 percent hydrogen. However, the analysis of the impacts for each manufacturer's system related to the combustion of the natural gas/hydrogen fuel mixture will be based on the maximum percentage of hydrogen that each system can provide, as proposed by the manufacturer. In addition, the impacts related to the combustion of 100 percent natural gas will also be analyzed in the EIR based on a conservative assumption that this may be the circumstance during the initial phases of operation of the proposed CCGS. In this manner, the analysis will consider the extremes of fuel-mixture (i.e., from the maximum percentage of hydrogen, as proposed by the manufacturer, to 100 percent natural gas), which would define the limits of the impacts related to combustion.

## 1.3 Project Location and Surroundings

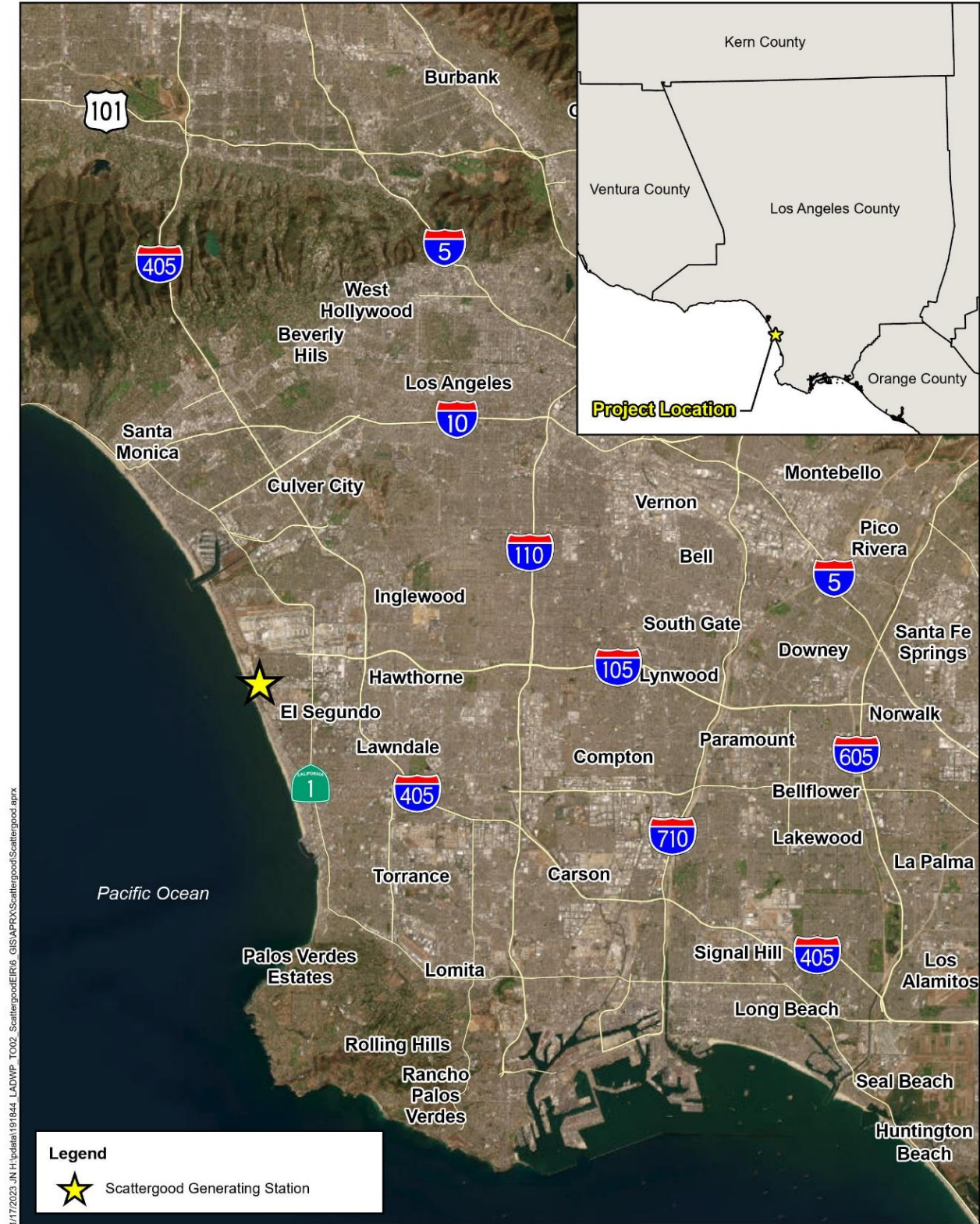
Scattergood is located in the Playa del Rey community of the City of Los Angeles at the intersection of Vista Del Mar and Grand Avenue. Grand Avenue, an east-west thoroughfare, divides the Scattergood property into northern and southern parcels. The southern parcel is

approximately 15 acres, and the northern parcel is approximately 37.5 acres. All permanent operational facilities at Scattergood are located within the northern parcel. All of Scattergood is zoned PF-1 (Public Facilities) under the City's zoning code and is designated as a Public Facilities land use under the City's General Plan.

Grand Avenue is classified as a local street in the City's Mobility Plan 2035, with two travel lanes in the westbound direction and one travel lane in the eastbound direction. No on-street parking lanes are provided. Concrete sidewalks and Tier 2 bicycle lanes (i.e., separate bicycle-only lanes demarcated by a solid stripe) are located along both sides of the street. The main gate for the northern parcel of Scattergood is located along Grand Avenue. An entry drive for the southern parcel is located opposite the main gate. Center left-turn lanes are located on Grand Avenue for both the main gate and the southern parcel entry drive. Vista Del Mar, located along the western edge of Scattergood, is a north-south thoroughfare classified as an Avenue II in the Mobility Plan, with two travel lanes in each direction. No formal sidewalks or demarcated bicycle lanes are provided on Vista Del Mar fronting Scattergood. Center left-turn lanes are located southbound at the Grand Avenue and northbound into a beach parking lot entrance opposite Grand Avenue. There is also a northbound right-turn lane and a southbound left-turn lane on Vista Del Mar for the Scattergood secondary gate in the northwest corner of the station.

Dockweiler State Beach is located to the west of Scattergood and Vista Del Mar. The approximately 120-acre Hyperion WRP, located within the City of Los Angeles, is adjacent to Scattergood on the north. The City of El Segundo borders Scattergood on the northeast, east, and south. Residential neighborhoods within El Segundo are located to the northeast and east, and the approximately 1.5-square-mile Chevron El Segundo Refinery is adjacent to the south.

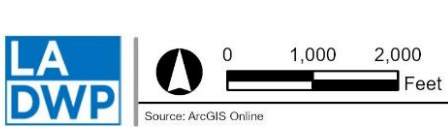
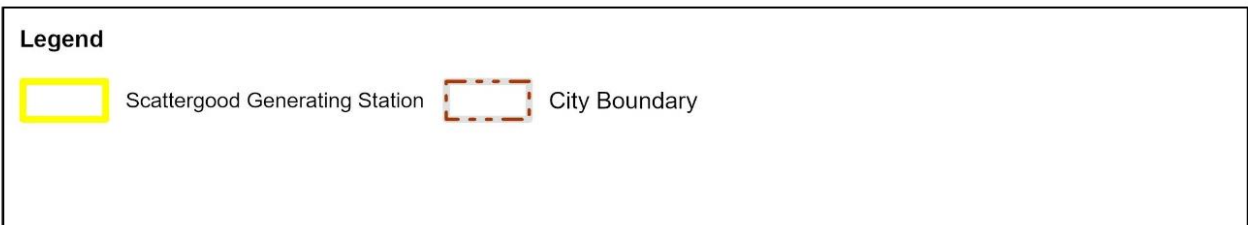
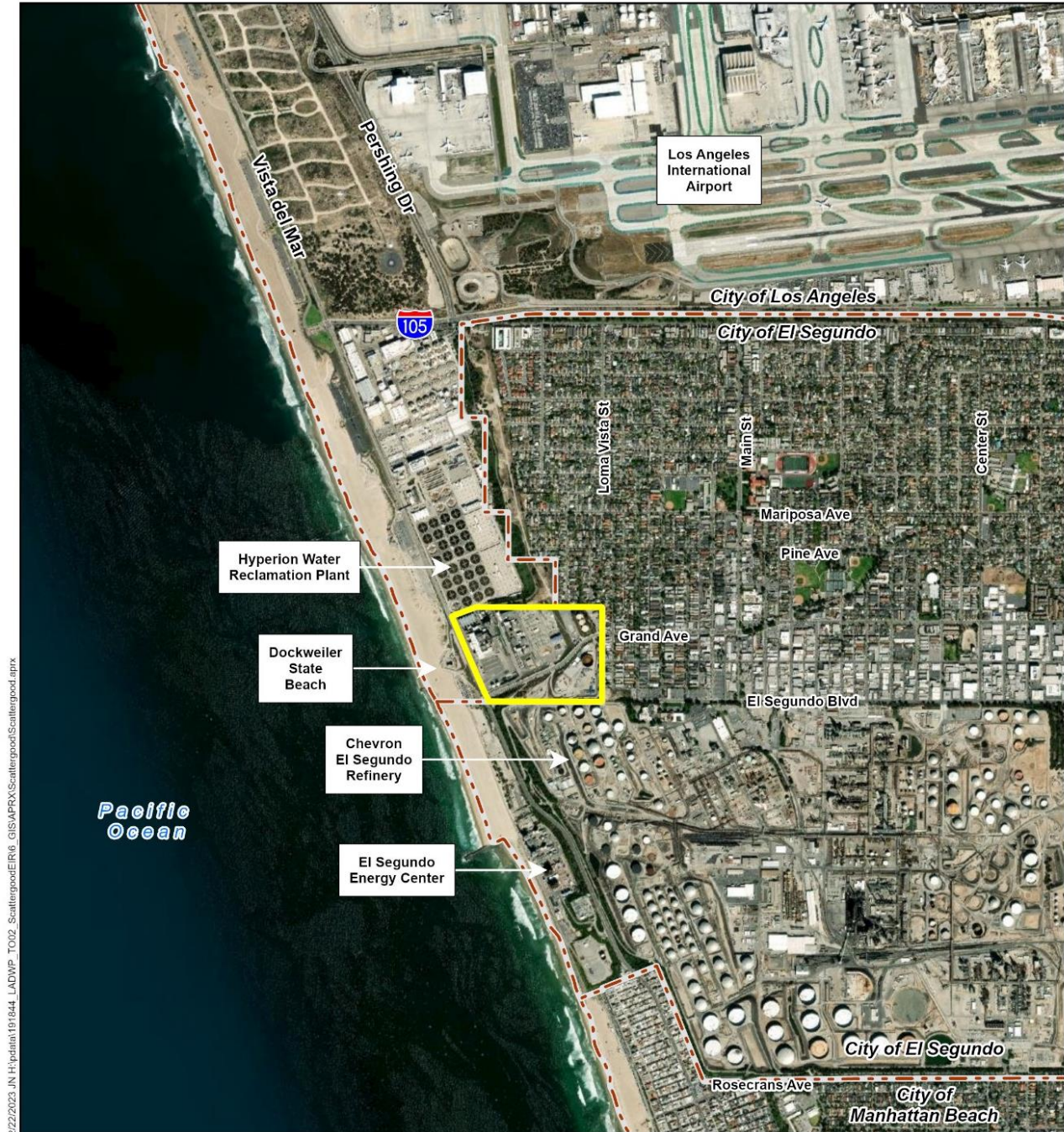
In addition to the areas that are immediately adjacent to Scattergood, uses within 0.5 miles of the station include additional residential neighborhoods; commercial establishments; elementary, middle, and high schools; public parks; and government buildings. All of these uses are located within the City of El Segundo. The El Segundo Energy Center, a 560-megawatt (MW) natural-gas-fired generating station, is located approximately 0.4 miles south of Scattergood along the west side of Vista Del Mar. LAX, located within the City of Los Angeles, is approximately 0.75 miles north of Scattergood. Figure 1 shows the regional location of Scattergood, and Figure 2 shows Scattergood and the surrounding area.



SCATTERGOOD GENERATING STATION UNITS 1 AND 2  
GREEN HYDROGEN-READY MODERNIZATION PROJECT

### Regional Location Map

Figure 1



SCATTERGOOD GENERATING STATION UNITS 1 AND 2  
GREEN HYDROGEN-READY MODERNIZATION PROJECT

# Project Site

Figure 2

## 1.4 Existing Conditions at Scattergood

The southern parcel of Scattergood (south of Grand Avenue) does not contain any operation facilities (i.e., generation units or ancillary functions). Oil-drilling facilities, operated by a third party under lease from LADWP, are located on an approximately 1.5-acre area in the central portion of the parcel. Excess soil from the previous construction activities at Scattergood is stockpiled at the western end of the southern parcel. An approximately 7-acre area at the eastern end of the parcel is relatively flat and paved with gravel. Since 2013, this portion of the property has been used as a construction support area at Scattergood for generator construction and various underground transmission cable installation projects that commence at the Scattergood switchyard. Several temporary administrative and warehouse buildings are currently located in this area. This area also includes a single large aboveground tank that previously stored fuel oil for the operation of the generators prior to the conversion to the use of natural gas for generation. The tank has been emptied and cleaned, and it is wrapped in a mural that depicts various aspects of the history of El Segundo and the Southern California surf culture.

As mentioned above, all existing permanent operational facilities at Scattergood are located in the northern parcel (north of Grand Avenue). The northern parcel rises in elevation from west to east and contains three terraces that are separated by landscaped embankments or retaining walls. It is a fully developed industrial site, with the landscape embankments as essentially the only areas not paved or occupied by facilities. The existing generation units are located on the lower and middle terraces. The middle terrace is otherwise occupied primarily by the switchyard that connects the generation units to the LADWP high-voltage transmission network. The upper terrace contains three large aboveground tanks that store water used in various processes at the station.

An approximate 3-acre vacant area in the southwest corner of the northern parcel was the site of the former Scattergood Unit 3, which was demolished in 2017-2018. The floor of this area, which has been paved, lies approximately 30 feet below the surrounding grade, creating a basin.

Scattergood currently includes six operating generation units. The units have a combined net maximum generation capacity of 778 MW. The units supply power to the LADWP in-basin electrical transmission grid. Units 1 and 2 were placed into operation in 1958 and 1959, respectively. These units each employ a natural-gas-fired boiler that produces steam that drives a turbine, which in turn drives a generator to produce electricity. Units 1 and 2 together provide 261 MW of net maximum capacity (105 MW for Unit 1 and 156 for Unit 2). They are located on the lower terrace of Scattergood and share a common approximately 300-foot tall exhaust stack.

Units 4 and 5 were placed into operation in 2015. Unit 4 is a natural-gas-fired combustion-turbine generator, and Unit 5 is a steam-turbine generator. However, the units operate in tandem as a CCGS. The heated exhaust from the Unit 4 combustion turbine passes through a heat recovery steam generator (HRSG), where it is used to produce steam, and then through an approximately 215-foot tall exhaust stack. The steam produced in the HRSG is used to drive the Unit 5 steam-turbine generator. The exhaust steam from Unit 5 is condensed in an ACC and returned to the HRSG in a continuous loop. The CCGS has a total net maximum capacity of 313 MW (206 MW for the Unit 4 combustion-turbine generator and 107 MW for the Unit 5 steam-turbine generator). The CCGS is located on the lower terrace, to the north of Units 1 and 2.

Units 6 and 7 were also placed into service in 2015. They are simple-cycle generation systems consisting of combustion-turbine generators with individual approximately 100-foot tall exhaust stacks. Each unit operates independently and has a net maximum capacity of 102 MW. Units 6 and 7 provide rapid response capability in terms of starting, ramping up and down, and shutting down to closely follow changes in demand for electrical energy, which increases overall system efficiency. Units 6 and 7 are located on the middle terrace, to the east of the other generation units and to the west of the switchyard.

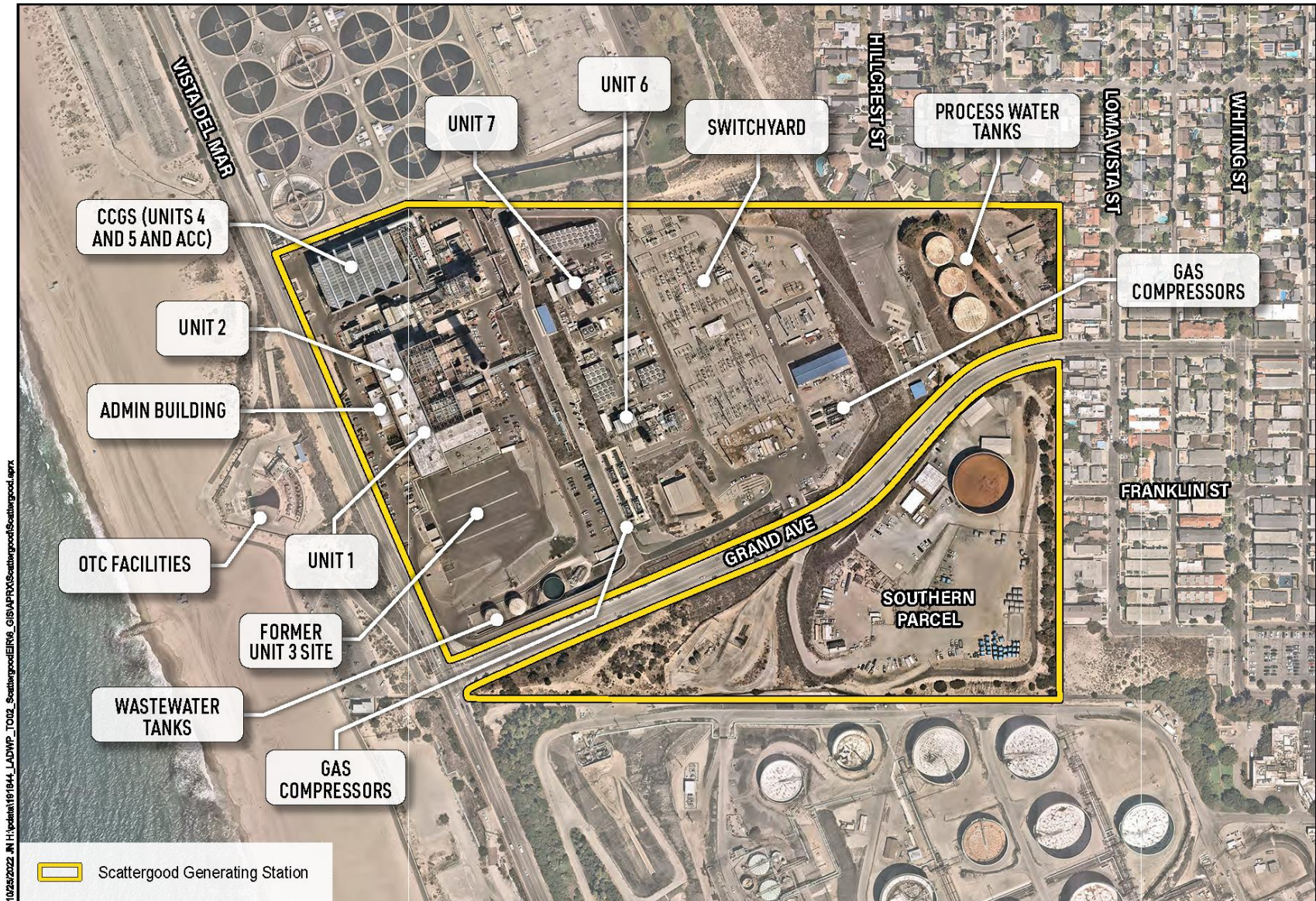
Together, Units 4, 5, 6, and 7 have a combined net maximum capacity of 517 MW. They replaced the generation capacity of the since demolished Unit 3, which had a net capacity of 450 MW. To enable the increase of 67 MW (i.e., from 450 MW to 517 MW), the generation capacity of Unit 1 was physically and permanently reduced by an equivalent amount resulting in the existing net capacity of 105 MW.

All generating units at Scattergood use selective catalytic reduction (SCR) systems, a post-combustion control technology for reducing oxides of nitrogen (NO<sub>x</sub>) air pollutant emissions. The SCR systems reduce NO<sub>x</sub> emissions by injecting aqueous ammonia (a solution of ammonia and water) and oxygen into the flue gas in the presence of a catalyst, creating a chemical reaction that produces nitrogen and water vapor. Aqueous ammonia used in this process is stored in aboveground tanks at Scattergood.

The natural gas used at Scattergood is supplied by continuous feed from a dedicated pipeline that enters the Scattergood property from Grand Avenue. Natural gas compression equipment to ensure optimum pressure of the gas prior to use in the combustion turbines is located on the middle terrace. Water used during the power generation processes (other than the ocean water associated with the OTC system) is stored in the three aboveground tanks on the upper terrace at the eastern end of the property. Potable water is stored in two of the tanks, and water that has undergone treatment (reverse osmosis) prior to actual use in the generator systems is stored in the other tank.

The electrical energy generated at Scattergood is sent to a switchyard located on the middle terrace in the central portion of the station property. Electrical energy is transmitted from the switchyard through the 138-kilovolt (kV) Scattergood-Airport Transmission Line or the 230-kV Scattergood-Olympic Transmission Line, which are connected to several electrical receiving stations, from which energy is provided to the west side of the City, including LAX.

Numerous maintenance buildings, storage buildings, and outdoor storage areas are located in the northern parcel of Scattergood. Most administrative functions are housed in a building adjacent to Units 1 and 2, near the western end of the property. The control room for Units 1 and 2 is located in the turbine hall adjacent to this building. The control room for Units 4, 5, 6, and 7 is located in a building on the middle terrace. Station employee vehicle parking is accommodated primarily in a paved lot along the western edge of the parcel. The perimeter of both the southern and northern parcels are completely fenced. Figure 3 shows the existing facilities at Scattergood.



SCATTERGOOD GENERATING STATION UNITS 1 AND 2  
GREEN HYDROGEN-READY MODERNIZATION PROJECT

**Existing Site**

Figure 3

## 1.5 Description of the Proposed Project

### 1.5.1 Project Facilities

#### Dual-Fuel Combined-Cycle Generation System

The proposed CCGS would have a maximum permitted gross generation capacity of 346 MW. The CCGS would be located in the southwest corner of the station on the approximately 3-acre site previously occupied by Unit 3. It would be physically similar to the existing CCGS located in the northwest corner of Scattergood (Units 4 and 5) except it would be capable of operating on a mixture of natural gas and hydrogen gas. The CCGS would include a combustion-turbine generator (designated as Unit 8), the exhaust heat from which would be passed through an HRSG, where it would be used to produce steam to drive a steam-turbine generator (designated Unit 9). The exhaust from the combustion-turbine generator would exit the HRSG and would be discharged to the atmosphere via an exhaust stack.

The exhaust steam from the steam-turbine generator would be routed to an ACC, where it would be condensed by fans that would force air over tubes containing the steam, dissipating the heat to the surrounding atmosphere. The ACC would be a structure approximately 120 feet wide, 210 feet long, and 100 feet tall. The condensate (i.e., water) from the ACC would be pumped back to the HRSG to be converted into steam in a closed-loop system.

The proposed CCGS would use a combination of processes to control air pollutant emissions. The combustors in the combustion turbines would use dry low NO<sub>x</sub> burners to reduce emissions of NO<sub>x</sub>. An SCR system also would be provided to further reduce NO<sub>x</sub> emissions. A carbon monoxide catalyst would also be installed to comply with the South Coast Air Quality Management District's (SCAQMD's) New Source Review and Best Available Control Technology (BACT) requirements.

#### Wet Surface Air Cooler

Cooling for generator functions other than the condensation of steam would be provided by a wet-surface air cooler (WSAC) that would be located on the middle terrace of Scattergood. The WSAC would use recirculating spray water and an induced flow of air to cool process water contained in a series of tubes via evaporative cooling, releasing water vapor to the atmosphere. The cooled water would be routed back in a closed loop system to the CCGS and auxiliary functions.

#### Gas Compressors

New gas compressors would be installed to compress natural and hydrogen gas to the required pressure prior to combustion in the proposed combustion turbine (Unit 8). The new compressors would be similar to and located adjacent to the existing compressors on the middle terrace of Scattergood. The compressors would be located within a walled enclosure to attenuate noise. New gas pipelines from the compressors to Unit 8 (the proposed CCGS combustion turbine) would be installed.

#### Aqueous Ammonia Supply

As with current operations at Scattergood, aqueous ammonia (29 percent concentration in water) would be used in the SCR systems of the proposed CCGS. Ammonia for the new equipment would be obtained from the existing ammonia storage tanks. Ammonia would be routed from the storage tanks to the CCGS via new piping. No new ammonia storage facilities and no increase in the number or rate of deliveries of ammonia would be required since



ammonia used for the proposed project combustion turbine would be offset by the reduction in ammonia use associated with removal from service of existing Generation Units 1 and 2.

### **Industrial Wastewater**

Potable water is currently used at Scattergood and would continue to be used after implementation of the proposed project for various purposes related to the operation of the generation units. This water must generally be treated to remove undesirable constituents, such as dissolved minerals and suspended impurities, that are detrimental to the operation of the cooling equipment, pollution control elements, and other components of the generation systems. This water purification process involving reverse osmosis and other demineralization processes generates non-usable wastewater byproduct.

In addition to the reverse osmosis/demineralization processes, industrial wastewater is also generated through blowdown (the periodic removal of process water from the operating systems to maintain water quality) and other processes. This wastewater is currently temporarily stored in holding tanks at Scattergood and discharged at highly diluted concentrations to the ocean via the OTC system for Units 1 and 2. However, after implementation of the proposed project, the OTC system would no longer be available for the purpose of wastewater discharge. Under the proposed project, a portion of the industrial wastewater generated at Scattergood, primarily blowdown water, would be recycled for reuse in the generation units. This would entail the reconfiguration of the existing wastewater collection pipelines within Scattergood. The recycling of wastewater would reduce the volume of wastewater that would need to be discharged. LADWP is considering various options to address this wastewater, including the potential for it to be treated at the adjacent Hyperion WRP. This option would require the installation under the proposed project of a dedicated pipeline within Vista Del Mar to transmit the wastewater to Hyperion WRP.

### **Recycled Water**

Recycled water (i.e., tertiary treated wastewater) is currently used for irrigation at Scattergood. This water is delivered via pipelines from the West Basin Municipal Water District's Edward C. Little Water Recycling Facility, located in El Segundo. As discussed above, a portion of the industrial wastewater generated at Scattergood would be recycled under the proposed project for use in the generation units. In addition, to further reduce the use of potable water, it is currently planned that the use of recycled water from outside sources would be expanded under the proposed project, either with increased supplies from Edward C. Little and/or with new supplies from Hyperion WRP. No modifications of the supply infrastructure from Edward C. Little to Scattergood would be required. However, if additional recycled water were supplied from Hyperion WRP, a new recycled water supply line to Scattergood would be necessary. This recycled water may require treatment similar to the potable water used at Scattergood for various processes (i.e., reverse osmosis and demineralization) and could also require chemical additives to minimize damage, such as corrosion and scaling, to systems. This would require an expansion of the water treatment equipment at Scattergood.

### **Stormwater Handling**

Stormwater runoff from Scattergood is captured in catch basins located throughout the station and treated as necessary in separators or via settlement. The stormwater is currently discharged through the Units 1 and 2 OTC system. Since the OTC system would be removed from service following implementation of the proposed project, it would no longer be available for the purpose of stormwater discharge. Therefore, under the proposed project, stormwater runoff would be collected, treated, temporarily stored in holding tanks, and reused to the extent

possible at Scattergood. LADWP is considering various options for the discharge of stormwater that could not be reused, including the potential for it to be transmitted to Hyperion WRP via a new dedicated wastewater line that would be installed in Vista Del Mar under the proposed project.

### **Switchyard**

The proposed CCGS would be connected to the existing switchyard. Energy provided by the proposed generation units would be produced at approximately 13.8 kV and stepped up to 138 kV and/or 230 kV using transformers. It would then be transmitted through the existing transmission system connected to Scattergood. Within the switchyard, new circuit-breakers, disconnect switches, and H-frame structures for stringing conductors would be required. These improvements would be located within the confines of the existing switchyard.

Figure 4 shows the proposed project components.

### **1.5.2 Project Construction**

Construction of the proposed CCGS is estimated to take approximately 3.5 years to complete, starting in early 2026 and continuing to mid-2029. Commissioning of the CCGS would occur concurrently with the final year of construction as individual elements of the CCGS are completed. However, this would be followed by an approximately 6-month period during which the operation of the CCGS and associated systems would be tested, verified for reliability, and adjusted as necessary. After this process, which would be completed by the end of 2029, Units 1 and 2 would be removed from service. The connection to the OTC system would then be physically and permanently severed within the boundaries of Scattergood.

Other than the delivery of fill material and construction components to the site, the hauling of debris from the site, and the potential installation of a dedicated wastewater line to Hyperion WRP within Vista Del Mar, construction activities would generally be confined to the boundaries of Scattergood. The generation unit components would be delivered to the site on trucks, and some oversize loads are anticipated. The eastern portion of the southern parcel (south of Grand Avenue) would serve as a materials laydown and employee parking area for the proposed project construction. Contractors and LADWP would require temporary buildings for construction management activities and warehousing, which would be accommodated in this area. Additional materials storage areas may also be required on leased property outside the boundaries of Scattergood. The soil stockpile located at the western end of the southern parcel would be used to the extent feasible as fill material required for the project.

In addition to the actual CCGS and ancillary facilities construction, major activities would include the construction of retaining walls; backfilling the site of the proposed CCGS, which would require approximately 120,000 cubic yards of material; modifying the in-station wastewater discharge and stormwater collection systems; potentially constructing a wastewater line to Hyperion WRP within Vista Del Mar; and severing the OTC system.

During the peak of construction activity, it is currently anticipated that the number of on-site daily workers would generally range between 200 and 300 and more than 300 for short durations. During the peak of activity, the number of on-site daily construction equipment would generally range between 40 and 60 and more than 60 for short durations. The peak number of daily off-site truck trips would be approximately 40 for several months during the backfilling of the proposed CCGS site.



### 1.5.3 Project Operations

Within 6 months of completion of the commissioning of the proposed project CCGS, LADWP would remove existing Units 1 and 2 from service and surrender the operating permits pursuant to SCAQMD Rule 2012.

As discussed above, LADWP's in-basin combustion-turbine generators currently provide a substantial proportion of the City's energy on a daily and annual basis. However, as the City reaches its goal of a carbon-free energy system, the in-basin combustion turbines would be operated infrequently, only to meet rare critical peaks in daily demand that exceed renewable energy production or during relatively short-term periods when renewable generation sources may become unavailable due to emergency circumstances. In this manner, the combustion turbines would provide local generation capability that is crucial to maintaining the reliability and resilience of the LADWP power system and preventing the potential collapse of the grid.

With the implementation of expanded renewable generation resources, improvements to transmission assets, increased energy storage, and other elements of the LADWP carbon-free energy system outlined in the SLTRP, the in-basin combustion units are anticipated to be utilized primarily for backup power generation. Therefore, it is anticipated that the proposed project CCGS would be operated at a low capacity factor (i.e., the ratio of actual generation output to the potential capacity of the generation unit) compared to similar units in service today. This reduced capacity factor is based on a conservative assumption that LADWP's renewable energy resources will provide 60 percent of its electrical generation capacity by 2030, as mandated under California Senate Bill 100 (2018). The 2022 Draft SLTRP preferred case establishes a goal of 80 percent renewable resources, and as of 2021, an estimated 37 percent of LADWP's power resources were eligible renewable energy resources, a figure that excludes certain existing clean energy resources, such as large hydroelectric and nuclear generation. Based on the planning assumptions in the SLTRP, it is anticipated that the annual capacity factor for the proposed CCGS would further reduce as additional renewable energy resources come online to serve load within the LADWP system. This proposed capacity factor would be substantially lower than the 2022 annual capacity factor for Scattergood of approximately 27.5 percent and the average annual capacity factor for the past six operating years of approximately 25.5 percent. This very low frequency of operations would apply to the proposed project CCGS on an annual basis, but the unit would be run at higher capacities on a daily basis during relatively brief peak use periods.

As discussed above, potable water is currently used at Scattergood primarily for makeup water to compensate for losses associated with reverse osmosis/demineralization, blowdown, evaporation, and other processes. Although the Units 1 and 2 steam boilers, which use large volumes of makeup water, would be removed from service concurrent with the implementation of the proposed project, the proposed CCGS, including the HRSG/ACC steam loop, would also require relatively large volumes of makeup water. However, while the majority of the process water at Scattergood is potable water under current operations, under the proposed project, the use of recycled water would be substantially increased from internal sources through the reuse of industrial process water and a currently planned increase from external sources by maximizing supplies from the Edward C. Little Water Recycling Facility consistent with the limits of existing infrastructure and/or obtaining new supplies from Hyperion WRP. Therefore, it is anticipated that the proposed project would reduce the consumption of potable water for all functions at Scattergood compared to current operations.

In addition, because the proposed project CCGS as well as all generation units at Scattergood are anticipated to be operated infrequently compared to existing operations, the consumption of water and the use of chemicals, including aqueous ammonia, would be reduced proportionally on an annual basis. Similarly, the generation of industrial wastewater associated with the operation of the proposed project would also be reduced on an annual basis.

The proposed project would not require additional personnel beyond those currently employed at Scattergood to support operations.

## 2 ENVIRONMENTAL DETERMINATION

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the CEQA Guidelines (2023) to determine if the proposed project may have a significant effect on the environment.

### CEQA INITIAL STUDY FORM

**Project Title:**

Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project

**Lead Agency Name and Address:**

Los Angeles Department of Water and Power  
Environmental Planning and Assessment  
111 N. Hope Street, Room 1044  
Los Angeles, CA 90012

**Contact Person and Phone Number:**

Jazmin Martin  
Environmental Planning and Assessment  
Los Angeles Department of Water and Power  
(213) 367-1768

**Project Sponsor's Name and Address:**

Los Angeles Department of Water and Power  
111 N. Hope Street, Room 1044  
Los Angeles, CA 90012

**City Council District:**

11<sup>th</sup> District – Councilmember Traci Park

**Neighborhood Council:**

Westchester-Playa

**Project Location:**

The proposed project would be located in the Playa del Rey community of the City of Los Angeles at the intersection of Vista Del Mar and Grand Avenue. Grand Avenue, an east-west thoroughfare, divides the Scattergood property into northern and southern parcels. All permanent operational facilities (i.e., generation units and ancillary functions) at Scattergood are located in the northern parcel (north of Grand Avenue).

**General Plan Designation:**

The proposed project site has a general plan designation of Public Facilities.

**Zoning:**

The proposed project site is zoned as PF-1 (Public Facilities).

**Description of Project:**

LADWP proposes to construct and operate a rapid-response CCGS at Scattergood. The CCGS would be capable of operating on a fuel mixture of natural gas and a minimum of 30 percent hydrogen gas. This hydrogen-ready capability would allow LADWP to begin the conversion from

natural gas to green hydrogen in its in-basin combustion-turbine generation system as the department transitions to a carbon-free electrical energy system. The proposed project would replace the generation capacity of existing Scattergood Units 1 and 2, which are conventional natural-gas-fired steam-boiler electric generators that will be removed from service. When compared to the existing steam-boiler Units 1 and 2, the CCGS would substantially increase fuel efficiency, thereby also reducing the emission of air pollutants and GHGs relative to the amount of energy produced. The CCGS would be fully operational by the end of 2029.

### **Surrounding Land Uses and Setting:**

Dockweiler State Beach is located to the west of Scattergood and Vista Del Mar. The approximately 120-acre Hyperion WRP, located within the City of Los Angeles, is adjacent to Scattergood on the north. The City of El Segundo borders Scattergood on the northeast, east, and south. Residential neighborhoods within El Segundo are located to the northeast and east, and the approximately 1.5-square-mile Chevron El Segundo Refinery is adjacent to the south. Land uses within 0.5 miles of Scattergood include additional residential neighborhoods; commercial establishments; elementary, middle, and high schools; public parks; and government buildings. The El Segundo Energy Center, a 560-MW natural-gas-fired generating station, is located approximately 0.4 miles south of Scattergood along the west side of Vista Del Mar. LAX, located within the City of Los Angeles, is approximately 0.75 miles north of Scattergood.

## **2.1 Environmental Factors Potentially Affected**

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

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture and Forestry Resources  | <input checked="" type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources                     | <input type="checkbox"/> Cultural Resources                  | <input type="checkbox"/> Energy  |
| <input type="checkbox"/> Geology and Soils                        | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials    |
| <input checked="" type="checkbox"/> Hydrology and Water Quality   | <input type="checkbox"/> Land Use and Planning               | <input type="checkbox"/> Mineral Resources                             |
| <input checked="" type="checkbox"/> Noise                         | <input type="checkbox"/> Population and Housing              | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Recreation                               | <input type="checkbox"/> Transportation                      | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input checked="" type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire                            | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

## 2.2 Environmental Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Jane Hauptman

Manager of Environmental Planning and Assessment  
Los Angeles Department of Water and Power

May 3, 2023

Date



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### 3 ENVIRONMENTAL IMPACT ASSESSMENT

#### 3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion

**a) Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?**

**Potentially Significant Impact.** Scenic vistas are generally defined as panoramic public views to various natural features, including large water bodies or striking or unusual natural terrain.

The proposed project facilities would be located entirely within the boundaries of Scattergood, which includes a number of existing large electrical generating units with exhaust stacks, an electrical switchyard and transmission towers, aboveground storage tanks, and other ancillary facilities that support the power generation functions at the station. These facilities impart an entirely industrial character to the property. Surrounding land uses include Dockweiler State Beach located to the west, the 120-acre Hyperion WRP to the north, residential neighborhoods within El Segundo to the northeast and east, and the 1.5-square-mile Chevron El Segundo Refinery to the south.

The proposed CCGS would be located in the southwest corner of the northern parcel of Scattergood, on an approximately 3-acre site on the lower terrace previously occupied by Scattergood Generation Unit 3, which was demolished in 2018. It would be sited adjacent to existing generating facilities, and it would be visually similar in character and scale and be located largely within the visual profile of these facilities. Scattergood rises in elevation from west to east, which tends to obscure facilities located on lower (westernmost) terrace from viewpoints east of the station. However, because the proposed project facilities would be visible from Dockweiler State Beach, albeit within the context of the existing generating station, the impact on scenic vistas is considered potentially significant, and this issue will be further analyzed in the EIR.

**b) Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** There are no state-designated scenic highways in the vicinity of the project site.<sup>5</sup> Vista Del Mar between Culver Boulevard and Imperial Highway is a City-designated scenic highway in the project vicinity that features sand dunes and ocean views.<sup>6</sup> However, Scattergood is located approximately 1 mile south this segment of Vista Del Mar. The proposed project would not require removal of, or impact views of, any scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway or a locally designated scenic highway. No impact would occur, and this issue will not be further analyzed in the EIR.

**c) Except as provided in Public Resources Code Section 21099, would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

**No Impact.** The proposed project facilities would be located in a fully urbanized area of the City of Los Angeles, entirely within the existing boundaries of Scattergood and would be visually similar in character and scale to existing facilities and be located largely within the visual profile of these facilities. Consistent with its long-standing use as an electrical generating station, Scattergood has a General Plan land use designation of Public Facilities and is zoned PF-1 (Public Facilities). Although Scattergood is adjacent to Dockweiler State Beach, the station is excluded from the Coastal Zone per Section 30166(c) of Chapter 2.5 of the California Coastal Act (Division 20, California Public Resources Code). Therefore, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality. No impact would occur, and this issue will not be further analyzed in the EIR.

**d) Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less Than Significant Impact.** The proposed project facilities would include lighting similar to existing lighting at Scattergood, which is required for operations, security, and the safety of facility personnel. However, based on the existing level of lighting at the station and the scale of the proposed project facilities compared with existing facilities, lighting associated with the project would not create a new source of substantial light or glare that would adversely affect nighttime views in the area. In addition, because the proposed structures would be similar in scale and materials to existing structures at Scattergood, the proposed project would not introduce substantial new sources of glare. Therefore, impacts related to substantial light or glare would be less than significant, and this issue will not be further analyzed in the EIR.

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<sup>5</sup> California Department of Transportation. State Scenic Highway Program – Scenic Highway System Lists. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed November 20, 2022.

<sup>6</sup> City of Los Angeles Department of City Planning. September 2016. *Mobility Plan 2035, An Element of the General Plan*. Available at: [https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility\\_Plan\\_2035.pdf](https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf). Accessed November 20, 2022.

### 3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

**a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** According to the California Important Farmland Finder maintained by the California Department of Conservation, the project site and vicinity are designated as Urban and Built-Up Land.<sup>7</sup> Urban and Built-Up Land indicates that the land is used for residential, industrial, commercial, and other developed purposes. The proposed project would not be located on or near Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the project would not convert Farmland to a non-agricultural use. No impact to farmland would

<sup>7</sup> California Department of Conservation, Division of Land Resource Protection. 2018. Farmland Mapping & Monitoring Program, California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed October 2022.

occur, and this issue will not be further analyzed in the EIR.

**b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The Williamson Act enables local governments to enter contracts with private landowners to restrict specific parcels of land to agricultural or related open space use in exchange for reduced property tax assessments for the landowners. There are no existing Williamson Act contracts within Los Angeles County.<sup>8</sup> The proposed project would be located on land with a general plan and zoning designation of Public Facilities. Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur, and this issue will not be further analyzed in the EIR.

**c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** The proposed project would be located within a fully urbanized area of the City of Los Angeles, and the project site is zoned PF-1 (Public Facilities) under the City's zoning code.<sup>9</sup> Therefore, the project site is not developed as or zoned for forest land or timberland. As such, the proposed project would not conflict with existing zoning for or cause a rezoning of forest or timberland. No impact would occur, and this issue will not be further analyzed in the EIR.

**d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** The proposed project site is located within a fully developed industrial facility devoted to the generation of electrical power. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur, and this issue will not be further analyzed in the EIR.

**e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** The proposed project would be located within a fully urbanized area of the City of Los Angeles. There are no areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or near the project site, and no forest lands exist within the vicinity of the project site. Therefore, the proposed project would not change the existing environment in a way that would result in the conversion of Farmland to non-agricultural use or forest land to non-forest use. No impact would occur, and this issue will not be further analyzed in the EIR.

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<sup>8</sup> California Department of Conservation. 2022. The Williamson Act Status Report 2020-21. Available at: [https://www.conservation.ca.gov/dlrp/wa/Documents/stats\\_reports/2022%20WA%20Status%20Report.pdf](https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2022%20WA%20Status%20Report.pdf). Accessed October 2022.

<sup>9</sup> City of Los Angeles Zoning Information and Map Access System (ZIMAS). Available at: <http://zimas.lacity.org/>. Accessed November 2022.

### 3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Discussion

**a) Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**Potentially Significant Impact.** The South Coast Air Quality Management District (SCAQMD) is the agency responsible for regulating air quality for areas of Los Angeles, Orange, Riverside, and San Bernardino Counties. SCAQMD’s Air Quality Management Plan (AQMP) is a regional plan for achieving air quality standards and healthful air within the SCAQMD jurisdictional boundaries. The City of Los Angeles, including the project site, is located within the South Coast Air Basin, which is a defined geographic sub-region within the SCAQMD’s jurisdiction.

Construction activity associated with the proposed project is not anticipated to violate AQMP land use growth assumptions or increase the frequency of air quality violations. Operation of the proposed CCGS would use a combination of processes to control air pollutant emissions to maintain consistency with the AQMP. Nonetheless, because the construction and operation of the proposed project would create air pollutant emissions, the impact is considered potentially significant, and this issue will be further analyzed in the EIR.

**b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

**Potentially Significant Impact.** The Los Angeles County portion of the South Coast Air Basin is presently designated as nonattainment under federal and/or state ambient air quality standards for ozone and inhalable particulate matter 10 microns or less in diameter, including fine particulate matter 2.5 microns or less in diameter. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. The SCAQMD has published guidance addressing the evaluation of potential cumulative impacts for CEQA projects. According to this guidance, if construction or operation of a project would produce maximum daily emissions exceeding the applicable project-specific thresholds, those emissions would also be considered cumulatively significant. For this reason, the SCAQMD applies the same project-level thresholds

to cumulative assessments. Conversely, if construction or operation of a project would not generate emissions of sufficient quantity to exceed any of the applicable mass daily thresholds, then that project and its associated emissions would be considered less than significant in the cumulative context.

Construction of the proposed project would generate short-term criteria air pollutants related primarily to the operation of equipment and vehicles. Operation of the proposed project would produce long-term criteria air pollutants, similar to existing conditions, related to emissions from the combustion-turbine generator. The impact is considered potentially significant, and this issue will be further analyzed in the EIR.

**c) Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Potentially Significant Impact.** Sensitive receptors, which include children and the elderly, are defined persons that are more susceptible to the harmful health effects of emissions. Sensitive receptor locations within the project vicinity may include residential areas, elder care facilities, and schools. The greatest potential for toxic air contaminants affecting sensitive receptors during construction would be from diesel particulate emissions associated with heavy equipment operations. Toxic air contaminants during project operation would be primarily from the emissions from the combustion-turbine generator that would be discharged to the atmosphere via the exhaust stack. As such, impacts regarding the exposure of sensitive receptors to substantial pollutant concentrations are considered potentially significant, and this issue will be further analyzed in the EIR.

**d) Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?**

**Potentially Significant Impact.** A significant impact would occur if construction activities would result in the creation of nuisance odors that would be noxious to a substantial number of people, or visible dust plumes. Potential sources that may produce objectionable odors during construction include equipment exhaust and the application of asphalt and architectural coatings. Although odors related to construction would be temporary in nature, they may be detected on properties surrounding the project site. Thus, the impact is considered potentially significant, and this issue will be further analyzed in the EIR.

### 3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

Potential impacts to biological resources associated with the proposed project were determined from the results presented in the Biological Resources Assessment prepared for the proposed project, which is included as Appendix A to this Initial Study.

Literature reviews and records searches were conducted to determine which special status biological resources have the potential to occur on or within the general vicinity of Scattergood. A field survey was conducted on December 12, 2022, to document existing conditions and determine the potential for special-status plant and wildlife species to occur within Scattergood.



**a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**Less Than Significant Impact.** A significant impact could occur if the proposed project removed or modified the habitat for, or otherwise directly or indirectly affected, any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

The survey area consists of land mapped as urban/developed and disturbed. This includes the generation facilities, parking lots, roads, and other buildings and structures, including residential neighborhoods adjacent to Scattergood. These areas have been constructed upon or physically altered to a degree that natural soil substrates and native vegetation communities are no longer supported. Ornamental vegetation is planted throughout the survey area. There are no natural vegetation communities within the entire Scattergood property. Instead, ground cover consists primarily of urban/developed areas with limited areas of ornamental vegetation.

The vegetation community occurring within the survey area consist primarily of non-native species and was interspersed with few commonly occurring native species. Non-native species observed consisted of hottentot fig (*Carpobrotus edulis*), acacia (*Acacia sp.*), Mexican fan palm (*Washingtonia robusta*), Eucalyptus (*Eucalyptus sp.*), ripgut brome (*Bromus rigidus*), slender oats (*Avena barbata*), red-stemmed filaree (*Erodium cicutarium*), and other non-native grasses. Observed native species consisted of telegraph weed (*Heterotheca grandiflora*) and deerweed (*Acmispon glaber*).

### **Special Status Plant and Wildlife Species**

The California Natural Diversity Database (CNDDDB),<sup>10</sup> California Native Plant Society Inventory of Rare and Endangered Plants of California (CIRP),<sup>11</sup> and Information for Planning and Consultation project planning tool (IPaC)<sup>12</sup> were queried for reported locations of special-status plant and wildlife species as well as special-status natural vegetation communities in the U.S. Geological Survey Venice, Inglewood, Torrance, and Redondo Beach, California 7.5-minute quadrangles, covering a land area of approximately 170 square miles.

Forty-five special-status plant species and twenty-eight special-status wildlife species were identified during the database review. No special-status plants or special-status wildlife species were identified in the survey area during the field survey. Based on the results of the field survey and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, it was determined that with the exception of the El Segundo blue butterfly (ESB) discussed further below, none of the special-status plant and wildlife species identified by the CNDDDB, CIRP, and IPaC are expected to occur within the survey area. As a result, there

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<sup>10</sup> California Department of Fish and Wildlife. 2023. RareFind 5, California Natural Diversity Database, California. Database report on threatened, endangered, rare or otherwise sensitive species and communities for the USGS Venice, Inglewood, Torrance, and Redondo Beach, California 7.5-minute quadrangles.

<sup>11</sup> California Native Plant Society. 2023. Inventory of Rare and Endangered Plants of California (online edition, v9-01 1.5). Available at: <http://www.rareplants.cnps.org/>. Accessed January 2023.

<sup>12</sup> U.S. Fish and Wildlife Service. 2023. IPaC Information for Planning and Consultation. Available at: <https://ecos.fws.gov/ipac/>. Accessed January 2023.

would be no impacts to special-status plants or special-status wildlife species during project construction or operation, and this issue will not be analyzed further in the EIR.

### *El Segundo Blue Butterfly*

The El Segundo blue butterfly (*Euphilotes battoides allyni*) is a federally listed endangered butterfly that spends virtually its entire life cycle in intimate associations with the flower heads of the seacliff or coast buckwheat (*Eriogonum parviflorum*), which is found within and along the coastal dunes. Scattergood is bordered to the south by the Chevron El Segundo Refinery. Approximately 2 acres of the refinery, located adjacent to the southeast corner of the southern parcel of Scattergood, is designated as an ESB habitat preserve.

As a known ESB population occurs within close proximity to Scattergood, an ESB habitat assessment was performed. The vegetation community within the northern parcel of Scattergood consists primarily of non-native species, non-native grasses, and a few commonly occurring native plants, as described above. No coast buckwheat (i.e., ESB habitat) was observed at any location in the northern parcel of Scattergood. The southern parcel of Scattergood, located directly west of the Chevron El Segundo Refinery habitat preserve, consists of gravel-paved areas and soil stockpiles. Plant species include non-native species, non-native grasses, acacia, and hottentot fig. No coast buckwheat was observed, and thus, no suitable ESB habitat would be impacted by the proposed project. Therefore, impacts to ESB would be less than significant, and this issue will not be further analyzed in the EIR.

### **Nesting Birds**

Nesting birds are protected pursuant to the federal Migratory Bird Treaty Act of 1918 and the California Fish and Game Code. To maintain compliance with the Migratory Bird Treaty Act and the California Fish and Game Code, clearance surveys are typically required prior to any ground disturbance or vegetation removal activities to avoid direct or indirect impacts to active bird nests and/or nesting birds.

A total of six bird species were detected during the field survey, including American crow (*Corvus brachyrhynchos*), yellow-rumped warbler (*Setophaga coronata*), black phoebe (*Sayornis nigricans*), Western gull (*Larus occidentalis*), northern mockingbird (*Mimus polyglottos*), and Anna's hummingbird (*Calypte anna*). Although the survey area provides suitable nesting habitat for various year-round and seasonal bird species, no active nests or birds displaying overt nesting behavior were observed during the field survey. Trees are not located within the footprint of the proposed project facilities; therefore, no trees would be removed for the project, and no direct impacts would occur. Indirect impacts to nesting birds within the survey area could occur as a result of noise, increased human presence, and vibrations resulting from construction activities. Disturbances related to construction could result in increased nestling mortality due to nest abandonment or decreased feeding frequency. Trees suitable for nesting are not generally located adjacent to areas of Scattergood that would be subject to construction activity. Nonetheless, to ensure no indirect impacts to nesting birds occur, Best Management Practice (BMP)-1, as follows, should be implemented during project construction. With implementation of BMP-1, indirect impacts to nesting birds would be less than significant, and this issue will not be further analyzed in the EIR.

*BMP-1: Nesting Bird Surveys*

1. A pre-construction nesting bird survey should be conducted by a qualified biologist within 72 hours prior to the start of project construction activities to determine whether active nests are present within or directly adjacent to construction zones. Following completion of the survey, a brief memo report shall be prepared to document the location of any nests found, their status (i.e., eggs or hatchlings present), the species of bird, and existing biological conditions of the project area. If an active nest is found, the following shall be implemented to avoid and minimize impacts to the nest.
  - a. A qualified biologist shall determine if a nest avoidance buffer zone is necessary to restrict construction activities in proximity to the nest to protect the nest from failing. In determining the need for and establishing the size of any buffer zone, the qualified biologist shall take into account existing baseline conditions (e.g., topography, buffering buildings or other structures, etc.). In addition, observed avian response to disturbances related to existing station operations (e.g., noise and human activity) shall factor into the requirement for and size of a nest avoidance buffer.
  - b. Any avoidance buffers required around active nests shall be delineated on site with bright flagging or other means, for easy identification by project personnel. The resident engineer and construction supervisor will be notified of the nest and the buffer limits to ensure it is maintained.
  - c. The qualified biologist shall monitor all detected nests, including those with and without an established buffer, at least once per week to determine whether birds are being disturbed. If signs of disturbance or stress are observed, the qualified biologist shall implement adaptive measures to reduce disturbance. These measures could include placing visual screens or sound dampening structures between the nest and construction activity or establishing or increasing buffer distances. The qualified biologist shall monitor each active nest until they determine that nestlings have fledged and dispersed, or the nest is no longer active. Until such a determination is made, construction-related activities that, in the opinion of the qualified biologist, might disturb nesting activities shall be prohibited within nest buffer zones.

**b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**No Impact.** Three special-status vegetation communities were identified during the review of the CNDDDB from the U.S. Geological Survey Venice, Inglewood, Torrance, and Redondo Beach California 7.5-minute quadrangles and in the IPaC for the project region. However, the project survey area consists of land mapped as urban/developed and disturbed. This includes the generation facilities, parking lots, roads, and other buildings and structures, including residential neighborhoods adjacent to Scattergood. These areas have been constructed upon or physically altered to a degree that natural soil substrates and native vegetation are no longer supported. Ornamental vegetation is planted throughout the survey area. No natural vegetation communities occur within the entire Scattergood property. Instead, ground cover consists primarily of urban/developed areas and limited areas of ornamental vegetation. There is no riparian habitat within Scattergood. Therefore, implementation of the proposed would not impact any riparian habitat or other sensitive natural community. No impact would occur, and this issue will not be further analyzed in the EIR.

**c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** Based on a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, there are no wetlands within the Scattergood property and a 100-foot buffer around the property. Additionally, no potential jurisdictional drainages or wetland features were observed within the boundaries of the survey area. The proposed project would not have a substantial adverse effect on state or federally protected wetlands. Therefore, no impact would occur, and this issue will not be further analyzed in the EIR.

**d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**No Impact.** The Scattergood property is not located within any wildlife corridors. The survey area is surrounded by developed land to the north, south, and east, and is bordered by Dockweiler State Beach to the west. The developed areas to the north, south, and east provide minimal to no opportunities for movement of wildlife. Though Dockweiler State Beach is the closest likely wildlife corridor to Scattergood, it provides minimal opportunity for movement of wildlife. Wildlife movement into or out of Scattergood is likely reduced by chain-link fencing that surrounds the property, the lack of any connectivity to open space areas, and by the presence of surrounding high-traffic roadways and existing residential developments. Elevated noise levels, vehicle traffic, lighting, and human presence associated with the residential and industrial developments and roadways also decrease the suitability of the survey area to be used as a wildlife movement corridor or linkage. The proposed project would be located entirely within the boundaries of Scattergood, and thus, would not interfere with the movement of any wildlife species, wildlife corridors, or impede the use of nursery sites. As discussed above in Section 3.4(a), Scattergood does not act as a wildlife corridor or wildlife nursery for the ESB. Therefore, no impact would occur, and this issue will not be further analyzed in the EIR.

**e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** The entire Scattergood property is composed of urban/developed land. No vegetation communities or other land cover types and no significant biological resources occur on-site. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur, and this issue will not be further analyzed in the EIR.

**f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** No adopted Habitat Conservation or Natural Community Conservation Plans coincide with the boundaries of the Scattergood property and a 100-foot buffer around the property.<sup>13</sup> Additionally, though Scattergood is adjacent to the Pacific Ocean, the site itself is not

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<sup>13</sup> California Department of Fish and Wildlife. Natural Community Conservation Plans, Map. Available at: <https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans/>. Accessed January 2023.

in the Coastal Zone boundary as defined by the California Coastal Act. Scattergood is excluded from the Coastal Zone boundary through specific language in the California Coastal Act (Section 30166(c), Chapter 2.5, Division 20, and California Public Resources Code). Therefore, no impact would occur, and this issue will not be further analyzed in the EIR.

### 3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion

Potential impacts related to cultural resources resulting from implementation of the proposed project were determined from the results presented in the Cultural and Paleontological Resources Identification Report prepared for the proposed project, which is included as Appendix B to this Initial Study.

#### a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

**No Impact.** CEQA Section 15064.5 states that historical resources are “any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource.” In addition, “a resource is ‘historically significant’ if the resource meets the criteria for listing on the California Register of Historical Resources and:

- (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- (B) Is associated with the lives of persons important in our past;
- (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- (D) Has yielded, or may be likely to yield, information important in prehistory or history.”

A cultural resource determined to meet one or more of the above criteria is considered a historical resource under CEQA. In addition, historical resources eligible for listing in the California Register of Historical Resources (CRHR) must retain enough of their historic character or appearance to be able to convey the reasons for their significance. Such integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

Cultural resources identification methods for the proposed project included a review of South Central Coastal Information Center records search, archival research, literature review,

historical map and aerial photograph review, and archaeological site sensitivity analysis. The records search included a project study area identified as the southern portion of Los Angeles County Assessor Parcel Number 4131-028-900 and all of Assessor Parcel Numbers 4131-027-901 and 4131-027-900, (which encompasses the Scattergood property) and a half-mile radius around Scattergood. A vertical depth of disturbance of approximately 10 feet below the ground surface was generally assumed for excavation related to foundation construction; however, deeper excavation may occur related to drilling for piles for the CCGS. As part of the records search, the following federal and California inventories were reviewed: National Register of Historic Places, Archaeological Resources Directory for Los Angeles County, Built Environment Resource Directory for Los Angeles County, and California Historical Resources. In addition to the studies documented at the South Central Coastal Information Center, an additional study on file with LADWP was reviewed; it includes archaeological and built environment surveys of study area.

The records search indicated that 14 studies have taken place within the 0.5-mile study area. Of the 14 previous studies, three were completed within Scattergood. Scattergood itself and one resource within the 0.5-mile study area but outside the area of impact of the proposed project, the El Segundo Power Generating Station, have been documented.

When initially documented in 2011, Scattergood consisted of several 1959-era structures within the property, including the original structure of Units 1 and 2, a large fuel oil service tank in the center of the property, three water storage tanks at the eastern boundary of the property, and four large storage tanks in the southeast corner of the property across Grand Avenue. Additionally, the generating station included Unit 3, which was constructed in 1974 and demolished circa 2017-2018. The other surviving structures at Scattergood not mentioned above are not historic in age. Scattergood was recommended ineligible for inclusion in the CRHR in 2011 and is not a historical resource as defined by CEQA Section 15064.5(a). Additionally, the El Segundo Power Generating Station was found ineligible through survey evaluation. Therefore, no impact would occur, and this issue will not be further analyzed in the EIR.

**b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?**

**Less Than Significant Impact.** The South Central Coastal Information Center records search, literature review, and map review identified no archaeological resources, as defined by CEQA Section 15064.5, within Scattergood. The site of Scattergood was previously occupied by aeolian sand dunes, with the closest source of freshwater approximately 3.25 miles to the north; the natural soils in this area would have been impacted by continual erosion and deposition mixing events typical of aeolian sand dunes; thus, the preservation of archaeological sites would be highly unlikely. Additionally, ethnographic research does not indicate any villages or named places within or near the project site. The project site is now located on an artificially flat area composed of fill soils. Fill soils typically have little to no sensitivity for significant or potentially significant archaeological resources because the soils are not within their primary context. Due to past disturbance from the development of facilities at Scattergood, the project site has very low to no sensitivity for significant prehistoric or historic period archaeological resources. Therefore, impacts related to archaeological resources would be less than significant, and this issue will not be further analyzed in the EIR.

**c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?**

**Less Than Significant Impact.** There are no cemeteries or known burial grounds located within Scattergood. Based on the results of the archival research, there is low potential for such sites to be encountered during ground-disturbing activities. Moreover, past construction activities have disturbed the entire property. The likelihood of encountering undisturbed soils that may contain human remains is considered highly unlikely.

However, while not expected to occur, in the event that human remains are discovered, the remains would be treated in accordance with all applicable regulations. In accordance with the provisions of the California Health and Safety Code Section 7050.5, in the event that human remains are discovered during project construction, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains would occur, and the Los Angeles County Coroner would be notified. The coroner would provide recommendations concerning the treatment and disposition of the human remains within two working days. If the remains and/or any related resources are determined to be of Native American origin, the coroner would contact the California Native American Heritage Commission within 24 hours. In accordance with California Public Resources Code Section 5097.98, the California Native American Heritage Commission would notify the person it believes to be most likely descended from the deceased Native American. The most likely descendent would be given access to the site where the remains were discovered and may make recommendations for the treatment and disposition of the remains and any related resources, as well as provide input regarding the potential for other remains to be present. Work at the discovery site may commence only after consultation with the most likely descendent and treatment of the remains and any associated resources have been concluded. Work may continue on other parts of the project site while consultation and treatment are conducted. With adherence to existing regulations, impacts related to human remains would be less than significant, and this issue will not be further analyzed in the EIR.



### 3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

**a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**Less Than Significant Impact.** Energy resources required for construction of the proposed project would include electricity for construction trailers and electrically powered tools and equipment. Electricity would be provided through a connection to the LADWP grid. The electricity consumed for construction activities would be temporary and relatively minimal, and, therefore, would not be considered wasteful, inefficient, or unnecessary. The use of petroleum resources during construction would include gasoline for on-road vehicles and diesel fuel for heavy duty on-road trucks and off-road equipment. The primary petroleum resource consumed during construction would be diesel fuel. The proposed project would be subject to California Air Resources Board’s In-Use Off-Road Diesel Vehicle Regulation, which applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation imposes limits on idling and requires a written idling policy; requires all vehicles to be reported to the California Air Resources Board (using the Diesel Off-Road Online Reporting System) and labeled; restricts the adding of older vehicles into fleets starting on January 1, 2014; and requires reductions in fleet emissions by retiring, replacing, or repowering older engines, or installing verified diesel emission control strategies (i.e., exhaust retrofits). It must be demonstrated that the fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the best achievable control technology (BACT) requirements. Because the proposed project construction would be temporary and would comply with these energy efficiency standards and would not be unusual compared to overall local and regional demand for energy resources, construction would not result in wasteful, inefficient, or unnecessary consumption of petroleum. The impact during proposed project construction would be less than significant, and this issue will not be further analyzed in the EIR.

As discussed in Section 1.4 of the Initial Study, the proposed CCGS would consist of a combustion-turbine generator and a steam-turbine generator operating in tandem. This would substantially increase the fuel efficiency of electrical power production compared to the existing steam-boiler Units 1 and 2. In addition, the proposed CCGS would be utilized only to meet rare critical peaks in daily demand that exceed the available supply provided by renewable-energy generation resources, or during relatively short-term periods when renewable generation sources may become unavailable due to emergency circumstances (e.g., the temporary loss of critical renewable energy transmission lines caused by wildfire or earthquake). It is anticipated that the CCGS would be operated at a low capacity factor when compared to similar units in service today. Based on the planning assumptions in the SLTRP, it is anticipated that the

annual capacity factor for the proposed CCGS would further reduce as additional renewable resources come online to serve load within the LADWP system. This proposed capacity factor, necessary to maintain the reliability and resilience of the City's electrical power grid, would be lower than the 2022 annual capacity factor for Scattergood of approximately 27.5 percent and the average annual capacity factor for the past six operating years of approximately 25.5 percent. Therefore, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during operation. The impact would be less than significant, and this issue will not be further analyzed in the EIR.

**b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**No Impact.** As discussed above, the primary component of the proposed project is the proposed CCGS, which would substantially increase the fuel efficiency of electrical power production compared to the existing steam-boiler Units 1 and 2. Additionally, as discussed above in Section 1.1, the proposed project is an integral component of LADWP's electrical power SLTRP, which establishes the pathway to achieve a carbon-free energy system for the City by 2035, relying primarily on renewable solar, wind, and geothermal generation resources as well as large-capacity energy storage facilities. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No impact would occur, and this issue will not be further analyzed in the EIR.

### 3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Discussion

a) **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less than Significant Impact.** Two major active earthquake fault zones and several smaller earthquake faults are located within the general region of Scattergood. The Palos Verdes Fault Zone is located offshore approximately 3.5 miles southwest of the station at its nearest point.

The Newport-Inglewood Fault Zone is located approximately 5.5 miles northeast of the station at its nearest point. However, the project site is not located within an Alquist-Priolo Earthquake Fault Zone or other known fault zone.<sup>14,15</sup> The proposed project facilities would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable local, state, and federal codes to minimize impacts related to fault rupture. Furthermore, a site-specific geotechnical analysis for the project site would be prepared prior to construction to provide design recommendations related to seismic criteria. Therefore, impacts related to potential adverse effects from the rupture of a known earthquake fault would be less than significant, and this issue will not be further analyzed in the EIR.

## ii. Strong seismic ground shaking?

**Less Than Significant Impact.** The project site is located within a seismically active region, and as with all locations in Southern California, is potentially subject to strong seismic ground shaking. However, as discussed in Section 3.7(a)(i) above, the proposed project facilities would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable local, state, and federal codes to minimize impacts related to seismic ground shaking. Furthermore, a site-specific geotechnical analysis for the project site would be prepared prior to construction to provide design recommendations related to seismic criteria. Therefore, impacts related to strong seismic ground shaking would be less than significant, and this issue will not be further analyzed in the EIR.

## iii. Seismic-related ground failure, including liquefaction?

**No Impact.** Liquefaction occurs when loosely packed, water saturated sediments at or near the ground surface lose their strength in response to strong or extended periods of seismic shaking. Liquefied sediments lose strength, in turn causing the failure of adjacent structures. The project site is not located within a City designated liquefaction area.<sup>16</sup> No impact would occur, and this issue will not be further analyzed in the EIR.

## iv. Landslides?

**Less Than Significant Impact.** Portions of the project site are identified on maps as a potential landslide hazard area.<sup>17</sup> However, as part of the Scattergood Unit 3 Repowering Project, geotechnical investigations were undertaken and portions of the slope within the landslide hazard area were modified with the construction of retaining walls, which eliminated the potential for seismically induced slope failure. Similarly, the proposed project would utilize retaining walls to reduce any impacts related to landslides. A site-specific geotechnical analysis would also be prepared prior to construction to provide project design recommendations in accordance with all applicable local, state, and federal codes related to seismic criteria. Therefore, impacts related to landslides would be less than significant and this issue will not be further analyzed in the EIR.

<sup>14</sup> California Department of Conservation. CGS Seismic Hazards Program: Alquist-Priolo Fault Hazard Zones. Available at: <https://gis.data.ca.gov/maps/ee92a5f9f4ee4ec5aa731d3245ed9f53/about>. Accessed November 2022.

<sup>15</sup> U.S. Geologic Survey. Quaternary Fault and Fold Database of the United States. Interactive Map. Available at: <https://doi.org/10.5066/F7S75FJM>. Accessed November 2022.

<sup>16</sup> City of Los Angeles. ZIMAS. Available at: <http://zimas.lacity.org/>. Accessed November 2022.

<sup>17</sup> City of Los Angeles GeoHub, Landslides. Available at: <https://geohub.lacity.org/datasets/lacounty::landslide-zones/explore?location=33.913899%2C-118.417458%2C16.00>. Accessed March 2023.

**b) Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** Construction of the proposed project would result in ground surface disturbance during excavation and grading that could create the potential for erosion to occur. However, during construction, transport of sediments by stormwater runoff and wind would be prevented through BMPs, such as implementation of Rule 403 dust control measures required by the SCAQMD and a Stormwater Pollution Prevention Plan (SWPPP) for construction activities in compliance with the latest Los Angeles Regional Water Quality Control Board's National Pollutant Discharge Elimination System (NPDES) permit requirements for stormwater discharges. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

**c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

**Less Than Significant Impact.** As discussed in Section 3.7(a)(iv), a portion of Scattergood is identified on maps as a potential landslide hazard area. However, with implementation of project design features such as retaining walls, as well as adherence to existing regulations and the recommendations in the pre-construction geotechnical analysis that would be prepared prior to construction, impacts related to landslides would be less than significant.

Subsidence is the lowering of surface elevation due to the extraction of subsurface fluids, such as groundwater. When groundwater is extracted from aquifers at a rate that exceeds the rate of replenishment, overdraft occurs, which can lead to subsidence. No groundwater extraction would occur as part of the proposed project. Therefore, impacts related to subsidence would not occur.

Lateral spreading is a type of liquefaction-induced ground failure on mildly sloping ground. The project site is not located within a City designated liquefaction area. As previously discussed, a geotechnical analysis would be conducted for the proposed project prior to construction. All project components would be designed based on the analysis related to soil conditions and would be constructed in accordance with all applicable local, state, and federal codes related to seismic criteria. Therefore, impacts related to unstable soils would be less than significant, and this issue will not be further analyzed in the EIR.

**d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

**No Impact.** Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur. According to the U.S. Department of Agriculture's Web Soil Survey, the geologic materials underlying the project site are described as mostly industrial with a small percentage of loamy soil, which are not highly

susceptible to expansion.<sup>18, 19</sup> Additionally, as previously discussed, the proposed project would be designed and constructed in accordance with the recommendations of the site specific geotechnical analysis as well as in accordance with all applicable local, state, and federal codes. No impact would occur, and this issue will not be further analyzed in the EIR.

**e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** Sanitary wastewater at Scattergood is handled through a connection to the existing sanitary sewer system. No septic tanks or alternative wastewater disposal systems are proposed as part of the project. No impact would occur, and this issue will not be further analyzed in the EIR.

**f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact with Mitigation Incorporated.** The soil at the project site has been mapped as Urban Land, which indicates an area predominantly covered by urban development features, such as streets, parking lots, buildings, and other structures.<sup>20</sup> A previous study of the project site indicated that Holocene deposits near the surface have been stripped away by past construction activities.<sup>21</sup> Additional field research and archival research using the Natural History Museum of Los Angeles County, University of California Museum of Paleontology Locality Search, San Diego Natural History Museum Collection Database, the Paleobiology Database, and FAUNMAP identified no fossil localities within the project site. Seven localities from similar sedimentary deposits as the project site, either at the surface or at depth, were identified between 0.6 and 3.75 miles from the project site. This indicates that fossil-bearing geologic units are present in the vicinity of the project site, potentially including the highly sensitive Palos Verdes Sands and San Pedro Formation.

While the disturbed industrial urban soils at the project site have a low sensitivity, Pleistocene-age alluvial sediments are anticipated to underlie recent fill. The Pleistocene-age sediments are considered to have a high sensitivity for paleontological resources. Excavation activities during construction of the proposed project may disturb Pleistocene sediments and have the potential to directly or indirectly destroy the paleontological resource. Therefore, a significant impact to paleontological resources could result during ground-disturbing activities. Implementation of Mitigation Measure (MM) GEO-1, requiring paleontological monitoring during ground-disturbance in undisturbed geologic contexts, would ensure that construction activities for the proposed project would not directly or indirectly destroy a unique paleontological resource, paleontological site, or geologic feature. With implementation of MM GEO-1, impacts to paleontological resources during construction would be less than significant, and this issue

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<sup>18</sup> California Department of Conservation. Compilation of Quaternary Surficial Deposits Map. Available at: <https://maps.conservation.ca.gov/cgs/QSD/>. Accessed November 2022.

<sup>19</sup> U.S. Department of Agriculture. Natural Resources Conservation Service. Web Soil Survey. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed November 2022.

<sup>20</sup> Natural Resources Conservation Service. 2022. Web-based soil mapping interface. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed October 2022.

<sup>21</sup> Austerman, Gini, and Jim Rudolph. 2011. Scattergood Generating Station Unit 3 Repowering Project Cultural Resources Survey Report, City of Los Angeles, Los Angeles County, California. Report prepared by POWER Engineers for Los Angeles Department of Water and Power.

will not be further analyzed in the EIR.

**MM GEO-1 Paleontological Monitoring.** Prior to grading or excavation, LADWP shall retain a Society for Vertebrate Paleontology (SVP)-qualified paleontologist to monitor or supervise monitoring of earth-moving activities in sedimentary rock material other than topsoil or fill material. A qualified paleontologist is a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology.

Paleontological monitoring is required during ground disturbance in undisturbed geologic contexts (i.e., bedrock and outcrops below existing asphalt and base) which have the potential to contain significant paleontological resources. Ground disturbance refers to activities that impact subsurface geologic deposits, such as grading, excavation, boring, etc. The qualified paleontological monitor shall recommend when monitoring is required. Either geotechnical logs identifying subsurface conditions will be reviewed in order to identify at what depth undisturbed bedrock is to be encountered, or work shall be monitored on a part-time basis until undisturbed sediments are observed, after which the frequency of monitoring will be determined with the input of the qualified paleontological monitor based on the nature and depth of ground-disturbing activities taking place and the sediments encountered. Activities taking place in current topsoil or within previously disturbed fill sediments (e.g., clearing, grubbing, pavement removal or rehabilitation, and debris removal) do not require paleontological monitoring. Bedrock can occur at varying depths depending on the portion of the project area, and monitoring may be reduced or eliminated based on the recommendations of the qualified paleontologist.

If any paleontological resources are discovered at the project site during ground-disturbance activities at any depth, the paleontological monitor, in discussion with the SVP-qualified paleontologist, will notify the on-site construction supervisor, who shall temporarily halt work all such activities within 100 feet of the discovery.

LADWP shall consult with the qualified paleontologist to assess the significance of the find to determine the appropriate treatment. The assessment will follow the SVP's *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* in determining appropriate identification, evaluation, disclosure, avoidance, recovery, and/or curation. If any find is determined to be significant, appropriate avoidance measures recommended by the qualified paleontologist must be followed unless avoidance is determined to be infeasible in relation to the implementation of the proposed project. If avoidance is infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Appropriate treatment as determined by the qualified paleontologist shall be implemented with respect to the evaluation and recovery of fossils, after which the on-site construction supervisor shall be notified that work may continue in the location of the fossil discovery. Any fossils

recovered during mitigation shall be cleaned, identified, cataloged, and curated with an accredited and permanent scientific institution with a research interest in the materials.

If no fossils have been recovered after 50 percent of excavation has been completed, monitoring may be modified to weekly spot-check monitoring at the discretion of the qualified paleontologist. The qualified paleontologist may recommend reduced monitoring based on observations of specific site conditions during initial monitoring (e.g., if the geologic setting precludes the occurrence of fossils).



### 3.8 Greenhouse Gas Emissions

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

#### Discussion

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Potentially Significant Impact.** The proposed project would generate greenhouse gas (GHG) emissions during temporary construction activities and long-term operations. Construction would result in short-term GHG emissions produced by construction equipment exhaust as well as on-road truck and other vehicle trips. Operation of the CCGS would result in GHG emissions from the combustion of natural gas. This impact is considered potentially significant, and this issue will be further analyzed in the EIR.

**b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Potentially Significant Impact.** As discussed in Section 3.8(a), the proposed project would emit GHGs during temporary construction activities and long-term operations, which may conflict with GHG strategies and targets of applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Therefore, the impact is considered potentially significant, and this issue will be further analyzed in the EIR.

### 3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

#### a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

**Less Than Significant Impact.** Construction activities would involve the temporary transport, storage, and use of hazardous materials, such as fuels and lubricating fluids for construction equipment. In addition, during construction of the proposed project, paints, solvents, and other potentially hazardous materials may be used. Although these types of materials are not considered acutely hazardous, their storage, handling, and disposal are regulated by the California Department of Toxic Substances Control, U.S. Environmental Protection Agency, the Occupational Safety & Health Administration, and the Los Angeles Fire Department.

The handling of construction-related hazardous materials would occur in conformance with applicable local, state, and federal regulations, including the implementation of a SWPPP, as discussed in Section 3.7(b). Soil sampling would occur in areas of disturbance to analyze for potential contaminants including but not limited to, releases of petroleum fuels, solvents,

lubricants, oils, paints, corrosion inhibitors, asbestos, volatile organic compounds, polycyclic aromatic hydrocarbons, polychlorinated biphenyls, metals, and other hazardous materials under California Code of Regulations Title 22, Division 4.5, Environmental Health Standards for the Management of Hazardous Waste. Once the types, characteristics, and quantities of any hazardous substances detected at the project site have been determined, the management and disposition, including transportation, treatment, disposal, or recycling of identified hazardous substances would be in accordance with all applicable local, state, and federal environmental, health and safety laws, ordinances, and regulations. In the event of conflicts between applicable codes, standards, and regulations, the most stringent would apply.

In addition, all hazardous waste would be sent to State licensed treatment, storage, and disposal facilities that have been approved to accept such wastes. The disposal and recycling of wastes would strictly comply with all local, state, and federal laws, rules, and regulations concerning the disposal of all waste substances. Based on the above procedures, the impact related to a significant hazard through the routine transport, use, and disposal of these materials during project construction would be less than significant, and this issue will not be further analyzed in the EIR.

During operation, the proposed project would involve the use of potentially hazardous materials, such as natural gas and aqueous ammonia. Various chemicals may also be required to provide pretreatment for both potable and recycled water used in functions related to operation of the proposed project. The storage, use, and transport of these materials would be similar to current operations at Scattergood, and their use for the proposed project would be generally offset by a similar reduction in use associated with the removal from service of existing Generation Units 1 and 2. In accordance with the Risk Management Plan for Scattergood, all project components would be designed to ensure these hazardous materials would be contained and that such substances would not spill or leak.

The use of hydrogen fuel in the proposed CCGS would introduce a potentially hazardous material not currently in use at Scattergood. Hydrogen differs from the natural gas fuel used at Scattergood in its handling requirements and combustion characteristics. However, the proposed CCGS would be designed to limit embrittlement of metals caused by hydrogen and the degradation of components related to the higher flame temperature of hydrogen.

The storage and use of hazardous materials during operation would comply with local, state, and federal regulations. With adherence to relevant regulations, including the Risk Management Plan, and the application of appropriate design features, the impact related to a significant hazard through the routine transport, use, and handling of hazardous materials during project operation would be less than significant, and this issue will not be further analyzed in the EIR.

**b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Potentially Significant Impact.** As discussed in Section 3.9(a) above, construction activities would involve the transport, storage, and use of hazardous materials, such as fuels and lubricating fluids for construction equipment. However, these construction-related materials are not considered acutely hazardous, and handling would occur in conformance with applicable local, state, and federal regulations.

While the procedures established in existing regulations would ensure a less than significant impact to the environment under normal conditions during the excavation and removal of potentially contaminated soils, to ensure that reasonably foreseeable and accident conditions are sufficiently responded to, MM-HAZ-1 would be implemented. With implementation of MM-HAZ-1, potential impacts would be less than significant, and this issue will not be further analyzed in the EIR.

**MM-HAZ-1 Accidental Release Plan.** Prior to the initiation of construction activities, an Accidental Release Plan shall be developed and implemented during all activities involving excavation and removal of hazardous materials. The Plan shall include an emergency response plan that establishes procedures for properly managing any accidental hazardous substance releases on the project site. A project-specific Health and Safety Plan shall be prepared in accordance with the Occupational Safety and Health Administration standards and included in the Accidental Release Plan. Copies of the Accidental Release Plan and Health and Safety Plan shall be maintained on site during excavation and removal of hazardous materials from the project site. All workers on the project site shall be familiar with these documents.

As discussed above, the storage, use, and transport of most potentially hazardous materials during project operation, including natural gas, ammonia, and water treatment chemicals, would be similar to current operations at Scattergood, and their use for the proposed project would be offset by a similar reduction in use associated with removal from service of existing Generation Units 1 and 2. All project components would be designed to ensure these hazardous materials would be contained and that such substances would not spill or leak. Therefore, there would be no increase in a hazard through reasonably foreseeable upset and accident conditions related to these materials.

However, the use of hydrogen fuel in the proposed CCGS would introduce a potentially hazardous material not currently in use at Scattergood. Although, the proposed CCGS would be designed to limit embrittlement of metals caused by hydrogen and the degradation of components related to the higher flame temperature of hydrogen, the hazard related to reasonably foreseeable upset and accident conditions is considered a potentially significant impact, and this issue will be further analyzed in the EIR.

**c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**No Impact.** El Segundo Preschool, located in the City of El Segundo, is approximately 0.23 miles east of the eastern border of Scattergood. However, no construction or operational activity for the proposed project would occur within 0.25 miles of the school. The closest project facilities would be located approximately 0.3 miles from the school. No other school is within 0.25 miles of Scattergood. No impact would occur, and this issue will not be further analyzed in the EIR.

**d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**Less Than Significant Impact.** Scattergood is a regulated facility and subject to inspection and reporting by the U.S. Environmental Protection Agency and California Department of Toxic Substances Control. Therefore, it is included on the Department of Toxic Substances Control's EnviroStor database, which includes CORTESE sites, and the U.S. Environmental Protection Agency's database of regulated facilities or other lists compiled pursuant to Section 65962.5 of the Government Code.<sup>22,23</sup> However, there are no previous or current remedial actions associated with the site.<sup>24</sup> Nonetheless, soil underlying the proposed project site may be contaminated. As discussed above in Section 3.9(a), the site would be properly investigated and remediated prior to project construction. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

**Less Than Significant Impact.** The nearest airport to the project site is LAX, located approximately 0.75 miles north of Scattergood. However, the proposed project site is not located within the LAX's Airport Influence Area.<sup>25</sup> Nonetheless, the proposed project would be subject to regulations pertaining to the height of structures on the site as established by the Los Angeles Department of City Planning and the Federal Aviation Administration (FAA). The Los Angeles Department of City Planning establishes a height limit for all structures of 150 feet above a baseline elevation of 126 feet above mean sea level. This means that no structure associated with the proposed project could exceed an elevation of 276 feet above mean sea level without requiring special permit conditions from the Los Angeles Department of City Planning. It is anticipated that the exhaust stack for the CCGS would fall below the elevation requirement for special permit conditions.

Pursuant to Title 14 Code of Federal Regulations Part 77, the FAA requires notification for construction or alteration of a structure that may affect the National Airspace System. Although the proposed CCGS exhaust stack would be lower in height than existing structures at Scattergood, FAA notification would be required because stack may exceed 200 feet in height and is located less than 20,000 feet from a runway. This would be done by completing the Notice of Proposed Construction or Alteration form (FAA Form 7460-1). The FAA would then conduct a review of the proposed structure to determine whether there is a hazard to air navigation and would formally notify LADWP of its findings. The FAA may require markings and/or lighting to enhance the air safety. The FAA notification process is a matter of law and is binding on the applicant. Compliance with the FAA notification process and any requirements

<sup>22</sup> California Department of Toxic Substances Control. EnviroStor Database, Search by Map Location. Available at: <http://www.envirostor.dtsc.ca.gov/public/>. Accessed November 2022.

<sup>23</sup> U.S. Environmental Protection Agency. Envirofacts Database. Available at: <https://enviro.epa.gov/>. Accessed November 2022.

<sup>24</sup> California State Water Resources Control Board. GeoTracker Database, Search by Map Location. Available at: <http://geotracker.waterboards.ca.gov/map/>. Accessed November 2022.

<sup>25</sup> Los Angeles County, Airport Land Use Commission. Airport Influence Area. Available at: [https://planning.lacounty.gov/assets/upl/project/aluc\\_airport-lax.pdf](https://planning.lacounty.gov/assets/upl/project/aluc_airport-lax.pdf). Accessed December 2022.

that the FAA issues in response would ensure the project would not create a safety hazard. In addition, Scattergood is located outside the 65 decibel Community Noise Equivalent Level noise contour for LAX. The project site would continue to be used for industrial uses, similar to existing conditions. Therefore, the proposed project would not expose people working or residing in the area to excessive noise. The impact would be less than significant, and this issue will not be further analyzed in the EIR.

**f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** The City of Los Angeles Emergency Management Department coordinates evacuations in the case of emergency with the Los Angeles Police Department and Los Angeles Fire Department, as outlined in the City's Emergency Operations Plan.<sup>26</sup> The County of Los Angeles designates disaster routes within the County. Within the proposed project area, designated disaster routes are State Route 1 and Manchester Avenue, which are approximately 1.5 miles west and 3.0 miles north, respectively, of Scattergood. If a new wastewater pipeline from Scattergood to Hyperion WRP were installed within Vista Del Mar, traffic lane closures would be required during construction. A traffic control plan, as required by the Los Angeles Department of Transportation (LADOT), would be implemented to minimize disruptions to traffic and would ensure adequate emergency access during construction. The lane closures would be temporary, and the roadway would be restored to pre-construction conditions after the pipeline installation was completed. All other construction activity would occur within the existing boundaries of Scattergood. Construction and operation would not alter the adjacent street system such that an adopted emergency response plan or emergency evacuation plan would be impacted. No impact would occur, and this issue will not be further analyzed in the EIR.

**g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**No Impact.** The proposed project site is located in an urbanized area surrounded primarily by existing industrial and residential development and is not located within a designated Very High Fire Hazard Severity Zone (VHFHSZ).<sup>27</sup> No construction or operational activity related to the proposed project would create a significant wildfire risk. No impact would occur, and this issue will not be further analyzed in the EIR.

<sup>26</sup> City of Los Angeles. 2018. Emergency Management Department. City of Los Angeles Emergency Operations Plan. Available at: <https://emergency.lacity.org/emergency-plans-and-annexes>. Accessed November 2022.

<sup>27</sup> Los Angeles Fire Department. Fire Zone Map. Available at: <https://www.lafd.org/fire-prevention/brush/fire-zone/fire-zone-map>. Accessed on December 2022.

### 3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

#### a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

**Potentially Significant Impact.** As noted previously in Section 3.7(b), construction of the proposed project would result in ground disturbance during excavation and grading that could impact surface or groundwater quality. However, construction activities would comply with NPDES permit requirements, including a project specific SWPPP and associated BMPs. Therefore, the project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater during construction, and construction-related impacts would be less than significant.

The proposed project would change the process for handling industrial wastewater and stormwater runoff at Scattergood. Under existing conditions, industrial wastewater is temporarily stored in holding tanks and discharged at highly diluted concentrations to the ocean via the OTC

system for Units 1 and 2. Stormwater runoff is currently captured in catch basins and treated as necessary in separators or via settlement and discharged through the OTC system. However, after project implementation, the OTC system would no longer be available for the purpose of wastewater and stormwater discharge. Instead, as currently planned under the proposed project, wastewater and stormwater would be captured to the extent possible utilizing the existing wastewater storage tanks located in the southwest corner of Scattergood. This water would then be pumped to the existing process water storage tanks at the east end of Scattergood, from which it would be recycled for use within the generator systems. LADWP is considering various options to address wastewater and stormwater that could not be reused, including the potential for it to be treated at the adjacent Hyperion WRP. As discussed above, this option would entail constructing a dedicated wastewater line in Vista Del Mar from Scattergood to Hyperion WRP as well as reconfiguring the existing wastewater and stormwater collection systems within Scattergood.

While it is anticipated that the quality and quantity of these wastewater and stormwater discharges could be accommodated at Hyperion WRP, further coordination with Hyperion WRP must be conducted. Therefore, the impact is potentially significant, and this issue will be further analyzed in the EIR.

**b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**Less Than Significant Impact.** Project construction would require water for dust control during excavation, grading, and other activities. Water for these activities is anticipated to be supplied from existing water connections and is not anticipated to be substantial. Potable water is currently used at Scattergood and would continue to be used after implementation of the proposed project for various purposes related to the operation of the generation units. However, the use of potable water for the proposed project would be offset by a reduction in use associated with removal from service of existing Generation Units 1 and 2. To further reduce the use of potable water, it is currently planned that the use of recycled water would be expanded under the proposed project through the reuse of industrial process water and from external sources. In addition, because the proposed project CCGS and all generation units at Scattergood are anticipated to only be operated infrequently compared to existing operations, the consumption of water would be reduced proportionally on an annual basis. Therefore, the project would not substantially deplete groundwater supplies nor would it interfere with groundwater recharge such that it may impede sustainable groundwater management plan. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

**c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**i. Result in substantial erosion or siltation on- or off-site?**

**Less Than Significant Impact.** There are no drainage courses, streams, or rivers that cross the project site, which is fully developed with industrial uses. However, during construction, site grading and excavation activities could expose soils and leave them susceptible to erosion. As previously discussed, transport of sediments during construction by stormwater runoff and winds would be prevented through BMPs such as implementation of Rule 403 dust control measures required by SCAQMD and a SWPPP, including an erosion control plan, in



compliance with the NPDES permit requirements for stormwater discharges. With adherence to existing regulations and implementation of preventative measures, construction impacts associated with erosion and siltation would be less than significant.

Following construction, the amount of impervious surfaces at the project site would be similar to existing conditions. Under existing conditions, stormwater runoff from Scattergood is captured in catch basins located throughout the station and discharged through the Units 1 and 2 OTC system. Because the OTC system would be removed from service following implementation of the proposed project, it would no longer be available for the purpose of stormwater discharge. Under the proposed project, stormwater runoff at Scattergood would be collected and recycled for industrial processes to the extent possible, thus minimizing stormwater runoff from the site that could lead to erosion or siltation. LADWP is considering various options for the discharge of stormwater that could not be reused, including the potential for it to be transmitted to Hyperion WRP via a new dedicated wastewater line. Therefore, there would be no substantial soil erosion or siltation would occur during project operations. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

**ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

**Less Than Significant Impact.** As previously discussed, a SWPPP would be developed and implemented for construction activities in compliance with the NPDES permit requirements for stormwater discharges. With adherence to existing regulations and implementation of preventative measures, impacts associated with flooding caused by surface runoff would be less than significant during construction.

As previously discussed, following construction, the amount of impervious surfaces at the project site would be similar to existing conditions. Furthermore, under the proposed project, stormwater runoff would be collected and recycled for industrial processes to the extent possible, minimizing the amount of stormwater runoff from the site that could result in flooding. LADWP is considering various options for the discharge of stormwater that could not be reused, including the potential for it to be transmitted to Hyperion WRP via a new dedicated wastewater line. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

**iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Potentially Significant Impact.** As previously discussed, a SWPPP would be implemented to control runoff during construction. LADWP is considering various options during project operations for the discharge of stormwater that could not be reused on site, including the potential for it to be transmitted to Hyperion WRP, where it would undergo treatment. However, further coordination with Hyperion WRP must be conducted regarding this option. Therefore, the impact is potentially significant, and this issue will be further analyzed in the EIR.

**iv. Impede or redirect flood flows?**

**Less Than Significant Impact.** The project site is classified as Zone X, an area of minimal flood hazard located outside the 500-year flood level.<sup>28</sup> Therefore, the potential for project facilities to impede or redirect flood flows is considered low. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

**d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**Less Than Significant Impact.** As discussed in Section 3.10(c)(iv) above, the project site is located outside the 500-year level. Tsunamis affect low-lying areas along the coastline. However, although located adjacent to the Pacific Ocean, the project site is not located within a designated Tsunami Hazard Area.<sup>29</sup> Seiches are oscillations generated in enclosed bodies of water usually as a result of earthquake related ground shaking. The project site is not located within the inundation zone of any enclosed water bodies or reservoirs. Therefore, the risk of release of pollutants due to project inundation is considered low. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

**e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**No Impact.** As previously discussed, an erosion control plan and SWPPP would be developed and implemented pursuant to the NPDES permit requirements to control runoff, erosion, and sedimentation during project construction. Operation of the proposed project is not anticipated to create runoff in excess of or in varying quality to existing conditions. Implementation of the proposed project would not include the extraction of groundwater. Therefore, the project would not obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur, and this issue will not be further analyzed in the EIR.

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<sup>28</sup> Federal Emergency Management Agency. Flood Map Service Center. Available at: <https://msc.fema.gov/portal/search>. Accessed November 2022.

<sup>29</sup> California Department of Conservation. Los Angeles County Tsunami Hazard Areas. Available at: <https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles>. Accessed November 2022.

### 3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

##### a) Would the project physically divide an established community?

**No Impact.** Construction and operation of the proposed project would be located within the existing boundaries of Scattergood. Scattergood is owned by LADWP and occupied by facilities devoted to the production and transmission of electricity. No streets or sidewalks would be permanently closed as a result of the proposed project, and no separation of uses or disruption of access between land use types would occur. As such, the proposed project would not physically divide an established community. No impact would occur, and this issue will not be further analyzed in the EIR.

##### b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

**No Impact.** The proposed project would be located within the existing boundaries of Scattergood in the City of Los Angeles. Scattergood is zoned PF-1 (Public Facilities) under the City’s zoning code and is designated as a Public Facilities land use under the City’s General Plan. The existing uses are consistent with the zoning and general plan designations, and the project would not result in land use or zoning changes. Though Scattergood is adjacent to the Pacific Ocean, Scattergood itself is excluded from the Coastal Zone boundary through specific language in the California Coastal Act (Section 30166(c), Chapter 2.5, Division 20, and California Public Resources Code). Thus, the proposed project would not conflict with existing land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur, and this issue will not be further analyzed in the EIR.

### 3.12 Mineral Resources

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

#### Discussion

**a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No Impact.** The proposed project is entirely located within a mineral resource zone (MRZ) area designated as MRZ-3, meaning an area containing known or inferred mineral aggregate resource(s) of undetermined mineral resource significance.<sup>30</sup> Scattergood is fully developed with electrical generation facilities. No mineral extraction occurs within or near the station. Thus, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur, and this issue will not be further analyzed in the EIR.

**b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No Impact.** The project site is not delineated as a locally important mineral resource recovery site in the City of Los Angeles General Plan or other land use plan.<sup>31</sup> The proposed project would be located within a fully developed industrial site. Therefore, implementation of the proposed project would not result in the loss of availability of a locally-important mineral resource recovery site. No impact would occur, and this issue will not be further analyzed in the EIR.

<sup>30</sup> California Geological Survey. 2021. Updated Mineral Resource Zones for Portland Cement Concrete Aggregate in the San Fernando Valley and Saugus-Newhall Production-Consumption Regions. Available at: [https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR\\_254-MLC-SanFernandoValleySaugusNewhallPCR-2021-Plate01-MRZs-a11y.pdf](https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_254-MLC-SanFernandoValleySaugusNewhallPCR-2021-Plate01-MRZs-a11y.pdf). Accessed October 2022.

<sup>31</sup> City of Los Angeles, Department of City Planning. *City of Los Angeles General Plan – Conservation Element*. Available at: [https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation\\_Element.pdf](https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf). Accessed October 2022.

### 3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

- a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Potentially Significant Impact.** Other than the delivery of fill material and construction components to the site, the hauling of debris from the site, and the potential installation of a wastewater line to Hyperion WRP within Vista Del Mar, construction activities would be confined to the boundaries of Scattergood. Although noise related to construction activity would be temporary, it could potentially expose nearby sensitive receptors, such as residential uses, to noise levels above established standards. Although offset by the removal from service of Units 1 and 2, operation of the proposed project would result in noise created by the CCGS and related facilities. Therefore, the project may result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a general plan or noise ordinance. The impact is potentially significant, and this issue will be further analyzed in the EIR.

- b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?**

**Potentially Significant Impact.** Certain activities during project construction may expose persons to excessive groundborne vibration or noise levels. The increase in groundborne vibration or noise has the potential to impact vibration-sensitive land uses within or surrounding the project site. The impact is potentially significant, and this issue will be further analyzed in the EIR.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** As discussed in Response 3.9(e), the nearest airport to the project site is LAX, located approximately 0.75 miles north of Scattergood. However, the project site is not located within LAX's Airport Influence Area and is outside the 65 decibel Community Noise Equivalent Level noise contour for the airport. The project site would continue to be used for industrial uses, similar to existing conditions. Therefore, the proposed project would not expose people working or residing in the area to excessive noise levels. No impact would occur, and this issue will not be further analyzed in the EIR.

### 3.14 Population and Housing

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

#### Discussion

**a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**No Impact.** Due to the relatively low number of personnel required for project construction in the context of the Los Angeles urban area and the temporary nature of construction jobs, no substantial population growth in the area would occur related to construction of the proposed project. The operation of the proposed project would not increase the number of personnel on site and thus would not induce population growth in the area. No impact due to construction or operations workforce would occur, and this issue will not be further analyzed in the EIR.

The proposed project would not include new housing or businesses that would directly induce population growth. The proposed project is an integral component of LADWP’s SLTRP, providing critical local generation capacity that can be dependably and rapidly dispatched to respond to demand for energy in the LADWP service area to maintain the reliability and resilience of the City’s electrical power grid. The proposed CCGS would be operated only to meet rare critical peaks in daily demand that exceed the available supply provided by renewable resources or during relatively short-term periods when renewable generation sources may become unavailable due to emergency circumstances. The project is required to meet existing and projected demand for electricity, which is anticipated to increase substantially with the electrification of various functions currently powered by the combustion of fossil fuels (e.g., cooking, space heating, water heating, and the transportation sector). Therefore, the proposed project would not indirectly induce population growth through the supply of electrical energy. No impact would occur, and this issue will not be further analyzed in the EIR.

**b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** With the exception of a potential pipeline located within the road right-of-way, the proposed project would be located completely within the existing Scattergood property, which is entirely secured and excludes public access. The proposed project does not require removal of any housing. No impact would occur, and this issue will not be further analyzed in the EIR.

### 3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

**a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**i. Fire protection?**

**No Impact.** Fire protection services in the City are provided by the Los Angeles Fire Department. Los Angeles Fire Department Station 51, located at 10435 Sepulveda Boulevard, serves the project site.<sup>32</sup> An increased demand for fire protection is generally associated with new development. The proposed project would serve a similar function as the existing facilities it would replace and, therefore, would not represent new development. As discussed above in Section 3.14, the proposed project would not directly or indirectly induce population growth, and thus, would not result in a demand for additional fire protection services. Therefore, it is not anticipated that new or physically altered fire protection facilities would be required to maintain acceptable service ratios, response times or other performance objectives. No impact would occur, and this issue will not be further analyzed in the EIR.

<sup>32</sup> Los Angeles Fire Department. Find Your Station. Available at: <https://www.lafd.org/fire-stations/station-results>. Accessed October 2022.



## ii. Police protection?

**No Impact.** The City of Los Angeles Police Department is the local law enforcement agency responsible for providing police protection services in the City. The Pacific Community Police Station, located at 12312 Culver Boulevard, serves the project site.<sup>33</sup> Scattergood is also guarded and patrolled by LADWP security personnel. Because the new CCGS would be constructed within the existing boundaries of Scattergood, no new police protection services would be required. Additionally, as discussed above in Section 3.14, the proposed project would not directly or indirectly induce population growth, and thus, would not result in a demand for additional police protection services. Therefore, it is not anticipated that new or physically altered police protection facilities would be required to maintain acceptable service ratios, response times or other performance objectives. No impact would occur, and this issue will not be further analyzed in the EIR.

## iii. Schools?

**No Impact.** The demand for new or expanded school facilities is generally associated with an increase in housing, which would increase the population with school-aged children. As discussed above in Section 3.14, the proposed project would not directly or indirectly induce population growth. Therefore, the proposed project would not require the construction of additional schools or expansion of existing schools. No impact would occur, and this issue will not be further analyzed in the EIR.

## iv. Parks?

**No Impact.** As discussed above in Section 3.14, the proposed project would not directly or indirectly induce population growth. Thus, the demand for parks would not increase with implementation of the proposed project. No impact would occur, and this issue will not be further analyzed in the EIR.

## v. Other public facilities?

**No Impact.** The demand for other public facilities, such as libraries, is also generally associated with population growth. As discussed above in Section 3.14, the proposed project would not directly or indirectly induce population growth. Therefore, the proposed project would not the need for new or expanded public facilities, the provision of which could result in substantial adverse physical impacts. No impact would occur, and this issue will not be further analyzed in the EIR.

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<sup>33</sup> Los Angeles Police Department. Your LAPD by Division, Pacific Community Police Station. Available at: <https://www.lapdonline.org/lapd-contact/west-bureau/pacific-community-police-station/?zip=12700%20Vista%20Del%20Mar%20%20>. Accessed October 2022.

### 3.16 Recreation

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

#### Discussion

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact.** Neither the construction nor operation of the proposed project would increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impact would occur, and this issue will not be further analyzed in the EIR.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**No Impact.** The proposed project does not include recreational facilities or require construction or expansion of recreational facilities that might have an adverse physical effect on the environment. No impact would occur, and this issue will not be further analyzed in the EIR.

### 3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

**a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?**

**No Impact.** The majority of construction activities for the proposed project would occur within the boundaries of Scattergood. However, the potential installation of a new wastewater pipeline from Scattergood to Hyperion WRP would occur within Vista Del Mar. This would require traffic lane closures on Vista Del Mar during construction. A traffic control plan, as required by LADOT, would be implemented and would include such measures as signage, flag persons, and lane detours as necessary to minimize disruptions to traffic. These disruptions would be temporary, and the roadway would be restored to pre-construction conditions after the pipeline installation was completed. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. No impact would occur, and this issue will not be further analyzed in the EIR.

**b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

**No Impact.** California Senate Bill 743 (2013) required the Governor’s Office of Planning and Research (OPR) to provide metrics other than road intersection level of service (i.e., traffic congestion) to determine the transportation impacts of proposed development and transportation projects. Based on Senate Bill 743 and as reflected in CEQA Guidelines Section 15064.3(b), OPR established that vehicle miles traveled (VMT) is the most appropriate measure for determining the significance of a project’s transportation impacts. Under the OPR guidance, VMT refers to the amount and distance of automobile travel attributable to a project. Automobile in this context refers to on-road passenger vehicles, specifically cars and light trucks, and excludes heavy-duty trucks.

Individual local jurisdictions were tasked with preparing specific implementing guidelines for procedures to assess transportation impacts related to project VMT within their boundaries, including establishing thresholds of significance. Scattergood is located in the City of Los Angeles; therefore, the LADOT Transportation Assessment Guidelines (LADOT Guidelines) apply to the assessment of the proposed project’s conflicts or inconsistencies with CEQA

Guidelines Section 15064.3(b).<sup>34</sup>

The LADOT Guidelines address thresholds of significance for land use development (residential, office, commercial, and other land uses) and transportation projects. The VMT assessment is intended to focus on the long-term, permanent transportation impacts related to the generation of automobile trips and the opportunities for alternative modes of transportation (public transit, walking, bicycling) associated with the development projects. Under the LADOT Guidelines, automobile trips associated with the temporary construction phase of a project are not considered to contribute to a VMT impact for the project.

In general, public services, including public utility functions such as Scattergood, are assumed under the LADOT Guidelines to not generate substantial VMT and, therefore, are presumed to have a less than significant impact on VMT. Furthermore, according to the guidelines, if any land use project would generate a net increase of less than 250 daily vehicle trips, a no impact determination can be made relative to conflicts or inconsistencies with CEQA Guidelines Section 15064.3(b). As discussed in Section 1.5.3 (Project Operations), no additional personnel beyond those currently employed at Scattergood would be required to support operations of the proposed project, and, therefore, there would be no net increase in VMT. No impact would occur, and this issue will not be further analyzed in the EIR.

**c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**No Impact.** As discussed above, the majority of construction activities for the proposed project would occur within the boundaries of Scattergood. However, the potential installation of a new wastewater pipeline from Scattergood to Hyperion WRP would occur within Vista Del Mar. This would require traffic lane closures on Vista Del Mar during construction. A traffic control plan would be implemented to minimize disruptions to traffic. These disruptions would be temporary, and the roadway would be restored to pre-construction conditions after the pipeline installation was completed. The project would not introduce new geometric design features or incompatible uses to the road network. No impact would occur, and this issue will not be further analyzed in the EIR.

**d) Would the project result in inadequate emergency access?**

**No Impact.** The potential installation of a new wastewater pipeline from Scattergood to Hyperion WRP within Vista Del Mar is currently planned under the proposed project, and traffic lane closures would be required during construction. A traffic control plan would be implemented to minimize disruptions to traffic and would ensure adequate emergency access during construction. The lane closures would be temporary, and the roadway would be restored to pre-construction conditions after the pipeline installation was completed. Therefore, the proposed project would not result in any impacts to emergency access. No impact would occur, and this issue will not be further analyzed in the EIR.

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<sup>34</sup> Los Angeles Department of Transportation. Transportation Assessment Guidelines. August 2022. Available at: [https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines\\_final\\_2020.07.27\\_0.pdf](https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27_0.pdf). Accessed December 2022.

### 3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Discussion

The following analysis is based in part on information provided in the Cultural Resources Technical Memorandum prepared for the proposed project, which is included as Appendix B to this IS. The identification of tribal cultural resources pursuant to Assembly Bill 52, which requires that a lead agency must consult with California Native American tribes who request formal consultation regarding potential impacts to tribal cultural resources. This consultation is being conducted by LADWP.

**a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

**No Impact.** Tribal cultural resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. As previously discussed, the entire Scattergood property has been highly disturbed, and ethnographic research does not indicate any villages or named places within or near the project site. Thus, the sensitivity of the project area for tribal cultural resources is considered low. Additionally, as discussed in Section 3.5, Cultural Resources, no historical resources listed or eligible for listing in the CRHR, or in a local register of historical resources, were identified within the project site. Therefore, the proposed project would not result in a substantial adverse change in the

significance of a tribal cultural resource that is listed or eligible for listing in a state or local register of historical resources. No impact would occur, and this issue will not be further analyzed in the EIR.

- ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

**Potentially Significant Impact.** Pursuant to Assembly Bill 52, LADWP has notified California Native American tribes known to be ancestrally affiliated with the project area and is conducting consultation with tribes that have requested such regarding specific knowledge of potential tribal cultural resources on or near the project site. The impact is potentially significant, and this issue will be further analyzed in the EIR.

### 3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

- a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Potentially Significant Impact.** Although the proposed project entails the construction and operation of an electrical generation unit, it would be a net producer, not consumer, of electric power. The project would substantially increase the efficiency of electrical power production in relation to fuel consumption compared to the existing steam-boiler Units 1 and 2, and it would not require an expansion of natural gas facilities. The project would not require the expansion of existing telecommunications facilities.

Under current operations at Scattergood, water supplied by the LADWP system is utilized for several functions in the power generation process, including makeup water for the steam-boiler Units 1 and 2. The proposed project CCGS would also require water for uses such as the air inlet evaporative cooling, makeup for the HRSG/ACC steam cycle, and the WSAC. The use of potable water for the proposed project would be offset by a similar reduction in use associated with removal from service of existing Generation Units 1 and 2. It is also anticipated that the use of recycled water would be expanded under the proposed project through the reuse of industrial process water and from external sources, thereby reducing the use of potable water at Scattergood. In addition, because the proposed project CCGS and all generation units at

Scattergood are anticipated to only be operated infrequently compared to existing operations, the consumption of water on an annual basis would be reduced proportionally. Therefore, no expanded water treatment facilities would be required.

Under the proposed project, industrial wastewater and stormwater runoff would be collected and recycled for industrial processes at Scattergood to the extent possible. LADWP is considering various options for the discharge of wastewater and stormwater that could not be reused, including the potential for it to be transmitted to Hyperion WRP via a new dedicated wastewater line that would be installed in Vista Del Mar under the proposed project. To transmit the wastewater and stormwater runoff to Hyperion WRP, a dedicated wastewater line within Vista Del Mar from Scattergood to Hyperion WRP would be installed under the proposed project.

However, while it is anticipated that the quality and quantity of these wastewater and stormwater discharges could be accommodated at Hyperion WRP without expansion of existing facilities, further coordination with Hyperion WRP regarding the proposed plans must be conducted. Therefore, the impact is potentially significant, and this issue will be further analyzed in the EIR.

**b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

**Less Than Significant Impact.** As discussed in Section 3.19(a) above, the use of potable water for the proposed project would be offset by a similar reduction in use associated with removal from service of existing Generation Units 1 and 2. It is also anticipated that the use of recycled water for industrial processes would be expanded under the proposed project, thereby reducing the use of potable water at Scattergood. In addition, because the proposed project CCGS, as well as all generation units at Scattergood, is anticipated to be operated only infrequently compared to existing operations, the consumption of water would be reduced proportionally on an annual basis. Therefore, there would be sufficient water supplies available to serve the project. The impact would be less than significant, and this issue will not be further analyzed in the EIR.

**c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Potentially Significant Impact.** As discussed above, the proposed project would change the process for handling industrial wastewater and stormwater runoff at Scattergood during project operations. Under existing conditions, industrial wastewater is temporarily stored in holding tanks and discharged at highly diluted concentrations to the ocean via the OTC system for Units 1 and 2. Stormwater runoff is currently captured in catch basins and treated as necessary in separators or via settlement and is discharged through the OTC system. However, after project implementation, the OTC system would no longer be available for the purpose of wastewater and stormwater discharge. Instead, under the proposed project, wastewater and stormwater would be captured to the extent possible utilizing the existing wastewater storage tanks located in the southwest corner of Scattergood. This water would then be pumped to the existing process water storage tanks at the east end of Scattergood, from which it would be recycled for use within the generator systems. LADWP is considering various options to address wastewater and stormwater that could not be reused, including the potential for it to be treated at Hyperion WRP. As discussed above, this would entail constructing a dedicated wastewater line in Vista



Del Mar from Scattergood to Hyperion WRP as well as reconfiguring the existing wastewater and stormwater collection systems within Scattergood.

While it is anticipated that the quality and quantity of these wastewater and stormwater discharges could be accommodated at Hyperion WRP without expansion of capacity, further coordination with Hyperion WRP regarding the proposed plans must be conducted. Therefore, the impact is potentially significant, and this issue will be further analyzed in the EIR.

**d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Less Than Significant Impact.** The construction of the proposed project would generate solid waste in the form of excavated material and general construction debris. However, the volume of waste generated during project construction would be small both in terms of daily throughout and current remaining capacity of area landfills. Additionally, the proposed project would incorporate source reduction techniques and recycling measures in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance, which would reduce the amount of construction-generated solid waste that would require disposal in the landfill. Thus, the amount of solid waste generated during construction of the proposed project would be minimized. Construction of the proposed project would not generate excess solid waste or impair solid waste reduction goals.

Project operations would not significantly change the solid waste disposal requirements at Scattergood from current conditions such that excess solid waste would be generated. Similar to existing operations for Units 1 and 2, which would be removed from service concurrent with the commissioning of the proposed project, small amounts of hazardous waste would be generated during operations. Over time, the catalyst material used in the SCR process would lose its effectiveness and would need to be replaced. The spent catalyst would be recycled, or it would be transported to a permitted hazardous waste treatment, storage, or disposal facility. The relatively small amount of hazardous waste generated by the proposed project operations would be similar to existing conditions and would not generate significant quantities of material such that the capacity of area landfills would be exceeded or that the attainment of waste reduction goals would be impaired. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

**e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**No Impact.** Construction debris and excavated soils would be disposed of in accordance with federal, state, and local statutes and regulations, including the City's Construction and Demolition Ordinance with the County-wide Integrated Waste Management Plan. The relatively small volume of solid waste generated during project operations, which would be similar in type and amount to current conditions, would also be recycled or disposed of in accordance with local, state, and federal statutes and regulations. No impact would occur, and this issue will not be further analyzed in the EIR.

### 3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

**a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** Scattergood is located within the City of Los Angeles and abuts the City of El Segundo. Therefore, it is not located in or near a state responsibility area. Scattergood is not located in or near land classified as a VHFHSZ by the City.<sup>35</sup> Therefore, no impact would occur, and this issue will not be further analyzed in the EIR.

**b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

**No Impact.** Scattergood is not located in or near a state responsibility area or land classified as a VHFHSZ by the City. Therefore, no impact would occur, and this issue will not be further analyzed in the EIR.

<sup>35</sup> Los Angeles Fire Department. Fire Zone Map. Available at: <https://www.lafd.org/fire-prevention/brush/fire-zone/fire-zone-map>. Accessed December 2022.

- c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

**No Impact.** Scattergood is not located in or near a state responsibility area or land classified as a VHFHSZ by the City. Therefore, no impact would occur, and this issue will not be further analyzed in the EIR.

- d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No Impact.** Scattergood is not located in or near a state responsibility area or land classified as a VHFHSZ by the City. Therefore, no impact would occur, and this issue will not be further analyzed in the EIR.

### 3.21 Mandatory Findings of Significance

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

#### Discussion

**a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Potentially Significant Impact.** As described in Section 3.4, Biological Resources, other than the ESB, as discussed further below, no special-status plant or wildlife species are anticipated to occur within or close to the project site. ESB are known to exist adjacent to the southern parcel of Scattergood. However, no suitable ESB habitat would be impacted by the proposed project because no coast buckwheat is present within the Scattergood property. Birds nesting in ornamental trees within or near Scattergood would have the potential to be disturbed by construction activities. However, nesting birds would be protected via compliance with the Migratory Bird Treaty Act, as required under BMP-1. In addition, there are no natural vegetation communities, riparian habitat, wetlands, or wildlife corridors within the Scattergood property. Therefore, the proposed project would not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Impacts would be less than significant.

As described in Section 3.5, Cultural Resources, the project site does not support any important examples of major periods in California history. Additionally, there are no known important examples of California prehistory on the project site, and there is very low to no potential that unknown archaeological resources will be encountered during ground-disturbing activities due to previous disturbance at the property and the existence of aeolian sand dunes at the site prior

to development. Nonetheless, as discussed in Section 3.18, Tribal Cultural Resources, pursuant to Assembly Bill 52, LADWP has notified California Native American tribes known to be ancestrally affiliated with the project area and is conducting consultation with tribes that have requested such regarding specific knowledge of potential tribal cultural resources on or near the project site. Therefore, in relation to tribal cultural resources, the impact is potentially significant, and this issue will be further analyzed in the EIR.

**b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

**Potentially Significant Impact.** The analysis conducted in the EIR may determine that certain impacts related to proposed project construction and/or operation would be less than significant, either with or without the incorporation of mitigation measures. However, the potential exists for such impacts, although individually limited, to make a cumulatively considerable contribution to potentially significant impacts caused by the combined effects of the proposed project and the impacts of other projects that are closely related geographically (i.e., within the same vicinity or greater region, depending on the nature and scope of the project and environmental factor under consideration) and in time (i.e., recently completed projects, projects currently under construction, and/or projects anticipated to be implemented in the near-term future). Therefore, the impact is potentially significant, and this issue will be further analyzed in the EIR.

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

**Potentially Significant Impact.** As discussed throughout Chapter 3, the proposed project could have environmental effects which will cause adverse effects on human beings related to aesthetics, air quality, greenhouse gas emissions, hazards and hazardous materials, hydrology, noise, and utilities. Therefore, the impact is potentially significant, and this issue will be further analyzed in the EIR.

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## **5 LIST OF PREPARERS**

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Los Angeles Department of Water and Power  
111 N. Hope Street, Room 1044  
Los Angeles, CA 90012

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Nadia Parker, Environmental Supervisor  
Jazmin Martin, Environmental Specialist

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Marc Beherec, Senior Archaeologist  
Jim McPherson, GIS Specialist  
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## **Scoping Comments**

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*Making Conservation  
a California Way of Life.*

June 1, 2023

Jazmin Martin  
Environmental Specialist  
Los Angeles Department of Water and Power  
111 North Hope Street Room 1044  
Los Angeles, CA 90012

RE: Scattergood Generating Station Units 1  
and 2 Green Hydrogen-Ready  
Modernization Project– NOP (Notice of  
Preparation)  
SCH# 2023050366  
GTS# 07-LA-2023-04230  
Vic. LA Multiple

Dear Jazmin Martin,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Los Angeles Department of Water and Power (LADWP) proposes to construct and operate a rapid-response combined-cycle generation system (CCGS) at Scattergood Generating Station (Scattergood). The CCGS would be capable of operating on a fuel mixture of natural gas and a minimum of 30 percent hydrogen gas. This hydrogen-ready capability would allow LADWP to begin the conversion from natural gas to green hydrogen as the City of Los Angeles (City) transitions to a carbon-free electrical energy system.

After reviewing the ND, Caltrans has the following comments:

The potential installation of a new wastewater pipeline from Scattergood to Hyperion WRP within Vista Del Mar is currently planned under the proposed project. Caltrans concurs with the measure to implement a traffic control plan to minimize disruptions to traffic and ensure adequate emergency access during traffic lane closure and construction. It is recommended that the project incorporate channelizing devices preceded by approved warning signs to 1) divert traffic in advance of a temporary traffic control zone and 2) define traffic lanes through the work zone to protect motorists, bicyclists, or pedestrians.

Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. Caltrans recommends large size truck trips be limited to off-peak commute periods.

Jazmin Martin  
June 1, 2023  
Page 2

If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-LA-2023-04230.

Sincerely,



MIYA EDMONSON  
LDR Branch Chief

cc: State Clearinghouse

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# City of El Segundo

## Planning Division

June 13, 2023

Ms. Jazmin Martin

Los Angeles Department of Water & Power Environmental Planning & Assessment

111 North Hope Street, Room 1044

Los Angeles, CA 90012

Email: scattergood\_ceqa@ladwp.com

Subject: Comments on Notice of Preparation for the Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project

Ms. Martin:

The City of El Segundo is in receipt of the above-mentioned Notice of Preparation (NOP). City staff has reviewed the Initial Study and attended the public scoping meeting conducted on June 6, 2023. Based upon our review and attendance, El Segundo offers the following comments:

### Project Description

- The project description in part states “...project would replace the existing generation capacity of Units 1 and 2 at Scattergood Generating Station...[and]...will have the capability to utilize renewably-derived green hydrogen fuel...would allow LADWP to begin the conversion from natural gas to green hydrogen at this plant.” The project description does not fully describe the new/replacement units and lacks detail regarding height, size, dimensions, etc. of the replacement units. Description of the existing improvements proposed to be replaced is also not included. The information is necessary to fully disclose the project and the potential impacts resulting from the proposed project.

### Section 3.1 - Aesthetics

- The aesthetics section must include photo simulations from key points along Grand Avenue with views over the project site and from residential properties that may have ocean views over the project site. There are potential impacts to Subsection b, as the project may impact views of the ocean. Thus, there is a potential significant impact with regards to Subsection 3.1.b of the Aesthetics environmental issue area that must be fully analyzed in the EIR.
- Related to the lack of details of the replacement units, the type of material can create glare that adversely affect views in the area. Since there is a potential



significant impact with regards to Subsection 3.1.d, this issue must be fully analyzed in the forthcoming EIR.

Section 3.4 – Biological Resources

- Subsection 3.4.a must be revised from Less than Significant to, Less than Significant with Mitigation since it relies on a best management practice (BMP) that requires a nesting bird survey. Since there is a potential for nesting birds, it is appropriate to mandate a nesting bird survey as a mitigation measure.

Section 3.9 – Hazards and Hazardous Materials

- The scope of the analysis should not be limited to the replacement of Units 1 and 2, and must be expanded to include an analysis of the operation, transport, storage, utilization and processing of hydrogen at the facility. Since the project will utilize hydrogen, there will be transport and storage of hydrogen that we believe may create significant impacts to the public and the coastal environment through the transport, use and processing of hydrogen. Therefore, there is a potential significant impact with regards to Subsection 3.9.a of the Hazards and Hazardous Materials environmental issue area that must be fully analyzed in the EIR.
- There is currently a pre-school (El Segundo Pre-School) at 301 W. Grand Avenue, which is located within ¼-mile from the project site. Since the project has the potential to emit hazardous emissions and handle hazardous materials (i.e., hydrogen) within ¼-mile of a school, there is a potentially significant impact with regards to Subsection 3.9.c of the Hazards and Hazardous Materials environmental issue area that must be fully analyzed in the EIR.
- The Hazards and Hazardous Materials contains a mitigation measure in the discussion and concludes that with implementation of the mitigation measure, potential impacts would be less than significant and this issue will not be further analyzed in the EIR. Thus, the checklist must reflect this conclusion of less than significant with Mitigation rather than checking the box of potentially significant)

In addition to the above comments by City staff, the following comments are provided by the City's Environmental Committee:

- Regarding operations of the facility, it is stated that the site is meant to serve as an "as needed" load power generating station, please explain why must a third unit be built?
- If Scattergood is an as-needed station, please explain why the conversion not be done to units 1 or 2 to meet green net zero criteria?
- The Initial Study does not explain the hydrogen fuel source. Determining the source and transport method must be discussed and analyzed to determine whether this is a significant impact.

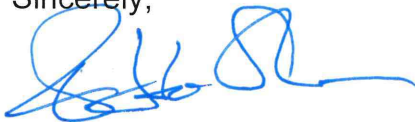
**NOP Comments: Scattergood Green Hydrogen-Ready Modernization Project**  
**Page 3**

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- If trucks are used to deliver hydrogen to the site, will the vehicles be 100% hydrogen powered or powered by another low/zero emissions fuel? Please ensure that any increased emissions from the delivery vehicles are included in the analysis to show carbon-neutral generation. Lastly, the analysis must also include the route utilized for fuel delivery including traffic simulations. However, if pipelines are the preferred method of fuel delivery, what percentage of hydrogen will be used, and how long until 100% hydrogen is the fuel source?
- Consider an alternative project that includes on-site hydrogen generation for fuel supply been considered as an option?
- Will the project site, or can the site serve as a direct consumer-access hydrogen filling station for hydrogen-fueled vehicles in the area, helping offset construction costs and hydrogen generation?
- What is the path of the pipeline to be used, and how long will construction of an adequate pipeline take?
- Please assess the impacts associated with the anticipated 300 workers and construction equipment ranging between 40 to 60 construction vehicles with regards to carbon emissions, traffic delay, particulate matter, and noise pollution.

Thank you for your consideration of the concerns and comments from the City of El Segundo and its residents in this matter. If you have any questions or need additional information, please feel free to contact me at (310) 524-2312, or via email at [eschonborn@elsegundo.org](mailto:eschonborn@elsegundo.org).

Sincerely,



Eduardo Schonborn, AICP  
Planning Manager

cc: Darrell George, City Manager  
Michael Allen, AICP, Community Development Director

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June 13, 2023

Jazmin Martin, Environmental Specialist
City of Los Angeles, Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, California 90012
Phone: (213) 367-1768
E-mail: scattergood\_ceqa@ladwp.com

Subject: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project [SCAG NO. IGR10892]

Dear Jazmin Martin:

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.1

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is the authorized regional agency for Intergovernmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project in Los Angeles County. The proposed project includes the replacement of existing conventional natural-gas-fired steam boiler generators with rapid-response combined-cycle generation systems to increase fuel efficiency including supporting facilities on a 56-acre site.

When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the IGR Program, attn.: Annaleigh Ekman, Senior Regional Planner, at (213) 630-1427 or IGR@scag.ca.gov. Thank you.

Sincerely,

[Handwritten signature of Frank Wen]

Frank Wen, Ph.D.
Manager, Planning Strategy Department

1 Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2020 RTP/SCS (Connect SoCal) for the purpose of determining consistency for CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
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**COMMENTS ON THE NOTICE OF PREPARATION OF A  
 DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE  
 SCATTERGOOD GENERATING STATION UNITS 1 AND 2 GREEN HYDROGEN-READY MODERNIZATION PROJECT  
 [SCAG NO. IGR10892]**

**CONSISTENCY WITH CONNECT SOCIAL**

SCAG provides informational resources to facilitate the consistency of the proposed project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project’s consistency with Connect SoCal.

**CONNECT SOCIAL GOALS**

The SCAG Regional Council fully adopted [Connect SoCal](#) in September 2020. Connect SoCal, also known as the 2020 – 2045 RTP/SCS, builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project. Among the relevant goals of Connect SoCal are the following:

SCAG CONNECT SOCIAL GOALS	
Goal #1:	<i>Encourage regional economic prosperity and global competitiveness</i>
Goal #2:	<i>Improve mobility, accessibility, reliability and travel safety for people and goods</i>
Goal #3:	<i>Enhance the preservation, security, and resilience of the regional transportation system</i>
Goal #4:	<i>Increase person and goods movement and travel choices within the transportation system</i>
Goal #5:	<i>Reduce greenhouse gas emissions and improve air quality</i>
Goal #6:	<i>Support healthy and equitable communities</i>
Goal #7:	<i>Adapt to a changing climate and support an integrated regional development pattern and transportation network</i>
Goal #8:	<i>Leverage new transportation technologies and data-driven solutions that result in more efficient travel</i>
Goal #9:	<i>Encourage development of diverse housing types in areas that are supported by multiple transportation options</i>
Goal #10:	<i>Promote conservation of natural and agricultural lands and restoration of habitats</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG CONNECT SOCIAL GOALS	
Goal	Analysis
Goal #1: <i>Encourage regional economic prosperity and global competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
Goal #2: <i>Improve mobility, accessibility, reliability and travel safety for people and goods</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

**Connect SoCal Strategies**

To achieve the goals of Connect SoCal, a wide range of land use and transportation strategies are included in the accompanying twenty (20) technical reports. Of particular note are multiple strategies included in Chapter 3 of Connect SoCal intended to support implementation of the regional Sustainable Communities Strategy (SCS) framed within the context of focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a Green Region. To view Connect SoCal and the accompanying technical reports, please visit the [Connect SoCal webpage](#). Connect SoCal builds upon the progress from previous RTP/SCS cycles and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that helps the SCAG region strive towards a more sustainable region, while meeting statutory requirements pertinent to RTP/SCSs. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

**DEMOGRAPHICS AND GROWTH FORECASTS**

A key, formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows SCAG to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG’s 197 jurisdictions provided feedback on the forecast of future growth for Connect SoCal. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e., transportation analysis zone (TAZ) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California’s GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law. Connect SoCal’s Forecasted Development Pattern is utilized for long range modeling purposes and does not supersede actions taken by elected bodies on future development, including entitlements and development agreements. SCAG does not have the authority to implement the plan -- neither through decisions

about what type of development is built where, nor what transportation projects are ultimately built, as Connect SoCal is adopted at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2016 and 2045, please refer to the [Connect SoCal Demographics and Growth Forecast Technical Report](#). The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts				Adopted City of Los Angeles Forecasts			
	Year 2020	Year 2030	Year 2035	Year 2045	Year 2020	Year 2030	Year 2035	Year 2045
Population	19,517,731	20,821,171	21,443,006	22,503,899	4,105,974	4,342,487	4,488,227	4,771,326
Households	6,333,458	6,902,821	7,170,110	7,633,451	1,436,882	1,578,496	1,653,948	1,793,035
Employment	8,695,427	9,303,627	9,566,384	10,048,822	1,890,709	1,998,539	2,053,048	2,135,892

**MITIGATION MEASURES**

SCAG staff recommends that you review the [Final Program Environmental Impact Report](#) (Final PEIR) for Connect SoCal for guidance, as appropriate. SCAG’s Regional Council certified the PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on May 7, 2020 and also adopted a PEIR Addendum and amended the MMRP on September 3, 2020 (please see the [PEIR webpage](#) and scroll to the bottom of the page for the PEIR Addendum). The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

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# NATIVE AMERICAN HERITAGE COMMISSION

Governor's Office of Planning & Research

May 18, 2023

**May 19 2023**

**STATE CLEARINGHOUSE**

Jazmin Martin  
Los Angeles Department of Water and Power  
222 N Hope St, Rm. 1044  
Los Angeles, CA 90012

**Re: 2023050366, Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project, Los Angeles County**

Dear Ms. Martin:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**



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AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

  - a.** A brief description of the project.
  - b.** The lead agency contact information.
  - c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1 (b)).

  - a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

  - a.** Alternatives to the project.
  - b.** Recommended mitigation measures.
  - c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:

  - a.** Type of environmental review necessary.
  - b.** Significance of the tribal cultural resources.
  - c.** Significance of the project's impacts on tribal cultural resources.
  - d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

  - a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
    - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i.** Protecting the cultural character and integrity of the resource.
    - ii.** Protecting the traditional use of the resource.
    - iii.** Protecting the confidentiality of the resource.
  - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
  - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
  - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
  - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf).

Some of SB 18's provisions include:

1. **Tribal Consultation**: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation**. There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality**: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation**: Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

### NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([https://ohp.parks.ca.gov/?page\\_id=30331](https://ohp.parks.ca.gov/?page_id=30331)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
  
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:  
[Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov)

Sincerely,

*Andrew Green*

Andrew Green  
Cultural Resources Analyst

cc: State Clearinghouse

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# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

SENT VIA E-MAIL:

June 20, 2023

[Scattergood\\_CEQA@ladwp.com](mailto:Scattergood_CEQA@ladwp.com)

Jazmin Martin, Environmental Specialist  
Los Angeles Department of Water and Power  
Environmental Planning and Assessment  
111 North Hope Street, Room 1044  
Los Angeles, CA 90012

## **Notice of Preparation of a Draft Environmental Impact Report for the Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project (Proposed Project)**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

### **Proposed Project's Objectives**

Staff recommends that the Lead Agency thoroughly reassess and redefine the objectives of the Proposed Project. While the pursuit of a 100% carbon-free goal is necessary to address climate change, the goal of reducing emissions of other harmful pollutants such as nitrogen oxides (NO<sub>x</sub>) should not be overlooked. It is essential to strike a balance between these goals, ensuring that the objectives of the Proposed Project align with comprehensive environmental considerations outlined in Los Angeles 100% Renewable Energy Study which prioritizes the reduction of all pollutants to accelerate buildout of sustainable and clean energy future.

### **CEQA Air Quality Analysis**

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website<sup>1</sup> as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod<sup>2</sup> land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the

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<sup>1</sup> South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

<sup>2</sup> CalEEMod is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds<sup>3</sup> and localized significance thresholds (LSTs)<sup>4</sup> to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., turbines, boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance.

### **CEQA Alternatives Analysis**

As noted in our earlier comments relative to the Proposed Project's Objectives, staff recommends that the Lead Agency thoroughly explore alternatives that will achieve the objective of energy reliability through the use of zero emission technologies. The greater Los Angeles area experiences some of the worst air pollution in the nation. Less air polluting alternatives should be closely examined and compared to the Proposed Project. If zero emission alternatives are not feasible, then the public needs to be provided with the analysis showing why.

### **United States Environmental Protection Agency (U.S. EPA)'s Proposed Carbon Pollution Standards for Fossil Fuel-Fired Power Plants**

Depending on the hydrogen technology and operational practices employed by the Proposed Project, the emissions of nitrogen oxides and greenhouse gases (GHGs) could have significant impacts on air quality and climate change. In addition to the compliance of the regulations outlined in South Coast AQMD's Regulations IX - Standards of Performance for New Stationary Sources (NSPS), U.S. EPA has proposed federal Clean Air Act emission limits and guidelines for carbon dioxide from fossil fuel-fired power plants<sup>5</sup>. These proposals aim to establish cost-effective and achievable emission standards based on available control technologies. The limits would apply to new gas-fired combustion turbines, existing coal, oil, and gas-fired steam generating units, as well as specific existing gas-fired combustion turbines. The proposed standards follow U.S. EPA's traditional approach under Section 111 of the federal Clean Air Act, utilizing technologies such as carbon capture and sequestration/storage, low-GHG hydrogen co-firing, and natural gas co-firing. These technologies can be directly applied to power plants that rely on fossil fuels for electricity generation. The proposed new NSPS and emission guidelines align with Section 111 of the federal Clean Air Act, incorporating the best system of emission reduction that is adequately demonstrated for improving the emissions performance of covered electric generating units, while considering factors such as costs, energy requirements, and statutory considerations. Further information

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<sup>3</sup> South Coast AQMD's Air Quality Significance Thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

<sup>4</sup> South Coast AQMD's guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

<sup>5</sup> Docket Numbers: EPA-HQ-OAR-2023-0072



can be found on U.S. EPA's website at: The Lead Agency should include a discussion in the CEQA document to demonstrate how the Proposed Project will comply with the new requirements proposed by the U.S. EPA.

**Early Consultation with CEQA Responsible Agency and South Coast AQMD Air Permits**

Since implementation of the Proposed Project will require air permits from South Coast AQMD, the CEQA document should identify South Coast AQMD as a Responsible Agency<sup>6</sup> for the Proposed Project. South Coast AQMD's statutory responsibilities under CEQA as Responsible Agency in connection with the Proposed Project are air quality and GHG analyses. As such, the Lead Agency should consult with and involve South Coast AQMD, as Responsible Agency, early on and throughout the CEQA process as set forth in CEQA Guidelines Section 15096.

A Responsible Agency complies with CEQA by considering the CEQA document prepared by the Lead Agency and by reaching its own conclusions on whether or how to approve the project involved. In order for the Responsible Agency to rely upon the Lead Agency's final CEQA document for issuing project approvals, making Responsible Agency Findings, and issuing a Notice of Determination, the Responsible Agency needs to first determine that the CEQA document is adequate for this purpose. With this in mind, the assumptions in the air quality and GHG analyses in the CEQA document will be the basis for evaluating the air permits under CEQA and imposing permit conditions and emission limits. Therefore, in order to ensure that the potential environmental impacts from the air permits are fully and adequately evaluated in the CEQA document for the Proposed Project, the Lead Agency is requested to initiate consultation with South Coast AQMD by contacting Barbara Radlein, Acting Planning and Rules Manager, CEQA via email at [bradlein@aqmd.gov](mailto:bradlein@aqmd.gov) or via phone at (909) 396-2716. Questions on air permits should be directed to Li Chen, Supervising Air Quality Engineer, via email at [LChen@aqmd.gov](mailto:LChen@aqmd.gov) or via phone at (909) 396-2426 in South Coast AQMD's Engineering and Permitting Division.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, GHG, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [swang1@aqmd.gov](mailto:swang1@aqmd.gov).

Sincerely,

*Sam Wang*

Sam Wang  
Program Supervisor, CEQA IGR  
Planning, Rule Development & Implementation

SR:MK:BB:ND:BR:SW  
LAC230524-02  
Control Number

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<sup>6</sup> Public Resources Code Sections 20180.3, 21080.4, 21104, and 21153; CEQA Guidelines Sections 15060.5, 15074, 15082(b), 15083, 15086, and 15096(b)(2).

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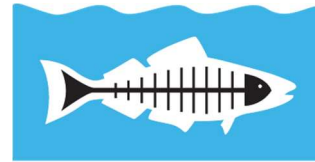
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**Heal the Bay**

June 29, 2023

**To:** Los Angeles Department of Water and Power Board of Commissioners

**Re:** Comments on the May 15, 2023 Notice of Preparation of a Draft Environmental Impact Report for the Scattergood Generating Station Units 1 and 2

Dear Members of the Board,

These comments are submitted on behalf of the Natural Resources Defense Council, Communities for a Better Environment, Los Angeles Waterkeeper, Sierra Club, Heal the Bay, Food & Water Watch, Pacoima Beautiful, and Physicians for Social Responsibility Los Angeles in response to LADWP’s May 15, 2023 Notice of Preparation of a Draft Environmental Impact Report for the Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project prepared by the Los Angeles Department of Water and Power, and the May 2023 Initial Study: Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project (the Project).

**SUMMARY OF COMMENTS**

In order for LADWP to prepare a legally sufficient draft environmental impact report (DEIR), it must incorporate the following ten topics, all critical for full and accurate CEQA analysis on the proposed Project.

First, LADWP may not isolate its analysis to just the Scattergood repower project; to do so would be illegal piecemealing under well-settled CEQA law. LADWP’s own documents show that the Project is just one part of a larger plan to repower four fossil gas-fueled powerplants with hydrogen-fueled facilities –

with up to 100% hydrogen as fuel – and extend waivers of the relevant once-through cooling deadlines. These repowering projects will have the effect of keeping fossil-gas fueled plants operating for years to come, including not only Scattergood but also the Haynes and Harbor plants, at minimum. All four sites that are the subject of the LADWP hydrogen repower plan should be analyzed as a whole, including consideration for the production and transport of green hydrogen as well as the impending closure of once-through cooling (OTC) units at these plants, to avoid piecemealing. The DEIR must analyze all construction, operation and cumulative impacts caused by the combined repowering projects.

Second, LADWP must fully investigate and disclose all project-related NOx emissions. Hydrogen burns hotter than methane, therefore combustion of hydrogen creates more NOx emissions than fossil gas. There is no proven large-scale technology to control these additional NOx emissions in the power generating sector. Because the South Coast Air Basin is in extreme non-attainment for the 8-hour ozone NAAQS, and because NOx is a precursor to ozone, additional NOx emissions should be ruled out. The DEIR must include NOx related impacts, focusing on the environmental justice implications of allowing more NOx emissions in the Basin.

Third, LADWP must fully investigate and disclose all project-related GHG emissions from the continued production and combustion of fossil gas, including methane leakage. Instead of phasing out once-through cooling as state law currently requires, LADWP intends to extend the lives of the Scattergood, Haynes, and Harbor once-through cooling facilities by introducing combustion of hydrogen, thereby creating more fossil gas-related GHG emissions than would occur if the plants were closed. Analysis of the additional GHG emissions from hydrogen leakage must also be included in the DEIR.

Fourth, LADWP must fully investigate and disclose all project-related safety considerations and climate impacts linked to hydrogen infrastructure. The DEIR must analyze the production, handling, transportation, and storage of hydrogen and must include best-in-class safety protocols and standards. LADWP must ensure that environmental justice communities are not saddled with the burden of hydrogen infrastructure. While the IS/NOP claims that hydrogen-related issues will be handled separately, that would be classic piecemealing as identified above and cannot occur.

Fifth, LADWP must fully investigate and disclose the effects of prolonging use of methane in the power sector after the currently-required shutdown dates of the once-through cooling electrical generating units.

Sixth, LADWP must fully analyze all possible project alternatives including, but not limited to, those identified in the LA100 study. This project will exacerbate and extend the harms gas burning power plants inflict on the communities they border, both at the Scattergood site and at Haynes, Harbor, and Valley generating stations.

Seventh, LADWP must fully investigate and disclose Project impacts on environmental justice communities in the South Coast Air Basin.

Eighth, LADWP must fully investigate and disclose Project impacts to neighboring biological resources, including the Project's potential risks to coastal wildlife that the Initial Study fails to acknowledge.

Ninth, LADWP must give full consideration to the tribal consultation processes required by AB 52, as well as those required by SB 18 in the event of land use changes.

Finally, LADWP must fully investigate and disclose the negative effects of another extension to the deadline for ceasing coastal once-through cooling in the LADWP service area.

These issues are considered in more detail below.

### **1. LADWP MUST AVOID PIECEMEALING THE ANALYSIS OF THIS PROJECT**

CEQA prohibits piecemealing, or breaking up of a large project into smaller pieces to avoid comprehensive environmental review.

It is well-settled that “[a] public agency is not permitted to subdivide a single project into smaller individual subprojects in order to avoid the responsibility of considering the environmental impact of the project as a whole.” *Orinda Assn. v. Board of Supervisors*, 182 Cal.App.3d 1145 (1986); *see also Berkeley Keep Jets Over the Bay Com. v. Board of Port Cmrs.*, 91 Cal.App.4th 1344 (2001). This is because the requirements of CEQA “cannot be avoided by chopping up proposed projects into bite-size pieces which, individually considered, might be found to have no significant effect on the environment or to be only ministerial.” *Orinda* at 1171.

“The CEQA process is intended to be a careful examination, fully open to the public, of the environmental consequences of a given project, covering the entire project, from start to finish.” *Natural Resources Defense Council v. City of Los Angeles*, 103 Cal.App.4th 268, 271 (2002). CEQA requires analysis of “the whole of an action” and prohibits evading comprehensive CEQA analysis by “chopping a large project into many little ones -- each with a minimal potential impact on the environment -- which cumulatively may have disastrous consequences.” (CEQA Guidelines § 15378; *Bozung v. LAFCO*, 13 Cal.3d 263, 283-84 (1975). The whole of the project for which environmental review must occur includes “all phases of project planning, implementation, and operation.” (CEQA Guidelines §15063, subd. (a)(1).)

The core test for piecemealing is whether individual projects are determined to be part of a larger whole. *See, e.g., San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus*, 27 Cal.App.4th 713, 730 (1994) (“‘Project’ is given a broad interpretation” under CEQA to ensure “that environmental considerations do not become submerged by chopping a large project into many little ones, each with a potential impact on the environment, which cumulatively may have disastrous consequences”); *Del Mar Terrace Conservancy, Inc. v. City Council of the City of San Diego* 10 Cal.App.4th 712, 733-34 (1992) (determination of whether projects are separate for CEQA purposes rests in part on whether they have “independent utility”).

The project description must, thus, include not only the Scattergood conversion but also planned conversions at other LADWP plants and changes to LADWP gas infrastructure necessary to safely supply hydrogen gas to Scattergood. Failing to do so deprives the public, and decisionmakers of key information about the project and its impacts. A project description that omits these key plans will also result in inadequate alternatives analyses and mitigation measures that do not address the significant impacts the project may have.

Even if that does not happen, it is imperative that the analysis of all four sites – including Scattergood – include a cumulative impacts analysis that includes impacts of the others – including the impact of increased emissions from combustion of hydrogen and fossil gas. As the CEQA Guidelines provide:

The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Cal. Code Regs. Tit. 14, § 15355.

LADWP must conduct a cumulative impacts' analysis for all reasonably foreseeable repowering projects. The LADWP DRAFT 2022 Power Strategic Long-Term Resource Plan (at ES 20-21) states:

One of the key findings of the LA100 Study was the need for firm and dispatchable generation near the primary customer load center to ensure reliability of LADWP's electricity grid, specifically during stressed load conditions such as wildfires. The SLTRP's Core Cases also confirmed through modeling that firm and dispatchable generation sites within the Los Angeles Basin would be required and provided by combined-cycle and combustion turbine generating units running on 100 percent green hydrogen by 2035. The first such generation unit is anticipated to commence commercial operations in 2029 and will be situated at LADWP's Scattergood Generating Station. This generating unit is assumed to be a fast-ramping combined cycle unit capable of burning 30 percent green hydrogen by volume at its commencement of commercial operations. This percentage will be increased such that it will run on 100 percent green hydrogen by 2035. Several other units slated to be running on green hydrogen are assumed to be built during the 2030s and 2040s, situated at LADWP's Harbor, Haynes, Scattergood, and Valley Generating Stations. These green hydrogen resources will transform LADWP's in-basin generation to maintain reliability and resiliency metrics with increasing load growth primarily driven by electrification using carbon-free generation.

From the same LADWP document, at 1-20:

Cases 1, 2, and 3 in this SLTRP assume the use of green hydrogen-powered in-basin combustion, beginning with the construction of a new combined-cycle generating unit located at the Scattergood Generating Station in 2029. These cases, all of which meet the Los Angeles City Council's motion to prepare a resource plan achieving 100% carbon-free energy by 2035, assume the buildout of several additional green hydrogen-powered generating units. The green hydrogen-powered units, which will be built throughout the 2030s and into the 2040s, are planned to be situated at the Harbor, Haynes, Scattergood, and Valley Generating Stations. The firm, dispatchable generation provided by green hydrogen is essential for maintaining LADWP's grid reliability and resiliency as an increasing proportion of intermittent renewables are integrated into our generation portfolio.

Thus, it is clear that the Scattergood project is the first of four that are proposed as part of a unified plan to reach a common objective.<sup>1</sup> LADWP's own planning documents show that the project at issue here is not a one-off but an integral part of a system-wide change in power generation in the LADWP jurisdiction.

The Project Initial Study (at 6) states that: "While it is anticipated that a sufficient supply of green hydrogen may be available to support the proposed project dual-fuel CCGS when it is fully commissioned in 2029, the nature of the green hydrogen system in terms of production, transport, and storage is currently unknown. Therefore, the following Initial Study does not, and the EIR will not, address the supply of green hydrogen, which will be analyzed under a separate CEQA document when the necessary information to support an adequate analysis of potential environmental impacts is available."

The lifecycle emissions and environmental impacts of the Scattergood Hydrogen-Ready Modernization Project must take into account not only the end use but also production and transport of hydrogen given their significant potential environmental impacts. Currently, no utility-scale source of green hydrogen is available. Nearly all hydrogen used in California today is produced through the fossil-based steam reformation of methane ("SMR"), which emits NOx, fine particulate matter, carbon monoxide, and volatile organic compounds.<sup>2</sup>

As green hydrogen is so untested as a significant generation source that the infrastructure does not currently exist, LADWP must admit this fact in the DEIR and should a source of electrolytic green hydrogen not materialize, its entire project description will have to be revised.

A lifecycle analysis of the Project must also consider the significant water resources required to produce green hydrogen, particularly given the water constraints often felt in Southern California. Sierra Club and CEJA have calculated that "creating sufficient electrolytic hydrogen to power one facility like Los Angeles Department of Water and Power's Scattergood Generating Station for just 1,500 hours per year would take hundreds of thousands of gallons of water per day and require the build-out of between 900 and 3,389 MW of renewable generation resources."<sup>3</sup>

Leakage from hydrogen production and transport also has significant greenhouse gas (GHG) impacts, which are elaborated below under "GHG Emissions."

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<sup>1</sup> See also *Id.* at 4-56: "With respect to GHG emissions, all three carbon-free cases and the Reference Case (SB 100 Case) start at about 8 million tons in 2022 and reduce this by almost half by 2025, as can be seen in Figure 4-47. This single most significant reduction in carbon emissions throughout the entire study horizon results from LADWP fully divesting away from our last remaining coal asset in 2025, as coal-fired generation at the Intermountain Power Project is replaced by cleaner generation from green hydrogen-capable units, which in 2025 operate off a fuel blend capable of 30% green hydrogen and 70% natural gas (by volume), and eventually run completely off of green hydrogen starting in 2035."

<sup>2</sup> Pinping Sun et al., Criteria Air Pollutants and Greenhouse Gas Emissions from Hydrogen Production in U.S. Steam Methane Reforming Facilities, 53 *Env't Sci. & Tech.* 7103 (2019), available at <https://www.osti.gov/pages/biblio/1546962>.

<sup>3</sup> A.22-02-007 (Angeles Link) Opening Brief of Sierra Club and California Environmental Justice Alliance (July 29, 2022) at 2, <https://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M496/K341/496341723.PDF> (citing GE Gas Power, Hydrogen and CO2 Emissions Calculator, <https://www.ge.com/gas-power/future-of-energy/hydrogen-fueled-gas-turbines/hydrogen-calculator>.)

Last, operation of the proposed project would require wastewater to be either recycled or treated at the adjacent Hyperion Water Treatment Plant, which would require installation of an entirely new pipeline to transmit the wastewater and necessitate expansion of water treatment equipment. New water infrastructure should be evaluated as part of the Scattergood DEIR.

Piecemealing the CEQA analysis in these circumstances is a mistake legally and factually.

## **2. LADWP MUST ANALYZE ALL PROJECT-RELATED NO<sub>x</sub> EMISSIONS**

The South Coast Air Basin is in extreme non-attainment for ozone, and the South Coast Air Quality Management District bases its attainment strategies on control of NO<sub>x</sub>, an ozone precursor. Hydrogen combustion releases significant NO<sub>x</sub>.

In fact, hydrogen burns hotter than methane and when combusted creates more NO<sub>x</sub> emissions than fossil gas. See, e.g., <https://insideepa.com/share/227828>:

The Clean Energy Group (CEG), a nonprofit advocacy organization, is warning that hydrogen (H<sub>2</sub>) energy widely touted as a carbon-free source that can be used to limit greenhouse gases (GHG) could create “dangerously high” nitrogen oxide (NO<sub>x</sub>) levels if blended with natural gas and combusted for power generation.

*See also* The LADWP DRAFT 2022 Power Strategic Long-Term Resource Plan at 2-69 (“Hydrogen has a larger flammability range and a lower ignition point compared to natural gas). Excessive NO<sub>x</sub> emissions would be especially unacceptable were LADWP to run the Project as a peaker plant, as LADWP proposes to do.

The Project Initial Study (at 27) states that: “because the construction and operation of the proposed project would create air pollutant emissions, the impact is considered potentially significant, and this issue will be further analyzed in the EIR.” As of today, there is no proven large-scale technology to control these additional NO<sub>x</sub> emissions. Accordingly, the DEIR must analyze NO<sub>x</sub> emissions at all levels of hydrogen use in the entire power sector project, including the effects of the Project on South Coast AQMD’s ability to achieve ozone NAAQS attainment, and provide suitable mitigation as CEQA requires<sup>4</sup>. We simply cannot absorb additional NO<sub>x</sub> in the Air Basin, and indeed, we must see significant reductions in NO<sub>x</sub> emissions.

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<sup>4</sup> In that connection the LADWP DRAFT 2022 Power Strategic Long-Term Resource Plan states at 5-7: “SLTRP Advisory Group stakeholders have requested that LADWP analyze the potential changes to air quality and public health caused by changes to operations of in-basin LADWP-owned electricity generation units (EGUs), under the various scenarios developed in the 2022 SLTRP process. In response, LADWP has partnered with NREL to conduct an Air Quality and Health Impacts Study for the SLTRP to ensure that emissions do not increase for any period of time at the source level (as required by Los Angeles City Council Motion 22-0255) and translate that to impacts to air quality and health. Development of emissions inventory for each scenario, running air quality models, and inputting the concentrations to a health benefit model to estimate changes to health were all steps that were followed. Preliminary results on current and future in-basin power plant emissions relative to other economic sectors will be included in an appendix in this SLTRP and more detailed analysis on air quality and health metrics will be included as part of next year’s 2023 SLTRP. The appendix will be created to house the NREL Air Quality and Health Impacts Study, once review is complete.”



Lastly, because the LADWP DRAFT 2022 Power Strategic Long-Term Resource Plan states that its green hydrogen plants are intended to run during stressed load conditions such as wildfires and heat waves, LADWP's power plants, including Scattergood, could operate simultaneously when air quality is already poor. The DEIR must analyze NOx emissions under extreme heat scenarios like those seen in September of 2022 where LA basin gas plants ramped up generation, selling power back to the state grid and emitting additional pollutants into nearby neighborhoods.<sup>5</sup> The DEIR must evaluate and disclose the acute emissions contribution these power plants could have under stressed load conditions on extreme-weather days that are likely to already have poor air quality, rather than averaging annual emissions.

### **3. LADWP MUST ANALYZE ALL PROJECT-RELATED GHG EMISSIONS**

GHG emissions from the Project will arise both from combustion of methane that would not occur if the once-through cooling plants closed as required by current law, and from leakage during the production and distribution of hydrogen, which is itself an indirect greenhouse gas.

The Project Initial Study states at 46: "The proposed project would generate greenhouse gas (GHG) emissions during temporary construction activities and long-term operations. Construction would result in short-term GHG emissions produced by construction equipment exhaust as well as on-road truck and other vehicle trips. Operation of the CCGS would result in GHG emissions from the combustion of natural gas. This impact is considered potentially significant, and this issue will be further analyzed in the EIR."

The Project Initial Study acknowledges at 27 the excess use of diesel-based trucks (40-60 anticipated trucks) during the construction phase of this Project. Although most of the impacts discussed in this report should address the long-term effects, it is essential to also consider mitigation measures for the short-term adverse effects caused by these increased construction operations and continued use of the generating plant since it is in area of already highly industrialized networks which includes LAX, Hyperion, and the nearby oil refineries.

Staging of trucks, diesel ignition idling, and Truck haul routes also have the potential to extend the emissions footprint of the Project beyond its borders. Additionally, the nearest waste facilities are located far from the Project in already pollution burdened communities such as the Northeast San Fernando Valley and therefore this Project has the potential to increase the pollution burden even further.

LADWP should analyze in the DEIR the shortest haul route options, best practice of diesel fuel storage, and traffic peak hour considerations to reduce the potential of increased emission of air pollutants.

Regarding leakage during transport, methane already leaks from existing gas pipelines, at rates higher than initially understood, and it is likely that hydrogen—a much smaller molecule—may pose an even higher leakage risk, posing climate and safety concerns. Therefore, analysis of the GHG effects of hydrogen (including from leakage) should also be included; see, e.g. this study in the 2006 Int. J. of Nuclear Hydrogen Production and Applications: <https://agage.mit.edu/publications/global-environmental-impacts-hydrogen-economy>, whose abstract states:

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<sup>5</sup> Regenerate California, California's Underperforming Gas Plants: How Extreme Heat Exposes California's Flawed Plan for Energy Reliability, June 2023 (available at <https://caleja.org/wp-content/uploads/2023/06/2023-Regenerate-Heat-Wave-Report.pdf>)

Hydrogen-based energy systems appear to be an attractive proposition in providing a future replacement for the current fossil-fuel based energy systems. Hydrogen is an important, though little studied, trace component of the atmosphere. It is present at the mixing ratio of about 510 ppb currently and has important man-made and natural sources. Because hydrogen reacts with tropospheric hydroxyl radicals, emissions of hydrogen to the atmosphere perturb the distributions of methane and ozone, the second and third most important greenhouse gases after carbon dioxide. Hydrogen is therefore an indirect greenhouse gas with a global warming potential GWP of 5.8 over a 100-year time horizon. A future hydrogen economy would therefore have greenhouse consequences and would not be free from climate perturbations. If a global hydrogen economy replaced the current fossil fuel-based energy system and exhibited a leakage rate of 1%, then it would produce a climate impact of 0.6% of the current fossil fuel-based system. Careful attention must be given to reduce to a minimum the leakage of hydrogen from the synthesis, storage, and use of hydrogen in a future global hydrogen economy if the full climate benefits are to be realized.

As to hydrogen leakage, see <https://www.energypolicy.columbia.edu/publications/hydrogen-leakage-potential-risk-hydrogen-economy/>:

A high-risk scenario based on hydrogen demand from the International Energy Agency (IEA) net-zero scenario (528 million tons [Mt] by 2050) (IEA 2021) could potentially lead to a 5.6 percent economy-wide leakage rate, compared with an estimated 2.7 percent in 2020.

Thus, the role of hydrogen as a greenhouse gas in connection with the project should be analyzed, including the Project's relationship to California's GHG goals.<sup>6</sup>

#### **4. LADWP MUST ANALYZE ALL SAFETY CONSIDERATIONS AND CLIMATE IMPACTS RELATED TO HYDROGEN INFRASTRUCTURE**

The Project would be an untested and experimental generation source in a number of ways. The LADWP DRAFT 2022 Power Strategic Long-Term Resource Plan at 2-69 states:

Hydrogen has a larger flammability range and a lower ignition point compared to natural gas. Additionally, hydrogen is odorless, it has the propensity to leak, and its flame is colorless. These properties of hydrogen make it difficult to handle while increasing safety risks.

Moreover:

As of right now, there is no local green hydrogen infrastructure in Los Angeles. Significant infrastructure to support green hydrogen production, storage, and transportation will be required. These projects will be capital intensive and new pipelines will be difficult to permit, particularly in urban areas where local communities are unlikely to support bulk

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<sup>6</sup> See also Bertagni, et al, Risk of the Hydrogen Economy for Atmospheric Methane, *Nature Communications*, December 2022, available at: <https://www.nature.com/articles/s41467-022-35419-7>.

storage of hydrogen or its carriers. Hydrogen’s low density makes most forms of transportation expensive and cumbersome in comparison to fossil fuels. In addition, the operations and logistics across the full value chain must be established to ensure the fuel can be reliably supplied to the generating stations.

Id at 2-67<sup>7</sup>.

Los Angeles is not an outlier in its lack of hydrogen infrastructure. Only a few thousand miles of hydrogen pipelines exist nationwide.<sup>8</sup> The absence of significant hydrogen infrastructure speaks to a greater gap in scientific and technical understanding of how to safely, cleanly, and efficiently move large volumes of hydrogen. CEQA demands that the hydrogen infrastructure issues relevant to the Project must not be kicked down the road to some future analysis. Cumulative, life-cycle impacts analyses for all four sites – not just Scattergood – must be completed now.

## **5. LADWP MUST ANALYZE ALL IMPACTS RELATED TO PROLONGING THE USE OF METHANE IN THE POWER SECTOR**

The three once-through cooling plants involved in the Project are currently scheduled to close, and the City of LA is committed to ending its reliance on fossil fuels. But the Project proposes to keep Scattergood, Haynes, Harbor and Valley open and burning methane until 2035 or beyond. LADWP anticipates that Scattergood may even run completely on methane gas after 2029, once the retrofit is completed.

The Project Initial Study (at 6) states: “the impacts related to the combustion of 100 percent natural gas will also be analyzed in the EIR based on a conservative assumption that this may be the circumstance during the initial phases of operation of the proposed CCGS.”

Thus, the DEIR should include a detailed analysis of prolonging LADWP’s dependence on fossil gas, including the lifecycle impacts of natural gas production, transport, storage, and combustion. The analysis should include both GHG and criteria pollutant analyses, given NOx emissions from combusting methane and hydrogen.

## **6. LADWP MUST FULLY ANALYZE PROJECT ALTERNATIVES**

We recognize that LADWP has commissioned studies on how best to achieve carbon-free power generation in its service territory. But those studies have not been subjected to analysis under CEQA.

In particular, we recommend that LADWP consider alternatives, including the ones identified in the LA100 study, which would make more sense for our communities. As described by the February 17, 2023 comments by Sierra Club and Communities for a Better Environment, and separately by PSE Healthy Energy, many alternatives to LADWP’s SLTRP hydrogen plan exist and must be explored.<sup>9</sup> Both transmission solutions and demand-side resources including conservation, efficiency, demand response,

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<sup>7</sup> See also the Initial Study at 6: “The necessary infrastructure for the production, transport, and storage of green hydrogen to support the proposed project currently does not exist.”

<sup>8</sup> For context, the United States hosts over 300,000 miles of fossil gas transmission pipelines, and more than 2 million miles of distribution lines.

<sup>9</sup> PSE Healthy Energy, Comments on LADWP’s Draft 2022 Strategic Long-Term Resource Plan at 7-11, Feb. 17, 2023; Sierra Club & Communities for a Better Environment, Draft 2022 SLTRP Comments at 12-35, February 17, 2023.

and distributed generation should all play a bigger role in our transition than is currently being imagined at LADWP, and might negate the need for expensive, centralized projects that are infrequently utilized and concentrate both benefits and burdens in specific communities. This project may have a myriad of unintended consequences of large-scale hydrogen use and storage in an urban environment that scientific studies have not yet been able to explore.

CEQA's requirements for a robust alternatives analysis must be honored here. Otherwise, the DEIR will fail if it only analyzes one pre-determined project.

## **7. LADWP MUST ANALYZE ALL ENVIRONMENTAL JUSTICE IMPACTS**

The unified project will increase criteria pollutant emissions, especially NO<sub>x</sub>, compared to the baseline in which all four plants close. Increased emissions will impact already pollution-burdened communities, like those in the South Coast Air Basin, most heavily. Those effects should be analyzed and mitigated in the Project DEIR. The plants directly located in environmental justice communities aggravate existing conditions, and fail to accord particular weight to the voices of these impacted communities perpetuates environmental injustice in the City of LA.

Though it is commendable that LADWP contemplates using only "green hydrogen" produced by electrolysis of water and powered with renewable energy, the IS does not protect against serious environmental justice concerns associated with green hydrogen production. Indeed, unless appropriately addressed, producing green hydrogen in the basin could increase reliance power from gas plants. By diverting renewable electricity toward hydrogen electrolysis and increasing in basin electricity demand, the LADWP project could cause greater hours of operation for gas plants in communities already burdened by heavy truck traffic, refining, industrial manufacturing, and dirty hydrogen production.

LADWP's decision not to discuss the new turbine's supply of green hydrogen in either the IS or DEIR casts the shadow of this proposed project further over environmental justice communities. The project shows an understanding that hydrogen blending increases risk of embrittlement in gas systems but declines to address risks related to hydrogen storage at the Scattergood site, or transmissions to the site. With acknowledged, gaping blind spots around blended hydrogen pipelines, and already leaking fossil gas facilities, the handling of hydrogen feedstock around this project must be analyzed for its environmental justice impacts.<sup>10</sup>

## **8. LADWP MUST ANALYZE IMPACTS TO BIOLOGICAL RESOURCES**

Currently, the Initial Study states no biological resources are expected to be significantly impacted. However, a neighboring Project led by LA Sanitation known as the Venice Dual Force Main and approximately two miles north of the proposed Scattergood Project was required to increase their mitigation measures to address the increased risks to the coastal deterioration of local biologic resources including nesting birds and local tree fauna. Although the Project is bounded by Vista Del Mar and Grand Ave, the Project is approximately five hundred feet east of an identified Significant Ecological Zone (SEZ) as defined by the City of Los Angeles Municipal Code SEC. 64.70.01.

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<sup>10</sup> Accufacts Inc., Report: Safety of Hydrogen Transportation by Gas Pipelines at 15-17, November 28, 2022 (available at <https://pstrust.org/wp-content/uploads/2022/11/11-28-22-Final-Accufacts-Hydrogen-Pipeline-Report.pdf>).

Pg. 33 of the Initial Study also states the Project is not in a coastal zone as defined by the California Coastal Act. That is not correct. The Project is in fact located in a dual jurisdiction zone requiring clearances from both the State and City levels to grant a Coastal Development Permit. Again, the Venice Dual Force Main Project was also required to fulfill this compliance and has a similar inland boundary as the proposed Scattergood Project. Therefore, prior to the issuance of a State and Local Coastal Development Permit which will be required, LAMC SEC. 12.20.2 requires the protection of SEZ zones to prevent its deterioration and destruction and LADWP must instead consider indirect effects of the construction related activities as direct effects to the ocean biota, the coastal zone, and the SEZ. The DEIR must address extensive mitigation measures to address the potential spills of contaminated water runoff, construction related water runoff, and any associated hydrogen/methane contamination that may occur at the time of construction operations.

#### **9. LADWP MAY HAVE TO FOLLOW ADDITIONAL SB18 TRIBAL CONSULTATION PROCESS REQUIREMENTS**

LADWP states on pg. 67 of the Initial Study:

“Pursuant to Assembly Bill 52, LADWP has notified California Native American tribes known to be ancestrally affiliated with the project area and is conducting consultation with tribes that have requested such regarding specific knowledge of potential tribal cultural resources on or near the project site. The impact is potentially significant, and this issue will be further analyzed in the EIR.”

AB 52 only requires Project consultation with California Native American Tribe(s) that have specifically requested to be on Agency’s permanent Tribal notification list before a Project is undertaken. The problem with this is not every impacted tribal entity is necessarily represented on this list. In contrast, the State Bill 18 process requires additional coordination with the Native American Heritage Commission (NAHC) to address the concerns of individuals listed by the NAHC with “ancestral affiliations” with the Project area. However, the SB 18 process is only required if there are changes to the General Plan or changes to land use designations. Should LADWP alter the use of a designated zone or issue a Conditional Use Permit changing the usage that extends beyond the parameters of the Project, the SB 18 process must be initiated. The DEIR must give full consideration to the AB 52 process and to the SB 18 process if initiated.

#### **10. LADWP MUST ANALYZE IMPACTS OF ONCE-THROUGH COOLING EXTENSIONS**

The Project contemplates extending the operating lives of three LADWP once-through cooling facilities to 2035 or beyond. In the CEQA process, LADWP must look at a once-through cooling compliance alternative (by 2024 without an extension or by 2029) with a five-year extension) and a non-compliance alternative (2035). In both cases, in order to comply with Section 316(b) of the Clean Water Act, the SWRCB’s developed once-through cooling power plant regulations for 19 coastal power plants that require a 93% reduction in the use of seawater for cooling purposes. OTC kills millions of fish, and fish and invertebrate larvae through impingement on screens and entrainment of planktonic larvae in the cooling water. In response to the OTC policy, ten of the nineteen coastal OTC power plants have shut down, and some have opted to shift to closed cycle cooling processes.

Scattergood units 1 and 2, which use approximately 500 MGD of ocean cooling water, are required to comply with state OTC policy by 12-31-24. LADWP is not planning to meet the compliance deadline and instead is seeking a five-year extension of the compliance deadline – independent of the Project -- under the guise of needing more time to provide grid reliability for the utility and their customers. We are concerned not only about the 2029 extension request, but also that LADWP may request yet another extension to line up with its 2035 goal. LADWP was already given 14 years to comply with the state policy which led to 14 years of ongoing harm to marine life. LADWP had over a decade to plan accordingly and comply with state OTC policy, but instead, the Department now seeks an extension to an already generous timeline for compliance.

The CEQA process must include a thorough analysis of the harm to marine life that Scattergood has already caused, will cause if granted an extension, and will cause if LADWP does not meet the 2029 deadline and/or seeks further extensions beyond 2029. The original analyses of OTC power plant harm to marine life have not been updated in over a dozen years. The SWRCB is currently reevaluating and will update the analyses by early 2024. The CEQA analysis should utilize the updated methods to analyze harm to marine life.

We also note that the SWRCB mitigation approach has not been adequate and that none of LADWP's mitigation funds have actually been used to mitigate for losses of marine life. Accordingly, the DEIR needs to develop meaningful and timely mitigation measures if once-through cooling is to continue to 2029 and possibly beyond.

Finally, the DEIR must explain and analyze the water use of the Project, whether once-through cooling is in effect or not, including the source, consumption, loss, and fate of water used for all purposes.

## **CONCLUSION**

Thank you for your consideration of these comments. We look forward to commenting on the draft environmental impact report.

Sincerely,

Olivia Walker  
Equitable Building Decarbonization Advocate  
Natural Resources Defense Council

Shana Lazerow  
Legal Director  
Communities for a Better Environment

Benjamin Harris  
Staff Attorney  
Los Angeles Waterkeeper

Teresa Cheng

Senior Campaign Representative - California  
Sierra Club

Annelisa Ehret Moe  
Water Quality Scientist  
Heal the Bay

Andrea Vega  
Southern California Organizer  
Food & Water Watch

Annakaren Ramirez  
Policy Director  
Pacoima Beautiful

Alex Jasset  
Nuclear Threats & Energy Justice Manager  
Physicians for Social Responsibility Los Angeles

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**From:** Andrea Leon-Grossmann <aleon@votesolar.org>  
**Sent:** Friday, June 30, 2023 3:32 PM  
**To:** Martin, Jazmin <Jazmin.Martin@ladwp.com>  
**Cc:** patricia.macias@lacity.org  
**Subject:** [EXTERNAL] Scattergood Draft EIR

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Hello Jazmin,

Please see the attached comment for the DEIR of the Scattergood repowering project for your review.

Let me know if you have any questions.

Sincerely,  
Andrea

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**Andrea León-Grossmann**

Deputy Program Director, West  
[aleon@votesolar.org](mailto:aleon@votesolar.org)  
pronouns: she/her/ella

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To: Los Angeles Department of Water and Power Board of Commissioners

Re: Comments on the May 15, 2023 Notice of Preparation of a Draft Environmental Impact Report for the Scattergood Generating Station Units 1 and 2

Dear Members of the Board,

I am writing to present comments on behalf of Vote Solar regarding the May 15, 2023 Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project, prepared by the Los Angeles Department of Water and Power (LADWP), and the May 2023 Initial Study: Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project.

I would first like to enter into the record [a report just released by Regenerate](#) noting how gas plants underperformed right when Southern California had a heat wave last year.

From August 31 to September 9, 2022, California's power grid faced a severe heatwave that put a strain on the electricity supply. The heatwave led to a new electricity demand record of 51,426 MW, surpassing previous records set during a 2020 heatwave. Many gas plants in California experienced outages or derates, reducing their output and bringing the state close to a supply shortfall. However, **the state managed to avoid rolling blackouts due to the growth of energy storage and the active response of customers in conserving electricity.**

This analysis of California gas generators during the heatwave revealed that outages and derates increased the risk of power shortfalls by reducing the plants' contributions to the electricity supply. Gas plant curtailments closely tracked with the hourly demand during the heatwave, particularly due to high ambient temperatures. The curtailments were more pronounced in inland areas compared to coastal regions. The total potential generation foregone due to outages and derates amounted to over 1.1 million MWh, or nearly 5,000 MW of curtailment on average. The estimated value of this foregone gas generation was over \$280 million based on prevailing power prices.

In addition, the heatwave and its impact on gas plant operations also had implications for emissions. The curtailments of gas generation resulted in a significant increase in greenhouse gas (GHG) emissions. The analysis estimates the additional emissions from gas plants during the heatwave amounted to over 3.7 million metric tons of CO<sub>2</sub> equivalent. This increase in emissions was primarily due to the use of more carbon-intensive electricity sources, such as coal-fired power plants, to compensate for the reduced gas generation.

Furthermore, the report highlighted **the shift towards renewable energy sources and energy storage played a crucial role in mitigating the impact of the heatwave.** The growth of energy storage, particularly battery storage, helped bridge the gap in electricity supply during critical periods. The total contribution of energy storage to meeting demand during the heatwave was over 6,000 MWh, with batteries accounting for the majority of that contribution. Additionally, customers actively participated in conserving electricity, reducing demand by approximately 3,000 MW through measures like adjusting thermostat settings and minimizing the use of energy-intensive appliances.

The report also emphasizes the challenges faced by gas plants during the heatwave, including issues related to cooling water availability and high ambient temperatures affecting the efficiency of gas turbines. It noted that the vulnerability of gas plants to extreme weather events highlights the need for diversifying the energy mix and reducing dependence on gas generation.

Overall, **the report underlines the importance of continued investment in energy storage and renewable energy sources to enhance grid resilience and reduce reliance on gas plants.** It stresses the need for proactive measures, such as customer engagement and demand response programs, to effectively manage electricity demand during extreme weather events and prevent supply shortfalls. It calls for policy and regulatory support to accelerate the deployment of energy storage and promote the integration of renewable energy into the grid. By addressing these aspects, California can better prepare for future heatwaves and ensure a reliable and sustainable electricity supply.

As an environmental justice advocate, a member of the LA100 study advisory group, an LADWP ratepayer and a published author of two books on energy these are my comments and concerns:

**1 - Comprehensive Analysis:** LADWP must not limit its analysis solely to the Scattergood repower project. This would constitute illegal piecemealing under well-established CEQA law. LADWP's own documents reveal that the Project is part of a larger plan to repower four fossil gas-fueled power plants with hydrogen-fueled facilities, potentially utilizing up to 100% hydrogen as fuel. Moreover, this plan includes extending waivers of the relevant once-through cooling deadlines. To avoid piecemealing, the DEIR must encompass all four repowering projects, considering the production and transport of green hydrogen, as well as the closure of once-through cooling units at these plants. The analysis should evaluate construction, operation, and cumulative impacts resulting from the combined repowering projects. This must include how LADWP would source water for the electrolyzers with the understanding the Hyperion water treatment plant is on track to recycle 100% of all the water it gets so that Los Angeles uses more local water.

**2 - NOx Emissions:** LADWP must thoroughly investigate and disclose all project-related nitrogen oxides (NOx) emissions. The combustion of hydrogen produces more NOx emissions compared to fossil gas due to hydrogen's higher combustion temperature. Given the South Coast Air Basin's extreme non-attainment for the 8-hour ozone National Ambient Air Quality Standards (NAAQS) and the role of NOx as an ozone precursor, additional NOx emissions must be carefully considered. The DEIR should include an assessment of the environmental justice implications associated with permitting increased NOx emissions in the Basin. Along with the NOx emissions, it should identify what communities would be affected by such emissions.

**3 - GHG Emissions:** LADWP must fully investigate and disclose all project-related greenhouse gas (GHG) emissions resulting from the continued production and combustion of fossil gas, including methane leakage. Instead of adhering to the current state law, which requires the phasing out of once-through cooling, LADWP intends to prolong the operation of Scattergood, Haynes, and Harbor once-through cooling facilities by introducing hydrogen combustion. This approach would lead to more fossil gas-related GHG emissions compared to closing the plants. The DEIR should analyze the additional GHG emissions stemming from hydrogen leakage, the production of hydrogen and the

storage of hydrogen. LADWP should also estimate the health impacts associated with the continued use of these gas plants.

**4 - Safety Considerations and Climate Impacts:** LADWP must thoroughly investigate and disclose all project-related safety considerations and climate impacts associated with hydrogen infrastructure. The DEIR should include an analysis of hydrogen production, handling, transportation, and storage, while adhering to best-in-class safety protocols and standards. It is imperative that environmental justice communities are not burdened with the risks of hydrogen infrastructure. Any attempt to address hydrogen-related issues separately would amount to piecemealing, as mentioned earlier, and must be avoided. A detailed study must be made regarding the risks of storing hydrogen and/or ammonia (if hydrogen will be stored as ammonia) in a seismic area and in a densely populated area, including catastrophic loss of life, damages to critical infrastructure; for Scattergood what the impact of an explosion would mean for LAX and the Hyperion Water Treatment Plant, for Haynes and Harbor, what the impact of an explosion would mean for the Ports of Los Angeles and Long Beach and how the supply chain would be affected for the whole country.

**5 - Prolonged Use of Methane:** LADWP must thoroughly investigate and disclose the effects of prolonging the use of methane in the power sector beyond the currently mandated shutdown dates for once-through cooling electrical generating units.

**6 - Alternative Project Analysis:** LADWP must conduct a comprehensive analysis of all possible project alternatives, including those without combustion identified in the LA100 study as well as microgrids. This analysis should consider the exacerbation and extension of the negative impacts inflicted on communities neighboring gas-burning power plants, both at the Scattergood site and the Haynes, Harbor, and Valley generating stations.

**7 - Environmental Justice Communities:** LADWP must thoroughly investigate and disclose the Project's impacts on environmental justice communities within the South Coast Air Basin.

**8 - Biological Resources:** LADWP must thoroughly investigate and disclose the Project's impacts on neighboring biological resources, including potential risks to coastal wildlife that the Initial Study fails to acknowledge. This should include sourcing the water for the electrolyzers.

**9 - Tribal Consultation:** LADWP must give full consideration to the tribal consultation and consent processes required by AB 52, as well as those required by SB 18 in the event of land use changes.

**10 - Once-Through Cooling Deadline:** LADWP must thoroughly investigate and disclose the negative effects of extending the deadline for ceasing coastal once-through cooling in the LADWP service area.

These issues require comprehensive analysis and disclosure in the DEIR to ensure a thorough and accurate assessment of the Scattergood Generating Station Units 1 and 2 Green Hydrogen-Ready Modernization Project. Thank you for considering these comments.

Sincerely,  
Andrea Leon Grossmann

Deputy Program Director- Vote Solar

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**From:** MB Trautwein <mbtrautwein@gmail.com>  
**Sent:** Friday, June 30, 2023 5:20 PM  
**To:** Scattergood\_Modernization\_Project <scattergood\_ceqa@ladwp.com>  
**Subject:** [EXTERNAL] Scattergood Modernization Project

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This project should only proceed with Hydrogen produced by solar or wind sources.

Mark Jacobson, Director of the Atmosphere/Energy Program and Professor of Civil and Environmental Engineering, Stanford University, has researched the sector for 20 +/- years and states that any hydrogen sources from fossil gas does not help our state reach our carbon emission reduction goals.

<https://www.youtube.com/watch?v=3UEFQxlkaVg>

Scattergood modernization should not and cannot contribute to GHG pollution.

Mary Beth Trautwein

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cell: 310-740-0253

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**Summary of Comments Received During the Scattergood Generating Station Units 1 and 2 Modernization Project Public Scoping Meeting, Tuesday, June 6, 2023, 7:00 PM**

<b>Name/Affiliation</b>	<b>Summary of Comment</b>
David Pettit, Natural Resources Defense Council	<p>Commenter noted that they will be submitting a written comment but wanted to provide a summary of comments during the meeting.</p> <p><i>Refer to the comment letter provided by: Natural Resources Defense Council, Communities for a Better Environment, Los Angeles Waterkeeper, Sierra Club, Heal the Bay, Food &amp; Water Watch, Pacoima Beautiful, and Physicians for Social Responsibility Los Angeles, dated June 29, 2023</i></p>
Anonymous, Resident	<p>What will be the reliability of running a new plant on hydrogen instead of a plant on traditional natural gas?</p> <p>What will be the operating cost per megawatt hour for the new hydrogen plant versus the existing natural gas plants, not legacy Units 1 and 2 but the newer units?</p>