4.7 Hazards and Hazardous Materials

4.7.1 Setting

Materials and waste may be considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode, or generate vapors when mixed with water (reactivity). The term "hazardous material" is defined by the State of California, Health and Safety Code, Chapter 6.95, Section 25501(o) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. In some cases, past industrial or commercial uses on a site can result in spills or leaks of hazardous materials and petroleum to the ground; thus resulting in soil and groundwater contamination. Federal and State laws require that soils having concentrations of contaminants such as lead, gasoline, or industrial solvents that are higher than certain acceptable levels must be handled and disposed as hazardous waste during excavation, transportation, and disposal. The California Code of Regulations (CCR), Title 22, Section 66261.20-24 contains technical descriptions of characteristics that would cause soil to be classified as a hazardous waste. The use of hazardous materials and disposal of hazardous wastes are subject to numerous laws and regulations at all levels of government.

In addition to toxic substances, the CPUC generally provides information about electric and magnetic fields (EMF) in its environmental documents, including this EIR, to inform the public and decision makers; however, it does not consider EMF, in the context of CEQA, as an environmental impact because there is no agreement among scientists that EMF creates a potential health risk and because CEQA does not define or adopt standards for defining any potential risk from EMF. For informational purposes, additional information about EMF generated by transmission lines is provided in the project description and in Appendix B.

Existing Environment

The study area is located in unincorporated areas of Riverside County, including the community of Thousand Palms, and within portions of the Cities of Palm Springs, Cathedral City, Palm Desert, Indian Wells, and Rancho Mirage. Portions of the proposed Farrell-Garnet 115 kV alignment and the alignments for Alternatives 2, 3, and 7 are located within the Whitewater River wash and the other portions of the alignments are located within undeveloped open space and residential and commercial land use areas. Past land uses, such as but not limited to commercial and industrial uses, could have resulted in hazardous material releases in the area. As such, a regulatory database search was conducted to identify any known hazardous material storage sites, use locations, and or illicit release sites.

Hazardous Materials Database Records Search

Environmental FirstSearch conducted a regulatory database search of sites that are listed on agency files for the documented use, storage, generation, or release of hazardous materials and/or petroleum products (FirstSeach, 2007 and 2009). The database search process includes the review

of dozens of lists generated by, federal, State, County, and/or city regulatory agencies for historically contaminated properties, and for businesses that use, generate, or dispose of hazardous materials or petroleum products. In addition, the database search lists active contaminated sites that are currently undergoing monitoring and remediation. The databases searched and reviewed by Environmental FirstSearch are listed in Table 4.7-1.

The records search included a search radius of about one half mile along the Proposed Project and alternative alignments. The search radius identified 22 sites near the proposed Farrell-Garnet alignment, eight sites near the proposed Mirage-Santa Rosa alignment, and 32 sites near the proposed 220 kV loop-in alignment. Furthermore, there were 55 sites near the Alternative 2 alignment, 87 sites near the Alternative 3 alignment, 19 sites near the Alternative 5 alignment, 71 sites near the Alternative 6 alignment, and 165 sites near the Alternative 7 alignment. In many instances, the same site was identified within the search radius of more than one of the alignments and some of the sites were listed on multiple databases.

Table 4.7-2 includes a list of sites identified in the Environmental FirstSearch Report. In addition to sites listed in the table, portions of the Proposed Project and alternative alignments and sites are located within the 100 and 500 year flood plains. There are also a number of listings under the Emergency Response Notification System (ERNS) related to highway incidents which were not included in the table. Overall, the records search report concludes that there are no known significant hazardous materials concerns along the Proposed Project and alternative alignments. The majority of the findings of this preliminary record search are Resource Conservation and Recovery Act (RCRA) generators, State permit sites, other State sites, and LUST sites from nearby businesses such as gas stations or auto repair shops. No National Priority List or Superfund sites were identified.

Regulatory database searches were not conducted for the proposed substation modification or 115 kV reconfiguration sites that are not along the proposed or alternative alignments; however, SCE has indicated that a 2,500 gallon gasoline fuel tank is located at the Devers Substation. It should also be noted that although substation transformers now almost exclusively use mineral oil as an insulating agent, which is not considered a hazardous material, it is likely that transformer oil was historically used at Proposed Project substations that contained several constituents of concern, including lead, petroleum hydrocarbons, and polychlorinated biphenyls (PCBs).

Wood Treatment Products

The existing subtransmission line wood poles that would be removed under the Proposed Project and Alternatives 6 and 7 and the existing distribution line wood poles that would be removed under Alternatives 2 and 3 are treated with chemicals that likely include pentachlorophenol, creosote, and chromated copper arsenate. These treatment chemicals are used in pressure treated wood to protect wood from rotting due to insects and microbial agents. These chemicals, for certain uses and quantities, can be considered to be hazardous materials, which require specific handling procedures prescribed by State and federal regulations. These chemicals are typically applied to utility wood poles by the manufacturer at their facility and are left to set and dry prior to installation and/or use of the poles. Additionally, the base of some of the treated wood poles

TABLE 4.7-1
REGULATORY AGENCY DATABASES ACCESSED

Database	Type of Record	Agency
NPL	National Priority List	United States Environmental Protection Agency (USEPA)
NPL Delisted	National Priority List Subset	USEPA
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System	USEPA
NFRAP	No Further Remedial Action Plan (archive of CERCLIS sites)	USEPA
RCRA COR ACT	Resource Conservation and Recovery Act Information System Sites	USEPA
RCRA TSD	Resource Conservation and Recovery Act Treatment, Storage, and Disposal Facilities	USEPA
RCRA GEN	Resource Conservation and Recovery Information System Generators	USEPA
RCRA NLR	Resource Conservation and Recovery Act Information System Sites that no longer require reporting	
Federal IC / EC	Brownfield Management System	USEPA
ERNS	Emergency Response Notification System	USEPA / National Response Center
Tribal Lands	Indian Lands of the United States	U.S. Department of Interior / Bureau of Indian Affairs
State Spills 90	Regional Water Quality Control Board's (RWQCB's) spills, leaks, investigations, and cleanups	California Environmental Protection Agency (Cal EPA)
State/Tribal SWL	Solid Waste Information System	California Integrated Waste Management Board / State Water Resources Control Board (SWRCB) / Riverside County
State/Tribal LUST	Leaking Underground Storage Tank Listing	SWRCB / Riverside County
State/Tribal UST/AST	Underground and Aboveground Storage Tank Listing	SWRCB / Riverside County
State/Tribal IC	Deed Restricted Sites Listing	Cal EPA / Department of Toxic Substances Control (DTSC)
State/Tribal VCP	Voluntary Cleanup Program Sites	Cal EPA/ DTSC
State/Tribal Brownfields	Site Mitigation and Brownfields Reuse Program Database	DTSC
State Permits	Tracks establishments and the status of their permits in relation to compliance with federal, State and local regulations.	Riverside County
State Other	Database of sites that are known to be contaminated as well as sites with uncharacterized properties where further studies may reveal problems	Cal EPA / DTSC
Floodplains	100 year and 500 year floodplain boundaries	Federal Emergency Management Agency
Oil & Gas Wells	Completions, pluggings and permits	California Department of Conservation

SOURCE: Environmental FirstSearch, 2007.

TABLE 4.7-2
HAZARDOUS MATERIALS SITES IN THE VICINITY OF THE STUDY AREA

Site Name	Site Address	Approximate Distance to Project or Alternatives	Regulatory List[a]	Additional Details
Palm Airport	333 North Gene Autry Trail, Palm Springs	Farrell-Garnet: 0.03 mile SW	ERNS	
GTE Palm Springs Plant Yard	979 Gene Autry Trail, Palm Springs	Farrell-Garnet: 0.03 mile SW	LUST; UST	LUST: Closed
Desert Water Agency	1200 South Gene Autry Trail, Palm Springs	Farrell Garnet: 0.03 mile SW	LUST; UST	LUST: Closed
Signature Flight Support, Inc.	145 Gene Autry Trail, Palm Springs	Farrell Garnet: 0.04 mile SW	LUST	Closed
Palm Springs Country Club	2500 Whitewater Club Drive, Palm Springs	Farrell Garnet: 0.33 mile SW Alt 2/Alt 3: 0.49 mile NE	LUST	Closed
The Desert Sun	750 Gene Autry Trail, Palm Springs	Farrell Garnet: 0.03 mile SW	RCRA GEN	Small Quantity Generator
Katsu Lawnmower	1105 Gene Autry Trail, Palm Springs	Farrell Garnet: 0.03 mile SW	RCRA GEN	Small Quantity Generator
Hertz Equipment Rental	27650 Executive Drive, Palm Springs	Farrell Garnet: 0.04 mile NE Alt 2/Alt 3/Alt 6/Alt 7: Unknown	RCRA GEN	Small Quantity Generator
Skywest Airlines Inc	333 Gene Autry Trail, Palm Springs	Farrell Garnet: 0.03 mile SW	UST	
Palm Springs Oil 8	670 Palm Canyon Drive, Palm Springs	Farrell Garnet: 0.03 mile SW	UST	
Sossa S Market 4	3700 E Vista Chino, Palm Springs	Farrell Garnet: 0.18 mile SW Alt 2/Alt 3/Alt 6/Alt 7: 0.00 mile (adjacent)	UST	
Desert Hot Springs Disposal Site	North of I-10, Desert Hot Springs	Farrell-Garnet/Alt 2/ Alt 3/Alt 6: Unknown	SWL	Active Site
Texaco Marks	1700 East Vista Chino, Palm Springs	Alt 2/Alt 3: 0.00 mile (adjacent)	LUST	Closed
Walgreens 1079	1700 East Vista Chino, Palm Springs	Alt 2/Alt 3: 0.00 mile (adjacent)	PERMITS	
Agua Caliente Indian Reservation	Not Available	Alt 2/Alt 3/Alt 6/Alt 7: 0.00 mile (adjacent)	Tribal Land	
Texaco F L Vick	1700 East Vista Chino, Palm Springs	Alt 2/Alt 3: 0.00 mile (adjacent)	UST	
Palm Springs Chevron	1700 Vista Chino, Palm Springs	Alt 2/Alt 3: 0.00 mile (adjacent)	UST	
Sunrise Cleaners	1717 East Vista Chino Ste A1, Palm Springs	Alt 2/Alt 3: 0.01 mile S	State permits; State other	
AutoZone 5568	1717 Vista Chino East, Palm Springs	Alt 2/Alt 3: 0.01 mile S	State permits; State other	
Sunrise Dental	1717 Vista Chino Ste A5, Palm Springs	Alt 2/Alt 3: 0.01 mile S	State permits	
Albertsons 6569	1715 N Sunrise Way, Palm Springs	Alt 2/Alt 3: 0.01 mile SW	State other	

TABLE 4.7-2 (Continued)
HAZARDOUS MATERIALS SITES IN THE VICINITY OF THE STUDY AREA

Site Name	Site Address	Approximate Distance to Project or Alternatives	Regulatory List[a]	Additional Details
Kaiser Permanente Medical Office Building	1717 E Vista Chino, Palm Springs	Alt 2/Alt 3: 0.01 mile SW	State permits	
Desert Aids Project	1695 N Sunrise Way, Palm Springs	Alt 2/Alt 3: 0.02 mile SW	State; VCP	
ARCO 05968/Prestige Stations Inc	1717 Vista Chino, Palm Springs	Alt 2/Alt 3: 0.03 mile SW	State other; RCRA GEN	Small Quantity Generator
AM/PM Mini Mart 5968	1717 Vista Chino, Palm Springs	Alt 2/Alt 3: 0.03 mile SW	UST	
Walgreens 7577	1695 Sunrise Way, Palm Springs	Alt 2/Alt 3: 0.04 mile SW	State permits	
Granite Construction Company	6950 N Indian Ave, Palm Springs	Farrell-Garnet/Alt 2/Alt 3/Alt 6/Alt 7: 0.01 mile	State permits	
Lumberman's	3455 North Indian Canyon, Palm Springs	Alt 3: 0.00 mile (adjacent)	LUST; UST	LUST: Closed
USA Gas	3689 North Indian Canyon Drive, Palm Springs	Alt 3: 0.00 mile (adjacent)	State Other	
PS Gas Mini Mart	3689 North Indian Canyon Drive, Palm Springs	Alt 3: 0.00 mile (adjacent)	State permits; UST	
ARCO North End	3689 North Indian Canyon Drive, Palm Springs	Alt 3: 0.00 mile (adjacent)	UST	
Sprint Palm Springs POP	3601 North Indian Canyon Drive, Palm Springs	Alt 3: 0.00 mile (adjacent)	UST	
Palm Springs Auto Care	3399 North Indian Canyon Drive, Palm Springs	Alt 3: 0.01 mile E	State permits; State other	
H and H Automotive Repair	145 Oasis Road, Palm Springs	Alt 3: 0.03 mile NW	State other; RCRA GEN	Small Quantity Generator
Palm Springs Classic Auto Body	180 Oasis Road, Palm Springs	Alt 3: 0.05 mile NW	State other	
Kwik Kleen of the Desert	179 Oasis Road, Palm Springs	Alt 3: 0.05 mile NW	RCRA GEN	Small Quantity Generator
Agan Woodcrafters Inc	175 W Radio Road, Palm Springs	Alt 3: 0.06 mile NW	State permits	
Ados Automotive	225 W Oasis Road, Palm Springs	Alt 3: 0.10 mile NW	State permits	
Palm Springs Recycling Center	280 Oasis Road, Palm Springs	Alt 3: 0.12 mile NW	State other	
Brothers Towing Inc II	301 W Del Sol Road, Palm Springs	Alt 3: 0.14 mile NW	State permits; State other	

TABLE 4.7-2 (Continued)
HAZARDOUS MATERIALS SITES IN THE VICINITY OF THE STUDY AREA

Site Name	Site Address	Approximate Distance to Project or Alternatives	Regulatory List[a]	Additional Details
Omag Auto Machine Shop	333 Del Sol Road, Palm Springs	Alt 3: 0.17 mile NW	State other	
Arcaro S Auto Body Repair	340 Del Sol Road, Palm Springs	Alt 3: 0.18 mile NW	State permits; State other	
Toles Enterprises	285 Radio Road, Palm Springs	Alt 3: 0.19 mile NW	State permits	
Swiss Motor	3535 N Anza, Palm Springs	Alt 3: 0.22 mile NW	State permits; State other	
Champion Bearings, Inc	3535 N Anza, Palm Springs	Alt 3: 0.22 mile NW	State other; RCRA GEN	Small Quantity Generator
David D. Smith Automotive	401 Radio Road, Palm Springs	Alt 3: 0.24 mile NW	State permits; State other	
German Auto Tech	401 Radio Road, Palm Springs	Alt 3: 0.24 mile NW	State other	
Palm Springs Planting	345 Del Sol Road, Palm Springs	Alt 3: 0.24 mile NW	State other; RCRA GEN	Large Quantity Generator
Doral Resort	67967 Vista Chino Cathedral City	Alt 6: 0.00 mile (adjacent) Alt 7: 0.05 mile NE	State other; UST	
Sweet Light Photo Lab	68905 Vista Chino, Cathedral City	Alt 6: 0.01 mile SE Alt 7: 0.11 mile SW	State other	
CVS Pharmacy 1520	68010 Vista Chino, Cathedral City	Alt 6: 0.01 mile SE Alt 7: 0.18 mile NE	State permits	
Desert Princess CC/HOA	67177 Vista Chino, Cathedral City	Alt 6/Alt 7: 0.01 mile SW	State permits; UST	
ExxonMobil Oil Corporation No 12999	28501 Date Palm Drive, Cathedral City	Alt 6: 0.03 mile SE Alt 7: 0.00 mile (adjacent)	State other; RCRA GEN	Large Quantity Generator
Arco 5476/Prestige Stations 5192	27900 Date Palm Drive, Cathedral City	Alt 6/Alt 7: 0.04 mile NE	State other; LUST; RCRA GEN; UST ERNS	LUST: Closed; Small Quantity Generator
Mobil 18-BA9	28051 Date Palm Drive, Cathedral City	Alt 6: 0.04 mile SE Alt 7: 0.00 mile (adjacent)	UST	
Kangaroo Food Mart	28201 Date Palm Drive, Cathedral City	Alt 6: 0.11 mile SE Alt 7: 0.00 mile (adjacent)	State other; UST	
Walgreens 9229	30015 Date Palm Drive, Cathedral City	Alt 6: 0.24 mile SE Alt 7: 0.00 mile (adjacent)	State permits	
Desert Princess Country Club	28555 Landau Blvd, Cathedral City	Alt 6: 0.24 mile SW Alt 7: 0.00 mile (adjacent)	State permits	
Wal-Mart Store 1832	31033 Date Palm Drive, Cathedral City	Alt 7: 0.01 mile SW	State permits; State other; UST	
Date Palm Cleaners	30877 Date Palm Drive, Cathedral City	Alt 7: 0.01 mile SW	State permits; State other	
AutoZone 5550	32375 Date Palm Drive, Cathedral City	Alt 7: 0.01 mile SW	State permits	

TABLE 4.7-2 (Continued)
HAZARDOUS MATERIALS SITES IN THE VICINITY OF THE STUDY AREA

Site Name	Site Address	Approximate Distance to Project or Alternatives	Regulatory List[a]	Additional Details
Tuxedo Exchange	32475 Date Palm Drive, Cathedral City	Alt 7: 0.01 mile SW	State permits	
Pep Boys Many Mo and Jack No 844	31505 Date Palm Drive, Cathedral City	Alt 7: 0.01 mile SW	RCRA GEN; RCRA NLR; State other	Small Quantity Generator
The Alignment Man	68143 Ramon Road, Cathedral City	Alt 7: 0.02 mile NE	State permits; UST	
Sav-On 9616	31575 Date Palm Drive, Cathedral City	Alt 7: 0.02 mile SW	State permits; State other	
Nu-Way Cleaners	69135 Ramon Road, Cathedral City	Alt 7: 0.06 mile NE	State other	
Ultramar 3667	69123 Ramon Road, Cathedral City	Alt 7: 0.06 mile NE	State other; UST; LUST	LUST: Closed
Chevron Products	69123 Ramon Road, Cathedral City	Alt 7: 0.06 mile NE	State permits; UST	
Beacon Station 3667	69123 Ramon Road, Cathedral City	Alt 7: 0.06 mile NE	State permits	
Rite Aid	69155 Ramon Road, Cathedral City	Alt 7: 0.07 mile NE	State other	
U-Haul of Palm Springs	68075 Ramon Road, Cathedral City	Alt 7: 0.08 mile NE	State other; LUST; RCRA GEN; UST	LUST: Closed; Small Quantity Generator
Meaders Cleaners	68100 Ramon Road, Cathedral City	Alt 7: 0.12 mile NE	State other; State permits	
Kragen Auto Parts Store 1480	69140 Ramon Road, Cathedral City	Alt 7: 0.12 mile NE	State other; State permits	
Valero Station 3667	69123 Ramon Road, Cathedral City	Alt 7: 0.12 mile NE	State permits	
Palm Springs Oil 12	68855 Ramon Road, Cathedral City	Alt 7: 0.13 mile SW	LUST; UST; State other	LUST: Closed
Firestone Store 2234	68240 Ramon Road, Cathedral City	Alt 7: 0.14 mile NE	LUST; UST; State other; State permits	LUST: Closed
Western Dental Centers	69160 Ramon Road, Cathedral City	Alt 7: 0.15 mile NE	State permits	
Circle K 903	68258 Ramon Road, Cathedral City	Alt 7: 0.16 mile NE	LUST; UST	LUST: Closed
Midas Muffler	68275 Ramon Road, Cathedral City	Alt 7: 0.18 mile NE	RCRA GEN	Small Quantity Generator
Low Desert Truck Repair	33335 Moreno Road, Cathedral City	Alt 7: 0.18 mile SE	State permits	
Big League Dreams Sports Park	33700 Date Palm Drive, Cathedral City	Alt 7: 0.18 mile SE	State permits	
Jiffy Lube	68815 Ramon Road, Cathedral City	Alt 7: 0.18 mile SW	State permits; State other	
Best Lube N Tune	68280 Ramon Road, Cathedral City	Alt 7: 0.19 mile NE	RCRA GEN; UST	Small Quantity Generator

TABLE 4.7-2 (Continued)
HAZARDOUS MATERIALS SITES IN THE VICINITY OF THE STUDY AREA

Site Name	Site Address	Approximate Distance to Project or Alternatives	Regulatory List[a]	Additional Details
International Motors	68795 Ramon Road, Cathedral City	Alt 7: 0.20 mile SW	State permits; State other	
Cathedral City Fire Department	32100 Desert Vista Road, Cathedral City	Alt 7: 0.21 mile SW	State permits; UST	
Southwest Dental	68820 Ramon Road, Cathedral City	Alt 7: 0.21 mile SW	State Permits	
Dare Cadillac	68800 Ramon Road, Cathedral City	Alt 7: 0.25 mile SW	State permits; State other	
Chevron Ramon	68010 Ramon Road, Cathedral City	Alt 7: 0.26 mile SW	LUST	Open – Site Assessment (4/28/09)
Palm Springs Oil 13	68450 Ramon Road, Cathedral City	Alt 7: 0.39 mile NE	LUST	LUST: Closed
7-Eleven 16525	67510 Ramon Road, Cathedral City	Alt 7: 0.45 mile SW	LUST	LUST: Closed
University High School	Gerald Ford Drive/Portola Avenue	Santa Rosa-Mirage: 0.42 mile SW Alt 5: 0.44 mile SW	State	
Circle K 564	73010 Ramon Road, Thousand Palms	Alt 5: 0.01 mile SW	LUST; UST RCRA GEN	LUST: Closed Small Quantity Generator
Texaco	33100 Monterey, Thousand Palms	Alt 5: 0.02 mile NE	LUST; UST	LUST: Closed
Suncrete Roof Tile	72470 Varner Road, Thousand Palms	Alt 5: 0.23 mile SW	LUST	Closed
Sunline Transit Agency	32505 Harry Oliver Trail, Thousand Palms	Alt 5: 0.33 mile SW	LUST	Closed
Tri Palms Estate	32700 Desert Moon, Thousand Palms	Alt 5: 0.39 mile SW	LUST	Closed
Pete S Automotive	32125 Arbol Real Ave, Thousand Palms	Alt 5: 0.11 mile SW	State other	
Arco Facility No 06306	32975 Monterey Ave, Thousand Palms	Alt 5: 0.02 mile SW	RCRA GEN; UST	Small Quantity Generator
Home Depot USA	34249 Monterey Ave, Thousand Palms	Alt 5: 0.21 mile SW	RCRA GEN	Small Quantity Generator

[a] Refer to Table 4.7-1 for definitions of the regulatory lists; Transportation related ERNS sites omitted from table.

SOURCE: Environmental FirstSearch, 2007 and 2009.

may be wrapped with copper naphthenate paper, also known as CuNap wrap.[1] This paper has been accepted as a wood preservative for several decades and has been employed in non-pressure treatments of wood and other products. Copper naphthenate is a common preservative and its use has increased recently in response to environmental concerns associated with other wood treatment products.

Schools

The Proposed Project and alternative alignments and sites are located within the Palm Springs Unified School District (PSUSD), which serves the students and families of Cathedral City, Desert Hot Springs, Palm Desert, Palm Springs, Rancho Mirage, and Thousand Palms. The following schools are located within one quarter mile of the proposed and alternative alignments:

- Palm Springs Montessori School is approximately 1,300 feet south-southwest of the Farrell Substation and the southern end of the proposed Farrell-Garnet alignment.
- Montessori Elementary School is along Vista Chino, approximately 50 feet north of the alignments for Alternatives 2 and 3.
- Desert Son-Shine Preschool is along Via Negocio, approximately 300 feet north of the alignments for Alternatives 2 and 3.
- Coyote Run Headstart preschool is along Sunrise Way, approximately 700 feet west of the alignment for Alternative 2.
- Creative Beginnings Montessori is along Vista Chino, approximately 100 feet south of the alignment for Alternative 3.
- Raymond Cree Middle School is along Vista Chino, approximately 100 feet south of the alignment for Alternative 3.
- Landau Elementary School is along Landau Boulevard, approximately 50 feet east of the alignment for Alternative 7.
- Mount San Jacinto High School is along Landau Boulevard, approximately 50 feet east of the alignment for Alternative 7.
- Sunny Sands Elementary School is along Mc Callum Way approximately 1,200 feet east of the alignment for Alternative 7.

In addition to the schools identified above, Cathedral City Elementary School is approximately 400 feet west of Tamarisk Substation and the Marywood Country Day School on Clancy Lane in Rancho Mirage is approximately 400 feet west of Santa Rosa Substation.

[1] CuNap wrap is a self contained delivery system for copper napthenate, the internationally recognized wood preservative that fights the damaging effects of moisture, decay, and insect attack.

Airports

The Palm Springs International Airport is located within a half-mile of the existing Farrell Substation (and the southern end of the proposed Farrell-Garnet alignment and the western end of the alignment for Alternatives 6 and 7) and is immediately south of the underground segment associated with the Alternatives 2 and 3 alignment. The airport is also located one mile west of the portion of the Alternative 7 alignment that follows Landau Boulevard.

Wildland Fire Conditions

The California Department of Forestry and Fire Protection (Cal Fire) has published Draft Fire Hazard Severity Zones for the State. These maps give fire hazards either a "moderate," "high," or "very high" rating classification. The Palm Springs Fire Hazard Severity Zone Map indicates that the Proposed Project and alternatives would be located within "moderate" and "high" fire severity zones. The mountains to the south and west of the valley have a "very high" fire classification (Cal Fire, 2008).

Regulatory Context

Federal

Occupational Safety and Health Administration

The federal Occupational Safety and Health Administration (OSHA) enforces regulations covering the handling of hazardous materials in the workplace. The regulations established in the Code of Federal Regulations (CFR) Title 29 are designed to protect workers from hazards associated with encountering hazardous materials at the work site. The regulations require certain training, operating procedures, and protective equipment to be used at work sites that could encounter hazardous materials.

Resource Conservation and Recovery Act

Under the federal Resource Conservation and Recovery Act (RCRA), individual states may implement their own hazardous waste programs in lieu of RCRA as long as the state program is at least as stringent as federal RCRA requirements and is approved by the USEPA. The USEPA approved California's RCRA program, referred to as the Hazardous Waste Control Law (HWCL) in 1992.

Toxic Substance Control Act

The Toxic Substances Control Act (TSCA) of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. The USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk.

CERCLA

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) was developed to protect the water, air, and land resources from the risk created by past chemical disposal practices. This act is also referred to as the Superfund Act, and the sites listed under it are referred to as Superfund sites. Under CERCLA, the USEPA maintains a list, known as the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), of all contaminated sites in the nation that have in part or are currently undergoing clean-up activities. CERCLIS contains information on current hazardous waste sites, potential hazardous waste sites, and remediation activities. This includes sites that are on the National Priorities List (NPL) or being considered for the NPL.

State

California Code of Regulations

The California Code of Regulations (CCR), Title 22, Section 66261.20-24, contains technical descriptions of characteristics that would classify wasted material, including soil, as hazardous waste. When excavated, soils with concentrations of contaminants higher than certain acceptable levels must be handled and disposed as hazardous waste.

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) administer the requirements of the Clean Water Act that regulate pollutant discharges into waterways of the U.S. The Colorado River RWQCB (CRRWQCB) enforces site cleanup regulations for illicit discharges that have resulted in contamination of groundwater in the project area.

California Hazardous Materials Release Response Plans and Inventory Law

The California Hazardous Materials Release Response Plan and Inventory Law of 1985 (Business Plan Act) requires that businesses that store hazardous materials onsite prepare a business plan and submit it to local health and fire departments. The business plan must include details of the facility and business conducted at the site, an inventory of hazardous materials that are handled and stored onsite, an emergency response plan, and a safety and emergency response training program for new employees with an annual refresher course.

California Occupational Safety and Health Administration

In California, the California Occupational Safety and Health Administration (Cal OSHA) regulates worker safety similar to the federal OSHA. OSHA has developed worker safety regulations for the safe abatement of lead-based paint and primers (Lead in Construction Standard, Title 8 CCR 1532.1).

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

In January 1996, Cal EPA adopted regulations, which implemented a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The program has

six elements, including: (1) hazardous waste generators and hazardous waste onsite treatment; (2) underground storage tanks (USTs); (3) aboveground storage tanks (ASTs); (4) hazardous materials release response plans and inventories; (5) risk management and prevention programs; and (6) Unified Fire Code hazardous materials management plans and inventories. The plan is implemented at the local level and the agency responsible for implementation of the Unified Program is called the Certified Unified Program Agency (CUPA). In Riverside County, the Hazardous Materials Management Division of the Department of Environmental Health is the designated CUPA.

Department of Toxic Substance Control

The Department of Toxic Substances Control (DTSC) is responsible for regulating the use, storage, transport, and disposal of hazardous substances in the State. DTSC maintains a Hazardous Waste and Substances Site List for site cleanup. This list is commonly referred to as the Cortese List. Government Code section 65962.5 requires the Cal EPA to update the Cortese List at least annually. DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Hazardous Waste Management and Handling

Under RCRA, individual states may implement their own hazardous waste programs in lieu of RCRA as long as the state program is at least as stringent as federal RCRA requirements. The USEPA must approve state programs intended to implement federal regulations. In California, Cal EPA and DTSC, a department within Cal EPA, regulate the generation, transportation, treatment, storage, and disposal of hazardous waste. The USEPA approved California's RCRA program, called the Hazardous Waste Control Law (HWCL), in 1992. DTSC has primary hazardous material regulatory responsibility, but can delegate enforcement responsibilities to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the HWCL.

The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; prescribe the management of hazardous wastes; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous wastes that cannot be disposed of in ordinary landfills. Hazardous waste manifests must be retained by the generator for a minimum of three years. Hazardous waste manifests provide a description of the waste, its intended destination, and regulatory information about the waste. A copy of each manifest must be filed with the State. The generator must match copies of hazardous waste manifests with receipts from treatment, storage, and disposal facilities.

Contaminated soils and other hazardous materials removed from a site during construction or remediation may need to be handled as hazardous wastes.

Hazardous Materials Transportation

The State of California has adopted U.S. Department of Transportation (USDOT) regulations for the intrastate movement of hazardous materials; State regulations are contained in 26 CCR. In

addition, the State of California regulates the transportation of hazardous waste originating in the State and passing through the State (26 CCR). Both regulatory programs apply in California.

The two State agencies with primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The CHP enforces hazardous materials and hazardous waste labeling and packing regulations to prevent leakage and spills of material in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are the responsibility of the CHP, which conducts regular inspections of licensed transporters to assure regulatory compliance. Caltrans has emergency chemical spill identification teams at as many as 72 locations throughout the State that can respond quickly in the event of a spill.

Common carriers are licensed by the CHP, pursuant to California Vehicle Code Section 32000. This section requires the licensing of every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time, and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards.

Every hazardous waste package type used by a hazardous materials shipper must undergo tests that imitate some of the possible rigors of travel. Every package is not put through every test. However, most packages must be able to be kept under running water for a time without leaking, dropped fully loaded onto a concrete floor, compressed from both sides for a period of time, subjected to low and high pressure, and frozen and heated alternately.

Hazardous Materials Emergency Response

Pursuant to the Emergency Services Act, California has developed an Emergency Response Plan to coordinate emergency services provided by federal, State, and local governmental agencies and private persons. Response to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services (OES). The OES coordinates the responses of other agencies, including the USEPA, CHP, California Department of Fish and Game (CDFG), the RWQCBs, the local air districts (in this case, the South Coast Air Quality Management District (SCAQMD)), and local agencies.

Pursuant to the Business Plan Law, local agencies are required to develop “area plans” for the response to releases of hazardous materials and wastes. These emergency response plans depend to a large extent on the Business Plans submitted by people who handle hazardous materials. An area plan must include pre-emergency planning and procedures for emergency response, notification, and coordination of affected governmental agencies and responsible parties, training, and follow up.

California Public Utilities Code

California Public Utilities Code Section 21658 prohibits structural hazards associated with utility poles and lines near airports. Should a transmission line be located in the vicinity of an airport or

exceed 200 feet in height, a Notice of Proposed Construction or Alteration (Form 7460-1) is required by the Federal Aviation Administration in accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace."

Local

Riverside County

The Hazardous Materials Management Division (HMMD) is one of the three divisions of Riverside County's Department of Environmental Health (DEH). HMMD is the CUPA for Riverside County responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans.

The goal of the HMMD is to protect human health and the environment by ensuring that hazardous materials, hazardous waste, and underground storage tanks are properly managed. To accomplish this goal, the HMMD has several programs that work with the regulated community and the public.

Through its membership in the Southern California Hazardous Waste Management Authority (SCHWMA), the County of Riverside has agreed to work on a regional level to solve problems involving hazardous waste. SCHWMA was formed through a joint powers agreement between Santa Barbara, Ventura, San Bernardino, Orange, San Diego, Imperial, and Riverside Counties and the Cities of Los Angeles and San Diego. Working within the concept of "fair share," each SCHWMA county has agreed to take responsibility for the treatment and disposal of hazardous waste in an amount that is at least equal to the amount generated within that county. This responsibility can be met by siting hazardous waste management facilities (transfer, treatment, and/or repository) capable of processing an amount of waste equal to or larger than the amount generated within the county, or by creating intergovernmental agreements between counties to provide compensation to a county for taking another county's waste, or through a combination of both facility siting and intergovernmental agreements.

When and where a facility is to be sited is primarily a function of the private market. However, once an application to site a facility has been received, the County will review the proposed facility and its location against a set of established siting criteria to ensure that the location is appropriate, and may deny the application based on the findings of this review. The County of Riverside does not presently have any of these facilities within its jurisdiction and therefore must rely on intergovernmental agreements to fulfill its fair share responsibility to SCHWMA (Riverside County, 2003).

The Safety Element of the Riverside County General Plan includes some general policies relating to hazards and hazardous materials (Riverside County, 2003). Some selected policies that may be applicable to the Proposed Project include:

Policy S 4.13: Require that facilities storing substantial quantities of hazardous materials within inundation zones shall be adequately flood-proofed and hazardous materials containers shall be anchored and secured to prevent flotation and contamination.

Policy S 5.5: Conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector.

Policy S 6.1: Enforce the policies and siting criteria and implement the programs identified in the County of Riverside Hazardous Waste Management plan, which includes the following:

a. Comply with federal and State laws pertaining to the management of hazardous wastes and materials.

b. Ensure active public participation in hazardous waste and hazardous materials management decisions in Riverside County.

c. Coordinate hazardous waste facility responsibilities on a regional basis through the Southern California Hazardous Waste Management Authority (SCHWMA).

d. Encourage and promote the programs, practices, and recommendations contained in the County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.

City of Palm Springs

The City of Palm Springs General Plan includes policies addressing issues associated with hazards and hazardous materials in its *Safety Element*. The following policies may be applicable to the Proposed Project (City of Palm Springs, 2007):

Policy SA5.1: Promote the proper disposal, handling, transport, delivery, treatment, recovery, recycling, and storage of hazardous materials in accordance with applicable federal, state, and local regulations.

Policy SA5.2: Encourage businesses to utilize practices and technologies that will reduce the generation of hazardous wastes at the source.

Policy SA5.5: Follow the response procedures outlined in the Riverside County Fire Department's Hazardous Materials Area Plan in the event of a hazardous materials emergency.

Policy SA5.11: Prohibit the transport of hazardous waste materials through the City except along Highway 111, Interstate 10, and the Southern Pacific Railroad.

Policy SA5.13: Prohibit the location of facilities using, storing, or otherwise involved in substantial quantities of on-site hazardous materials in flood zones, unless all standards of elevation, anchoring, and flood-proofing have been satisfied and hazardous materials are stored in watertight containers that are not capable of floating.

Policy SA6.3: Encourage development of land uses in airport influence areas that do not create incompatibility between airport and surrounding land uses or cause potential hazards to aviation or to the public.

Policy SA6.4: Review projects for their compliance with the policies of the Riverside County Airport Land Use Compatibility Plan.

Policy SA6.6: Building heights within airport clear zones shall conform to runway approach surfaces and Airport Surveillance Radar critical areas.

City of Cathedral City

The City of Cathedral City addresses issues associated with hazards and hazardous materials in the *Hazardous and Toxic Materials Element* and the *Fire and Police Protection Element* of its General Plan. The following General Plan policies and programs may be applicable to the Proposed Project (City of Cathedral City, 2002):

Hazardous and Toxic Materials Element:

Program 1.C: A Conditional Use Permit shall be required for all new development that generates, transports, or stores hazardous materials.

Policy 2: Encourage and facilitate the adequate and timely cleanup of existing and future contaminated sites within the City and its sphere of influence.

Policy 3: The City shall thoroughly evaluate development proposals for lands directly adjacent to sites known to be contaminated with hazardous or toxic materials.

Policy 4: The City shall designate access routes to facilitate the transport of hazardous and toxic materials.

Fire and Police Protection Element:

Policy 7: The use, manufacture, storage and transport of potentially hazardous materials shall be reviewed and monitored by the City and other appropriate agencies.

City of Rancho Mirage

The City of Rancho Mirage General Plan addresses issues associated with hazards and hazardous materials in the hazardous and toxic materials section of the *Safety Element* as well as the *Water, Sewer and Utilities Element* and the *Fire and Police Protection Element*. The following policies and programs may be applicable to the Proposed Project (City of Rancho Mirage, 2005):

Safety Element:

Hazardous and Toxic Materials - Policy 1: The City shall regulate, to the extent empowered, the delivery, use, and storage of hazardous materials within the City limits and Sphere of Influence.

Hazardous and Toxic Materials - Policy 2: The City shall require and facilitate the safe and responsible disposal and cleanup of all hazardous/toxic waste and waste sites within the City of Rancho Mirage and Sphere of Influence.

Hazardous and Toxic Materials - Program 3.B: Follow the response procedures outlined within the Riverside County Fire Department's Hazardous Materials Area Plan in the event of a hazardous materials emergency.

Water, Sewer and Utilities Element:

Policy 10: Major utility facilities shall be sited to assure minimal impacts to the environment and the community, and minimize potential environmental hazards.

Fire and Police Protection Element:

Policy 3: Potentially hazardous material use and storage shall be regulated by the City and other appropriate agencies.

City of Palm Desert

The City of Palm Desert addresses issues associated with hazards and hazardous materials in the *Hazardous and Toxic Materials Element* and the *Police and Fire Protection Element* of its General Plan. The following General Plan policies and programs are applicable to the Proposed Project (City of Palm Desert, 2004):

Hazardous Materials Element:

Policy 3: Maintain, coordinate, and update hazardous spills as a result of accident or intentional action, and community evacuation plans.

Policy 5: The City shall thoroughly evaluate development proposals for lands directly adjacent to sites known to be contaminated with hazardous or toxic materials, as well as sites, which use potentially hazardous or toxic materials. The City may require soil testing of the proposed development site and the implementation of mitigation measures, which reduce the adverse affects of any contamination to insignificant levels.

Policy 6: Encourage and facilitate the adequate and timely clean up of existing and future contaminated sites within the City of Palm Desert and its sphere of influence.

Policy 7: The City shall designate appropriate access routes to facilitate the transport of hazardous and toxic materials.

Police and Fire Protection Element:

Policy 1: The City shall strictly enforce fire standards and regulations in the course of reviewing development and building plans and conducting building inspections.

Policy 8: The City, County Department of Environmental Health, and other appropriate agencies shall regulate the use and storage of potentially hazardous materials.

Policy 11: Special on-site fire protection measures may be required on well vegetated, hilly areas with slopes of 10 percent or greater, with possible access problems, and/or lack of sufficient water and/or water pressure. Such measures shall be specified during project review.

City of Indian Wells

The City of Indian Wells addresses issues associated with hazards and hazardous materials in Chapter 4, *Public Safety* of its General Plan. The following General Plan policy may be applicable to the Proposed Project (City of Indian Wells, 1996).

Policy IVA1.7: Enforce existing Federal, State, and local ordinances regulating use, manufacture, sale, transport, storage, and disposal of hazardous substances, and continue to implement the Riverside County Hazardous Waste Management Plan.

4.7.2 Significance Criteria

According to Appendix G of the *CEQA Guidelines*, a significant impact would occur if implementation of the project would:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

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;

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

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;

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 for people residing or working in the project area;

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.7.3 Applicant Proposed Measures

SCE has proposed the following applicant proposed measures (APMs) with respect to hazards and hazardous materials considerations:

APM HAZ-1. Hazardous Materials and Waste Handling Management. Hazardous materials used and stored onsite for the proposed construction activities - as well as hazardous wastes generated onsite as a result of the proposed construction activities – would be managed according to the specifications outlined below.

- *Hazardous Materials and Hazardous Waste Handling:* A project-specific hazardous materials management and hazardous waste management program would be developed prior to construction of the project. The program would outline proper hazardous materials use, storage, and disposal requirements, as well as hazardous waste

management procedures. The program would identify types of hazardous materials to be used during the project and the types of wastes that would be generated. All project personnel would be provided with project-specific training. This program would be developed to ensure that all hazardous materials and wastes are handled in a safe and environmentally sound manner. Hazardous wastes would be handled and disposed of according to applicable rules and regulations. Employees handling wastes would receive hazardous materials training and shall be trained in hazardous waste procedures, spill contingencies, waste minimization procedures and Treatment, Storage, and Disposal Facility (TSDF) training in accordance with OSHA Hazard Communication Standard and 22 CCR. SCE would use landfill facilities that are authorized to accept treated wood pole waste in accordance with HSC 25143.1.4(b).

- *Construction Stormwater Pollution Prevention Plan (SWPPP):* A project-specific construction SWPPP would be prepared and implemented prior to the start of construction of the Proposed Project. The SWPPP would utilize BMPs to address the storage and handling of hazardous materials and sediment runoff during construction activities.

- *Transport of Hazardous Materials:* Hazardous materials that would be transported by truck include fuel (diesel fuel and gasoline) and oil and lubricants for equipment. Containers used to stored hazardous materials would be properly labeled and kept in good condition. Written procedures for the transport of hazardous materials used would be established in accordance with U.S. Department of Transportation and Caltrans regulations. A qualified transporter would be selected to comply with U.S. Department of Transportation and Caltrans regulations.

- *Fueling and Maintenance of Construction Equipment:* Written procedures for fueling and maintenance of construction equipment would be prepared prior to construction. Vehicles and equipment would be refueled onsite or by tanker trucks. Procedures would include the use of drop cloths made of plastic, drip pans, and trays, to be placed under refilling areas to ensure that chemicals do not come into contact with the ground. Refueling stations would be located in designated areas where absorbent pads and trays would be available. The fuel tanks also would contain a lined area to ensure that accidental spillage does not occur. Drip pans or other collection devices would be placed under the equipment at night to capture drips or spills. Equipment would be inspected daily for potential leakage or failures. Hazardous materials, such as paints, solvents, and penetrants, would be kept in an approved locker or storage cabinet.

- *Emergency Release Response Procedures:* An Emergency Response Plan detailing responses to releases of hazardous materials would be developed prior to construction activities. It would prescribe hazardous materials handling procedures for reducing the potential for a spill during construction and would include an emergency response program to ensure quick and safe cleanup of accidental spills. All hazardous materials spills or threatened release, including petroleum products such as gasoline, diesel, and hydraulic fluid, regardless of the quantity spilled, would be immediately reported if the spill has entered a navigable water, stream, lake, wetland, or storm drain, if the spill impacted any sensitive area including conservation areas and wildlife preserved, or if the spill caused injury to a person or threatens injury to public health. All construction personnel, including environmental monitors, would be aware of state and federal emergency response reporting guidelines.

APM HAZ-2. Fire Management Plan. The Fire Management Plan would be developed by SCE prior to start of construction.

APM HAZ-3. Spill Prevention, Counter Measure, and Control Plan (SPCC). In accordance with Title 40 of the CFR, Part 112, SCE would prepare an updated SPCC for appropriate substations within the Proposed Project. The plans would include engineered and operational methods for preventing, containing, and controlling potential releases, and provisions for quick and safe cleanup.

APM HAZ-4. Hazardous Materials Business Plan (HMBPs). SCE would prepare and submit an updated HMBP for appropriate substations within the Proposed Project. The required documentation would be submitted to the Certified Unified Program Agency (CUPA). The HMBPs would include hazardous materials and hazardous waste management procedures and emergency response procedures, including emergency spill cleanup supplies and equipment.

4.7.4 Impacts and Mitigation Measures

Analysis Approach

Hazards and hazardous materials impacts could result from fluids used in construction equipment, from materials used and or stored at substations, from encountering unexpected contaminated soil during construction, from wildfires, and from airports. Potential impact thresholds are discussed below as defined by CEQA. Although the APMs outlined above would reduce impacts, additional measures are recommended to ensure the public is protected.

a) Hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Impact 4.7-1: Construction activities would require the use of certain materials such as fuels, oils, solvents, and other chemical products that could pose a potential hazard to the public or the environment if improperly used or inadvertently released. ***Less than significant*** **(Class III)**

During project construction activities, limited quantities of miscellaneous hazardous substances, such as gasoline, diesel fuel, hydraulic fluid, solvents, oils, etc., would be used to fuel and maintain vehicles and motorized equipment. Accidental spill of any of these substances could impact water and/or groundwater quality. Temporary bulk above-ground storage tanks and 55-gallon drums may be used for fueling and maintenance purposes. As with any liquid, during handling and transfer from one container to another, the potential for an accidental release would exist. Depending on the relative hazard of the material, if a spill were to occur of significant quantity, the accidental release could pose a hazard to construction workers, the public, as well as the environment.

While the Proposed Project would not require long-term operational use, storage, treatment, disposal, or transport of significant quantities of hazardous materials, hazardous materials would be used during construction activities. However, SCE has committed to implementing APM HAZ-1 (Hazardous Materials and Waste Handling Management), which requires the proper

handling, use, and disposal of hazardous materials during construction. More specifically, the APM would require SCE to develop and implement a project-specific hazardous materials management and hazardous waste management program, prepare procedures for fueling and maintenance of construction equipment, and prepare an emergency response plan. Implementation of APM HAZ-1 would reduce hazards to the public and environment to the extent possible and would ensure impacts would be less than significant.

In addition, as part of the Proposed Project, existing wood subtransmission poles would be removed and new support pole replacements would be installed. The removed chemically treated poles would require storage and or disposal. Improper storage and or disposal of these poles could result in a hazard to the public or the environment. As required by APM HAZ-1, SCE would dispose of used wood poles at appropriate landfills, consistent with the requirements of HSC 25143.1.4(b). Impacts would be less than significant.

Mitigation: None required.

Impact 4.7-2: Project operations would require the use of certain materials such as fuels, oils, solvents, and other chemical products that could pose a potential hazard to the public or the environment if improperly used or inadvertently released. ***Less than significant*** **(Class III)**

Benzene and other hazardous materials used to operate and maintain electric transmission infrastructure are found in the 2,500 gallon gasoline fuel tank stored at the Devers Substation. Improper storage, use, handling, or accidental spilling of such materials could result in a hazard to the public or the environment. Implementation of APM HAZ-1 would require development of a project-specific hazardous materials management and hazardous waste management program, including an Emergency Response Plan. In addition, APM HAZ-3 would require the development of a Spill Prevention, Counter Measure, and Control Plan in accordance with Title 40 of the CFR, Part 112, and APM HAZ-4 would require SCE to update its Hazardous Materials Business Plan for appropriate substations. Implementation of these APMs would ensure that impacts to the public or the environment would be less than significant.

During operations of the Proposed Project, a potential would exist that a transformer could fail, resulting in a spill of mineral oil. However, the substation upgrades would meet federal Spill Prevention, Control, and Countermeasures (SPCC) requirements, as outlined in Title 40 of the Code of Federal Regulations, Part 112. Clean up and disposal of spills would be conducted pursuant to Title 40 of the CFR, Part 12. Pursuant to USEPA requirements, SCE would inspect the equipment and any required spill containment facilities on a monthly basis. Implementation of the SPCC requirements described above would ensure that potential impacts related to a transformer malfunction oil spill would be less than significant.

Mitigation: None required.

b) Hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Impact 4.7-3: Construction activities could release previously unidentified hazardous materials into the environment. ***Less than significant with mitigation*** **(Class II)**

Potential impacts from chemicals used or stored during construction and operation of the Proposed Project that would have the potential to be spilled, upset, or released during an accident are addressed under Impact 4.7-1, above. While data obtained from the Proposed Project records searches indicate that no contamination has been identified along the proposed alignments, several nearby hazardous material sites have been identified. Contamination that may be associated with these sites may have migrated and could be uncovered or encountered during construction. There is also a potential that there could have been undocumented releases of hazardous materials (e.g., petroleum hydrocarbons from underground storage tanks, PCBs from transformers, etc.) along the proposed alignments and sites that could have migrated and could be uncovered or encountered during construction.

Implementation of Mitigation Measure 4.7-3 would ensure that potential impacts associated with releasing previously unidentified hazardous materials into the environment would be less than significant by outlining steps to take in the event of encountering previously unidentified hazardous materials. Impacts would be less than significant with mitigation. For impact discussions related to water quality, refer to Section 4.8, *Hydrology and Water Quality*.

> **Mitigation Measure 4.7-3:** SCE's Hazardous Substance Control and Emergency Response Plan (APM HYDRO-4) shall include provisions that would be implemented if any subsurface hazardous materials are encountered during construction. Provisions outlined in the plan shall include immediately stopping work in the contaminated area and contacting appropriate resource agencies, including the CPUC designated monitor, upon discovery of subsurface hazardous materials. The plan shall include the phone numbers of County and State agencies and primary, secondary, and final cleanup procedures. The Hazardous Substance Control and Emergency Response Plan shall be submitted to the CPUC for review and approval prior to the commencement of construction activities.

Significance after Mitigation: Less than Significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impact 4.7-4: The Proposed Project could handle hazardous or acutely hazardous materials, substances, or waste near an existing school. ***Less than significant*** **(Class III)**

Three existing schools have been identified within one-quarter mile of the Proposed Project components, including: Palm Springs Montessori School, approximately 1,300 feet south-southwest of the Farrell Substation; Cathedral City Elementary School is approximately 400 feet west of Tamarisk Substation; and the Marywood Country Day School is approximately 400 feet west of Santa Rosa Substation. Construction and operation of the Proposed Project would not be expected to result in releases of hazardous emissions, substances, or waste that might impact any school site because SCE would be required to adhere to APMs HAZ-1 through HAZ-4. These measures would require the development and implementation of hazardous materials best management practices. With the implementation of these measures, the Proposed Project would result in less than significant impacts to nearby schools.

Mitigation: None required.

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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.

The Proposed Project would not be located on a known hazardous materials site pursuant to Government Code Section 65962.5. Although the hazardous materials records searches completed for the Proposed Project (FirstSearch, 2007 and 2009) did identify known hazardous material sites in the vicinity of the proposed alignments, none of the identified hazardous materials sites appear to be located at the Proposed Project component locations. Given the distances of the known sites to the proposed transmission line alignments, the status of the sites, types of sites, and the nature of the proposed construction activities, there would be no impacts that would occur related to known hazardous materials sites creating a significant hazard to the public or the environment (No Impact).

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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 for people residing or working in the project area.

Impact 4.7-5: The Proposed Project would occur within the Airport Influence Area of the Palm Springs International Airport and could potentially impact airport operations. ***Less than significant*** **(Class III)**

In November of 2007, Stoner Associates produced a report entitled *A Study of Aeronautical Considerations associated with the Proposed Devers-Mirage 115kV Transmission Line System Split and Devers Coachella Valley 220kV Loop-in Project*. A copy of this report was submitted to the CPUC by SCE as a component of the PEA Appendix F. The Stoner report focused on whether various aspects of the Proposed Project would either trigger a notification requirement by penetrating the notification surfaces identified in Part 77 or whether any portion of the Proposed Project would likely penetrate the actual Part 77 imaginary surface.

Federal Aviation Regulation (FAR) Part 77 regulates nearby structure heights by established threshold heights of protected air space. These surfaces are defined by horizontal planes above specific ground elevations and or sloped planes at specific ratios. The overall intent of protected air space is to protect airplanes and structures from interface hazards.

The Stoner report indicates that some of the poles associated with the proposed Farrell-Garnet subtransmission line would require FAA notification; however, it is unlikely that any of the proposed poles would have an aeronautical impact by penetrating the actual Part 77 imaginary surface. Therefore, the Proposed Project would not result in safety hazards for people residing or working in the project area. Impacts would be less than significant.

Mitigation: None required.

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f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.

There are no known private airstrips located within two miles of any portion of the Proposed Project alignments or sites. Accordingly, there would be no private airstrip safety hazards impacts associated with the Proposed Project (No Impact).

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g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact 4.7-6: Construction of the Proposed Project could interfere with an emergency response plan route. ***Less than significant*** **(Class III)**

Several private and public roadways, including but not limited to Interstate 10, Gene Autry Trail, Varner Road, and Ramon Road would be crossed by the proposed subtransmission lines and would likely need to be temporarily closed during subtransmission line stringing activities. These roadways could be used by people evacuating the area during an emergency. However, in the event of an emergency, construction crews would cease all work and would remove any equipment that would impede the flow of traffic. Access for emergency vehicles would be maintained throughout project construction. Although project construction activities may require temporary road closures, appropriate traffic control plans would be followed, and encroachment permits would be obtained from Riverside County, if needed, and the appropriate city, depending on the jurisdiction of the road (see Section 4.15, *Traffic and Transportation*). Therefore, the Proposed Project would not physically interfere with emergency response or evacuation plans. Impacts would be less than significant.

Mitigation: None required.

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h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Impact 4.7-7: Construction and operation of the Proposed Project could ignite dry vegetation and start a fire. ***Less than significant with mitigation*** **(Class II)**

The Proposed Project would be located in "low" and "very low" wildfire classification zones as described in the Riverside County Western Coachella Valley Area Plan. The California Department of Forestry and Fire Protection describe the area as having a "moderate" and "high" fire severity classification. While vegetation is sparse in the Coachella Valley, fire hazards still persist. Heat or sparks from construction vehicles or equipment have the potential to ignite dry vegetation and cause a fire. Therefore, a moderate fire hazard would exist during construction of the Proposed Project. Implementation of APM HAZ-2, which requires SCE to prepare a Fire Management Plan, would reduce wildfire impacts; however, Mitigation Measure 4.7-7 (below) is recommended to strengthen the intent of APM HAZ-2. Implementation of Mitigation Measure 4.7-7 would reduce fire hazard impacts during construction to less than significant.

During operations, the Proposed Project could increase the risk of wildland fires in the area because induced current on the new subtransmission and transmission lines could result in sparks that could reach vegetation along the subtransmission and transmission line corridors that could result in fire. However, the risk of ignitions and the risk of damage from a Proposed Project-related ignition are low. In addition, SCE would be required to implement State vegetation and tree clearing requirements, including CPUC General Order 95, Public Resources Code Section 4293. Also, SCE would inspect all components of the proposed subtransmission and transmission lines at least annually for corrosion, equipment misalignment, loose fittings, and other common mechanical problems, by either air or ground. Consequently, implementation of the Proposed Project would not result in a significant risk of loss, injury, or death involving wildland fires; therefore, operational impacts would be less than significant.

> **Mitigation Measure 4.7-7:** The Fire Management Plan required pursuant to APM HAZ-2 shall include provisions that require water tanks or other fire suppression devices to be sited at the project sites and be available for fire protection. The plan shall require construction vehicles to contain fire suppression equipment. SCE shall contact and coordinate with all applicable fire departments to determine minimum amounts of fire equipment to be carried on the vehicles and appropriate locations for the water tanks/fire suppression devices. The Fire Management Plan shall document SCE's consultation with the local fire departments. The Fire Management Plan shall be submitted to the CPUC for review and approval prior to the commencement of construction activities.

Mitigation: Less than Significant.

4.7.5 Cumulative Impacts

Construction activities would increase the hazard potential in the study area. However, it is unlikely that the Proposed Project, with the other past, present, and reasonably foreseeable future projects, would contribute to a cumulative hazards or hazardous materials related impact. APMs HAZ-1 through HAZ-4 and Mitigation Measure 4.7-3 would ensure that the Proposed Project's construction-related hazards and hazardous materials impacts would be less than cumulatively considerable (i.e., because the Proposed Project would mitigate its contribution to any potential cumulative impact). Therefore, the cumulative impact of the Proposed Project related to hazards and hazardous materials, in combination with other reasonably foreseeable projects, would be less than significant with mitigation (Class II).

4.7.6 Alternatives

No Project Alternative

For the purposes of this analysis, the No Project Alternative includes the following two assumptions: 1) the project would not be implemented and the existing conditions in the study area would not be changed; and 2) new subtransmission and transmission lines and/or additional power generation would be constructed in or near the study area to supply power to the Electrical Needs Area. Given the highly speculative nature of the No Project Alternative assumptions, this analysis is qualitative.

The construction of new infrastructure under the No Project scenario would likely result in potential impacts similar to what would occur under the Proposed Project. Construction equipment could spill or leak oils, fuels, and or lubricants; however, similar to the Proposed Project, implementation of a measure similar to APM HAZ-1 would reduce impacts to less than significant. Construction activities associated with the No Project Alternative could also release previously unidentified hazardous materials into the environment; however, with implementation of a measure similar to Mitigation Measure 4.7-3, impacts would be less than significant (Class II).

The exact location of the construction activity under the No Project Alternative is not known at this time; therefore, impacts could be potentially greater if the new facilities would be located closer to a school than the Proposed Project. Additionally, impacts to operation of the Palm Springs International Airport would be potentially greater than those associated with the Proposed Project depending on the location and height of facilities that would be constructed under the No Project Alternative. At a minimum, the measures similar to the identified APMs and mitigation measures would also apply to this alternative.

As with the Proposed Project, partial road closures would likely be required for construction of the No Project Alternative, which could interfere with emergency vehicles or an evacuation route. At a minimum the No Project Alternative would require a traffic control plan.

Impacts from wildland fire hazards could be greater than the Proposed Project depending on the location of construction activities associated with the No Project Alternative. At a minimum, fire management plan would likely be required for the No Project Alternative.

Alternative 2

Alternative 2 would include the construction of approximately six miles of a new underground and overhead single-circuit 115 kV subtransmission line between the Farrell and Garnet substations. Similar to the Proposed Project, construction equipment associated with Alternative 2 could spill or leak oils, fuels, and or lubricants, and construction activities could release previously unidentified hazardous materials into the environment. However, since Alternative 2 would include construction of a three-mile underground segment, additional construction equipment and earth moving activities would be required. Therefore, risk of spills or release of previously unidentified hazardous materials into the environment would be higher than those associated with the Proposed Project. Nevertheless, similar to the Proposed Project, implementation of APM HAZ-1 and Mitigation Measure 4.7-3 would reduce potential impacts to less than significant (Class II).

Montessori Elementary School, Desert Son-Shine Preschool, and Coyote Run Headstart Preschool would be located within one-quarter mile of Alternative 2. Due to the proximity to these facilities, construction activities associated with Alternative 2 would have a greater chance of impacting these existing schools compared to the proposed Farrell-Garnet subtransmission line. Nevertheless, as with the Proposed Project, implementation of APMs HAZ-1 through HAZ-4 would ensure that impacts associated with hazards to schools would be less than significant (Class III).

A portion of the Alternative 2 subtransmission line would be located approximately 1,500 feet north of the end of the Palm Springs Airport Runway 13R. From a Part 77 Obstacle Clearance Surface standpoint, the most critical location is the location which creates the greatest potential for penetration of the imaginary surfaces. In this case, it's where the routing intersects the eastern edge of the 34:1 approach surface. At this location, the approach surface elevation is approximately 510 feet above mean seal level (msl) and the ground elevation is approximately 488 feet above msl. This indicates that any object 22 feet above ground level (agl) or higher, would be classified as an obstacle and a potential hazard to air navigation. At the western point where the routing crosses the approach surface, the approach surface elevation is estimated at 545 feet above msl and the ground elevation at 501 feet above msl. This indicates that anything greater than 44 feet agl or higher would be classified as an obstacle. However, since the first three miles of Alternative 2 would be placed underground, potential impacts to airport operations from this segment would be eliminated. It can be assumed that impacts associated with the overhead portion of Alternative 2 would be roughly proportional those associated with the proposed Farrell-Garnett subtransmission line; therefore, impacts to airport operations would be less than significant (Class III).

Alternative 2 would require trenching to underground approximately three miles of 115 kV subtransmission line, which would not be required under the proposed Farrell-Garnett subtransmission line. Additionally, this alternative would require construction activities within Vista Chino and Sunrise Way, which would not be required by the Proposed Project. Therefore, this alternative could result in slightly greater impacts to evacuation routes due to increased construction activities in public roadways. Nonetheless, impacts would remain less than significant (Class III).

Alternative 2 would generally result in the same amount of construction activities within undeveloped open space as the Proposed Project. There would be no significant changes in wildland fire hazards under this alternative. Impacts would be less than significant (Class III).

Alternative 3

Alternative 3 would include the construction of approximately 6.5 miles of new underground and overhead single-circuit 115 kV subtransmission line between the Farrell and Garnet substations. Similar to the Proposed Project, construction equipment associated with Alternative 3 could spill or leak oils, fuels, and or lubricants and construction activities could release previously unidentified hazardous materials into the environment. However, since Alternative 3 would include construction of a 3.6-mile underground segment, additional construction equipment and earth moving activities would be required. Therefore, risk of spills or release of previously unidentified hazardous materials into the environment would be higher than those associated with the Proposed Project. Nevertheless, similar to the Proposed Project, implementation of APM HAZ-1 and Mitigation Measure 4.7-3 would reduce potential impacts to less than significant (Class II).

The following schools would be located within one-quarter mile of Alternative 3: Montessori Elementary School; Desert Son-Shine Preschool; Creative Beginnings Montessori; and Raymond Cree Middle School. Due to the proximity to these facilities, construction activities associated with Alternative 3 would have a greater chance of impacting existing schools. Nevertheless, as under the Proposed Project, implementation of APMs HAZ-1 through HAZ-4 would ensure that impacts associated with hazards to schools would be less than significant (Class III).

A portion of the Alternative 3 subtransmission line would be located approximately 1,500 feet north of the end of the Palm Springs Airport Runway 13R. However, since the first 3.6 miles of Alternative 3 would be placed underground, there would be no impacts to airport operations from the underground segment of this alternative. It can be assumed that impacts associated with the overhead portion of Alternative 3 would roughly proportional to those associated with the Proposed Project; therefore, impacts to airport operations would be less than significant (Class III).

Alternative 3 would require trenching to underground approximately 3.6 miles of 115 kV subtransmission line, which would not be required under the Proposed Project. Additionally, this

alternative would require construction activities within Vista Chino, Sunrise Way, San Rafael Drive, and Indian Canyon Drive, which would not be required under the Proposed Project. This alternative could result in slightly greater impacts to evacuation routes due to increased construction activities in public roadways. Nonetheless, impacts would remain less than significant (Class III).

Alternative 3 would generally result in the same amount of construction activities within undeveloped open space as the Proposed Project. There would be no significant changes in wildland fire hazards under this alternative. Impacts would be less than significant (Class III).

Alternative 5

Alternative 5 would include the construction of approximately 3.1 miles of mostly new underground single-circuit 115 kV subtransmission line between Mirage Substation and the existing Santa Rosa-Tamarisk 115 kV line. Similar to the proposed Mirage-Santa Rosa subtransmission line, construction equipment associated with Alternative 5 could spill or leak oils, fuels, and or lubricants and construction activities could release previously unidentified hazardous materials into the environment. However, since Alternative 5 would include construction of an underground segment, additional construction equipment and earth moving activities would be required. Therefore, risk of spills or release of previously unidentified hazardous materials into the environment would be higher than those associated with the Proposed Project. Nevertheless, similar to the Proposed Project, implementation of APM HAZ-1 and Mitigation Measure 4.7-3 would reduce potential impacts to less than significant (Class II).

No existing schools have been identified within one-quarter mile of the Alternative 5 alignment. Therefore, there would be no chance for Alternative 5 to impact an existing school (No Impact).

The Alternative 5 subtransmission line would follow Ramon Road, Monterey Avenue, and Varner Road and would be primarily underground. This alternate alignment is not within two miles of the Palm Springs International Airport and is not located within the airports air traffic influence area. Alternative 5 would result in no airport hazard impacts (No Impact).

Alternative 5 would require construction activities within Ramon Road, Monterey Avenue, and Varner Road, which would not be required by the Proposed Project. This alternative could result in slightly greater impacts due to increased construction activities in public roadways. Nonetheless, impacts would remain less than significant (Class III).

Alternative 5 would generally be constructed within road ROWs. Therefore, there would be slightly less of a wildland fire hazard under this alternative compared to the Proposed Project. However, as under the Proposed Project, impacts would be less than significant (Class III).

Alternative 6

Alternative 6 would include the construction of approximately 4.2 miles of new underground and overhead single-circuit 115 kV subtransmission line between Farrell Substation and the existing Garnet-Santa Rosa 115 kV ROW. Similar to the proposed Farrell-Garnet subtransmission line, construction equipment associated with Alternative 6 could spill or leak oils, fuels, and or lubricants and construction activities could release previously unidentified hazardous materials into the environment. However, since Alternative 6 would include construction of a one mile underground segment, additional construction equipment and earth moving activities would be required. Therefore, risk of spills or release of previously unidentified hazardous materials into the environment would be higher than those associated with the Proposed Project. Nevertheless, similar to the Proposed Project, implementation of APM HAZ-1 and Mitigation Measure 4.7-3 would reduce potential impacts to less than significant (Class II).

No existing schools have been identified within one-quarter mile of the Alternative 6 alignment. Therefore, there would be no chance for Alternative 6 to impact an existing school (No Impact).

Alternative 6 would head east from the Farrell Substation, moving away from the Palm Springs Airport. Since this alternative would be constructed in an alignment that trends away from the approach surface, it would be less likely to impact airport operations than the Farrell-Garnet subtransmission line. Therefore, it can be assumed that impacts to airports associated with Alternative 6 would be less than significant (Class III).

Alternative 6 would require trenching within Vista Chino to underground approximately one mile of 115 kV subtransmission line, which would not be required for the Farrell-Garnet subtransmission line. Therefore, this alternative could result in slightly greater impacts to evacuation routes due to increased construction activities in public roadways. Nonetheless, impacts would remain less than significant (Class III).

Alternative 6 would include construction in more developed areas than the Farrell-Garnet subtransmission line. Therefore, there would be slightly less of a wildland fire hazard under this alternative compared to the Proposed Project. However, as under the Proposed Project, impacts would be less than significant (Class III).

Alternative 7

Alternative 7 would include the construction of approximately 9.1 miles of a new overhead single-circuit 115 kV subtransmission line between Farrell Substation and the existing Garnet-Santa Rosa 115 kV ROW. Similar to the Proposed Project, construction equipment associated with Alternative 7 could spill or leak oils, fuels, and or lubricants and construction activities could release previously unidentified hazardous materials into the environment. However, since Alternative 7 would be substantially longer in length than the Farrell-Garnet subtransmission line, risk of spills or release of previously unidentified hazardous materials into the environment would be higher than those associated with the Proposed Project. Nevertheless, similar to the Proposed

Project, implementation of APM HAZ-1 and Mitigation Measure 4.7-3 would reduce potential impacts to less than significant (Class II).

The following schools would be located within one-quarter mile of Alternative 7: Landau Elementary School; Mount San Jacinto High School; and Sunny Sands Elementary School. Due to the proximity to these facilities, construction activities associated with Alternative 7 would have a greater chance of impacting existing schools. Nevertheless, as under the Proposed Project, implementation of APMs HAZ-1 through HAZ-4 would ensure that impacts associated with hazards to schools would be less than significant (Class III).

Alternative 7 would head east from the Farrell Substation, moving away from the Palm Springs Airport. The southern most portion of the alternative located along 33rd Avenue would be located within 1.5 miles of the southern end of Runway 13R. At a distance of 1.5 miles it is highly unlikely that new subtransmission line would constitute an obstacle or a potential hazard to air navigation. It can be assumed that Alternative 7 would have a less than significant impact on airport operations (Class III).

Alternative 7 would follow segments of Vista Chino, Landau Boulevard, 33rd Avenue, and Date Palm Drive, which would not be required by the Proposed Project. This alternative could result in slightly greater impacts to evacuation routes due to increased construction activities in the immediate vicinity of public roadways. Nonetheless, impacts would remain less than significant (Class III).

Alternative 7 would include construction in more developed areas than the Farrell-Garnet subtransmission line. Therefore, there would be slightly less of a wildland fire hazard under this alternative compared to the Proposed Project. However, as under the Proposed Project, impacts would be less than significant (Class III).

References – Hazards and Hazardous Materials

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