5.14 PUBLIC SERVICES/UTILITIES

This section describes the potential impacts on public services and utilities from development and operation of Segments 2 and 3 of the proposed Antelope Transmission Project. With implementation of the applicant-proposed mitigation measures, construction and operation of all phases of the project would be 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 short-term 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, 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, 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. Temporary lane closures could potentially impact police and fire emergency response times and/or emergency evacuation plans. This impact would be less than significant with the implementation of the 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. This 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, although the proposed 220 kV T/L route between Substations One and Two (as well as Alternative C) crosses the Pacific Crest National Scenic Trail. The proposed crossing of the trail would not limit its use or accessibility, therefore impacts would be less than significant from a public services perspective. However, see Section 5.15 regarding the potential for impacts to the Pacific Crest National Scenic Trail that could result if the Alternate Substation 1C were to be constructed.

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, the construction of which could cause significant environmental effects.

Non-hazardous waste materials generated during construction would be recycled or deposited in local landfills. 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 activities could potentially disrupt services provided by underground and overhead utilities. Prior to construction, surveys would be conducted to locate all underground and overhead utilities in the project area. Before any ground disturbance occurred, Underground Service Alert would be contacted to verify the location of existing underground utilities and avoid potential conflicts. Potential impacts would be less than significant, and mitigation is not required.

At the proposed location for Substation One, a major pipeline was identified as bisecting the proposed site. To avoid any potential problems with the pipeline, the proposed substation location has been moved approximately 0.5 mile to the east, resulting in a buffer of approximately 600 feet between the pipe and the substation perimeter.

Additionally, a buried cable line has also been identified along the south edge of Oak Creek Road, directly in front of the Substation One proposed site. This line, along with any other buried lines, would be identified by the land title search, the topographic survey, and finally by an underground alert service provider as is the standard SCE practice for any land disturbance project. If necessary, SCE would pay to relocate any lines that are determined to be incompatible with the project.

With respect to Segment 3, alternate substation locations 1A and 1C include existing underground natural gas pipelines which are potentially incompatible uses due in part to the pipeline operator's need to have access to their buried facility for repair and maintenance. This impact would be avoided by not siting any substation facilities on top of a buried natural gas pipeline.

5.14.3 Operations Impacts

5.14.3.1 Public Services

No significant impacts would result to public services during operation of the project. The proposed T/Ls and substations would be maintained on a regular basis and there would be no

need for local government involvement in maintenance activities. Operation of the proposed project would not create a higher demand for public services.

5.14.3.2 Utilities

By increasing the amount of energy available to the electrical grid from planned (by others) wind farm development, the project would help promote renewable energy goals of the State and reduce the possibility of power shortages. 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, lane closures would be conducted in accordance with the Work Area Protection and Traffic Control Manual (California Joint Utility Traffic Control Committee, 1996). The duration of lane closures would be kept to the minimum required for construction.

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.

APM PS/U-3. Overhead and underground services would be identified prior to the commencement of construction and the appropriate measures would be taken to protect them in place or, if needed, relocated at SCE's expense.