

5.14 PUBLIC SERVICES/UTILITIES

This section describes the potential impacts on public services and utilities from development and operation of Segment 1 of the proposed Antelope Transmission Project. With implementation of the recommended mitigation measures, construction and operation of all phases of the project are expected to have less than significant impacts on public services and utilities.

The potential impacts of the project on public services and utilities were evaluated by considering the initial construction activities and long-term operation of the proposed T/Ls and substations. When evaluating the potential project impacts, it was assumed that all applicable federal, state, and local regulatory requirements would be complied with.

5.14.1 Significance Criteria

Standards of significance were derived from Appendix G of the revised CEQA guidelines. Project-related impacts to public services and utilities and service systems would be potentially significant if they resulted in any of the items listed below.

Relative to public services, project-related impacts would be potentially significant if they have an effect upon, or result in a need for new or altered governmental services in any of the following:

- Fire protection
- Police protection
- Schools
- Parks or other recreational facilities
- Maintenance of public facilities, including roads
- Other governmental services

Relative to utilities and service systems, project-related impacts would be potentially significant if they result in a need for new systems, or substantial alterations to the following utilities:

- Power or natural gas
- Communications systems
- Water

- Sewer or septic tanks
- Storm water drainage
- Solid waste and disposal

5.14.2 Construction Impacts**5.14.2.1 Public Services**

The demand for public services, such as fire and police protection, schools, hospitals, and maintenance of public facilities, would not increase significantly during construction of the proposed project or alternatives.

During construction, the project may require the temporary closure of traffic lanes and subsequent impedance of traffic on several roadways. This could have impacts on police and fire emergency response times and emergency evacuation plans. This impact would be less than significant with implementation of mitigation measures presented in Section 5.14.4.

Construction activities would not affect local hospitals. Given the size of local hospital facilities and the number of construction workers relative to the number of physicians and hospitals available, potential medical emergencies among construction crews would not place an undue burden on the local hospitals. The potential impact would be less than significant.

Construction of the proposed project would not be expected to have any effect on schools or other governmental services. The project would also not be expected to impact any parks.

Non-hazardous waste materials generated during construction would be either recycled or disposed of at approved landfills. Scrap metal and wood poles generated during removal of existing transmission towers and overhead lines would be recycled to the extent possible. The project would not result in the breach of published national, state, or local standards relating to solid waste or litter control, and potential impacts would be less than significant.

Construction of the proposed project could result in wear and tear and/or damage to local roadways used to transport heavy materials and oversize loads. This impact would be less than significant with implementation of the mitigation measures presented in Section 5.14.4.

5.14.2.2 Utilities and Service Systems

Construction of the project would not increase the demand for public water supply, nor would it jeopardize the water quality of the public water system, or impact sewer services.

The only demand for water would be for domestic use by construction crews and water brought in for dust control. Potable water for drinking and portable restrooms would be brought in for construction. Water used for dust control would be brought in by truck. Potential impacts would be less than significant.

The project would not require wastewater disposal, and thus, would not exceed wastewater treatment requirements of the RWQCB. The project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, therefore construction would not cause significant environmental effects.

Construction activities could potentially disrupt services provided by underground and other overhead utilities. Prior to construction, surveys would be conducted to locate all underground and overhead utilities in the project area. Before any subsurface ground disturbance occurs (e.g., foundation work), SCE would contact Underground Service Alert to verify the location of existing underground utilities to avoid impacts. SCE would also design construction activities and methods to avoid disruption of overhead utility lines owned by others that are crossed by the proposed 500 kV T/L. Potential impacts would be less than significant, and mitigation is not required.

5.14.3 Operations Impacts

5.14.3.1 Public Services

No significant impacts would result to public services during operation of the project. T/Ls and substations would be maintained on a regular basis and there is no need for local government (e.g., police, fire, etc.) involvement in operation of maintenance activities. Within the Angeles National Forest, the USFS requires adequate brush clearance by the utility for fire prevention within the R-O-W. Operation of the proposed project would not create a higher demand for public services.

5.14.3.2 Utilities

Operation of Segment 1 of the proposed Antelope Transmission Project would not be expected to impact other utilities or services. The proposed project would not require any new connectors or use of water, wastewater, gas, or electric supply during the operational phase. The project would have no impact on the provision of utilities during operation. No significant impacts to other utilities would occur.

5.14.4 Mitigation Measures

APM PS/U-1. Where T/L road crossings are necessary, no more than one lane would be closed at any one time during construction to allow limited traffic flow, including emergency vehicles, to pass.

APM PS/U-2. Road use-related wear and tear would be documented during construction of T/L facilities and the applicant would repair any damaged roadway sections, as applicable.