4.11 HAZARDS AND HAZARDOUS MATERIALS

This section presents the environmental setting and impact analysis for hazards and hazardous materials resulting from either the Proposed Project or its alternatives. This section addresses the existing hazards located in the vicinity of the Proposed Project and alternatives areas, applicable regulations, impacts related to potential exposure to hazards or hazardous materials, and mitigation measures to reduce or avoid significant effects. Appendix N presents the Environmental Data Resources, Inc. (EDR) reports for hazardous sites near the Proposed Project and alternative areas supporting the hazardous and hazardous materials analysis in this section.

4.11.1 Definitions

4.11.1.1 Hazardous Materials

Hazardous materials are chemical and non-chemical substances that can pose a threat to the environment or human health if misused or released. Hazardous materials occur in various forms and can cause death, serious injury, long-lasting health effects, and damage to buildings, homes, and other property. Hazardous materials are used in industry, agriculture, medicine, research, and consumer goods. Hazardous materials can include explosives, flammable and combustible substances, poisons, radioactive materials, pesticides, petroleum products, and other materials defined as hazardous under the Resource Conservation and Recovery Act (RCRA) in 40 CFR 261. These substances are most often released as a result of motor vehicle or equipment accidents or because of chemical accidents during industrial use. Hazardous substances have the potential to leach into soils, surface water, and groundwater if they are not properly contained.

4.11.1.2 Hazards

Existing sources for physical hazards include proximity to airports, wildland fire hazards, and objects that could induce current and voltage and result in shock hazards. Wildland fire hazards are addressed separately in Section 4.12: Fire and Fuels Management, of this document; therefore, this particular hazard category is not discussed further below.

4.11.2 Approach to Data Collection

An environmental database search for existing potentially hazardous sites was conducted for the Proposed Project components within a 1-mile buffer in accordance with the American Society for Testing and Materials Guideline for Phase I Environmental Site Assessments (EDR 2013). The search drew from more than 60 federal and state environmental data tracking sites that provide site records of hazardous material handling or releases to the environment. Information provided in the database search was reviewed; sites within the project footprint

and a 0.25-mile buffer[1] were considered in the analysis in this section. In 2015, the following state and federal databases for hazardous materials sites within the project footprint and a 0.25-mile buffer also were reviewed:

- EPA National Priorities List (NPL) (EPA 2015)
- California Department of Toxic Substances Control (DTSC) sites (EnviroStor database) (DTSC 2015a)
- Leaking Underground Storage Tank, Department of Defense, and Site Cleanup Program sites (GeoTracker database)
- Formerly Used Defense Sites (FUDS) GIS

Existing airports and air strips in the Proposed Project area were identified to assess the potential for airspace hazard impacts. Emergency planning and response documents for the City of San Diego, City of Poway, and City of Carlsbad were reviewed for procedures applicable to the Proposed Project, including the San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). The City of San Diego General Plan, City of Poway Comprehensive Plan, and City of Carlsbad General Plan were reviewed for goals, objectives, and policies relevant to hazards and hazardous materials considerations for the Proposed Project.

Schools are especially sensitive to impacts from hazards and hazardous materials. Existing and proposed schools within 0.25 mile of Proposed Project components were identified.

4.11.3 Environmental Setting

4.11.3.1 All Project Components

Airports and Air Strips

There are no public or private airports or airstrips immediately adjacent to the Proposed Project. The closest airport is a military airport at MCAS Miramar, located about 4 miles south of the Proposed Project. The Proposed Project falls within the MCAS Miramar airport influence area and is subject to the Miramar Airport Land Use Compatibility Plan (ALUCP). The ALUCP provides noise contours, safety zones, airspace protections zones, and overflight protection zones to define the areas required to adhere to compatibility polices (ALUC 2011). The Proposed Project is located within the noise contours, airspace protection zone, and overflight protection zone. The Proposed Project is not located within the safety zones defined in the

[1] Analysis under CEQA requires assessment of whether a project would be located on a hazardous materials site, as defined under Gov. Code section 65962.5. A 0.25-mile buffer is a typical distance used to identify the presence of contaminants in off-site groundwater that may have the potential to migrate to a given site. Off-site properties with groundwater contamination further than 0.25 miles away are assessed to not have the potential to impact a given site. Off-site properties with only soil contamination are generally dismissed from further consideration because soil contamination remains in place.

ALUCP. The closest helipads are located southwest of the alignment, at Torrey Pines Corporate Helistop (1.3 miles away), Scripps Memorial Hospital (2.2 miles away), and MCAS Miramar (4 miles south of the project area). The Proposed Project would use local airports, including McClellan Palomar (13 miles away), Montgomery Field (8 miles away), and Gillespie Field (7 miles away) for helicopter staging.

Emergency Services/Evacuation Plans
Six agencies are responsible for emergency services within the Proposed Project area:

- San Diego County Office of Emergency Services (OES)
- City of San Diego Fire-Rescue Department
- City of Poway Department of Safety Services (Segment A only)
- Miramar Fire Department (Segment A only)
- Oceanside Fire Department (San Luis Rey Substation only)
- City of Carlsbad Fire Department (Encina Hub only)

OES coordinates the overall County response to disasters. The agency is responsible for:

- Alerting and notifying appropriate agencies when disasters occur;
- Coordinating responding agencies;
- Ensuring resources are available and mobilized;
- Developing plans and procedures for response to and recovery from disasters;
- Developing and providing preparedness materials for the public (OES 2015); and
- Implementing the San Diego County MJHMP (County of San Diego 2010).

OES staffs the Operational Area Emergency Operations Center (a central facility that provides regional coordinated emergency response) and also acts as staff to the Unified Disaster Council, a joint powers agreement among all 18 incorporated cities and the County of San Diego. The Unified Disaster Council provides for coordination of plans and programs countywide to ensure protection of life and property.

Emergency medical, fire protection, and hazardous materials services for the majority of the Proposed Project area (i.e., the portion within the City of San Diego) are provided by the City of San Diego Fire-Rescue Department. The City of Poway Department of Safety Services is responsible for providing emergency response services to the portion of Segment A within the City of Poway.

I-15 runs north-south through the Proposed Project area and is crossed by the transmission line corridor. SR-56 runs east-west through the Proposed Project area and is crossed twice by the transmission line corridor. I-15 and SR-56 could be used in the event of an emergency evacuation. Several four- and six-lane major roadways are present within or adjacent to the Proposed Project area (e.g., Scripps Poway Parkway, Sabre Springs Parkway, Poway Road, Black Mountain Road, Camino Del Sur, Carmel County Road, and Carmel Mountain Road). These roads could also be used as evacuation routes.

Shock Hazards

Alternating current (AC) overhead and underground electric transmission lines produce electric and magnetic fields (i.e., electromagnetic fields or EMFs) which have the potential to create induced voltages and currents in nearby conductive objects. Nearby conductive objects could include buildings, roofs, fences, railroads, communication lines, pipelines, farm equipment, and vehicles. Induced voltages and currents can result in a number of potential hazards[2] including electrical shock. Regulations and industry standards for safe construction and operation of transmission lines minimize the potential for the public to be exposed to hazards resulting from induced current and voltage.

An electric current can flow when there is an induced charge and a path is presented from one point to another. Electrical currents require a complete path, or circuit, from one voltage source to another. The potential for induced current and voltage impacts is typically avoided when the conductive objects are grounded or connected to the earth. Multiple grounding points provide redundant protection. Unlike fences or buildings, mobile objects such as vehicles and farm machinery cannot be grounded permanently.

When a person or animal comes in contact with a conductive object in the vicinity of an operational power line, a perceptible current or electric shock may occur. Electric shock is a physical response to electric current flow through a part of a person's body. Factors that influence the likelihood of electrical shocks and the extent that people notice them include line voltage, conductor clearance, the size and type of the conductive object, location relative to the transmission line, atmospheric conditions, soil resistivity, and personal physiology.

A person receiving an electrical shock must have at least two contact points to a voltage source, one of which might be the earth. An electric shock is received if a body completes an electrical circuit by touching an energized object and an electrical ground, or touching an energized conductor and another at a different voltage. Without two contact points on the body for current to enter and exit, respectively, there is no hazard of shock. For example, this is why birds can safely rest on transmission lines without getting shocked; they make contact at only one point. Avian electrocution occurs if a bird completes an electric circuit by simultaneously touching two separately energized parts or an energized part and a grounded part of the electrical equipment. Unlike birds, people are usually standing on the ground when they contact a conductive object. The person touching a conductive object is actually making contact between two points (the energized object and the ground).

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[2] Other potential hazards include: (1) ignition of flammable materials from induced current and voltage, which is discussed in Section 4.12: Fire and Fuels Management; and (2) the potential for interference and/or corrosion of nearby infrastructure (e.g., pipelines) resulting from AC interference, which is discussed in Section 4.17: Utilities and Public Service Systems.

Even if a long linear parallel conductive object is grounded at two distant points, a hazardous situation can occur if a person touches the object somewhere between the two points, creating a different grounding point to complete the circuit (Oregon Department of Energy 2013). Perpendicular linear structures have significantly less potential for induced currents and voltages. Based on historical information and industry standards, a 230-kV transmission line would need to be significantly parallel to an existing linear metallic pipeline or a long wire fence for induced currents and voltages to be of concern.

Ground Faults

An accidental connection between an electrical system conductor and the earth is called a ground fault. Ground faults may be caused by many things, including dirt buildup on conductor insulators (creating a dirty-water path for current from the conductor to the pole and to the ground when it rains), ground water infiltration in buried lines, or fallen tree branches. A tree branch touching an energized overhead line would provide an accidental path for current to flow through the tree. A ground fault could result in induced current and voltage with potentially hazardous impacts.

Electric Arcs

Electric arcs may form across small gaps between conductive surfaces. Arcing also can occur if a conductive object is raised such that it is too close to a transmission, power, or distribution line. Even excessive smoke can potentially provide a pathway to ground. More commonly, lightning strikes on overhead lines can create an ionized air path from the line to the tower during fault conditions. These arcs can have secondary effects such as ignition of flammable materials in the vicinity of the arc. It is theoretically possible for a spark discharge from the induced voltage on a large vehicle to ignite gasoline vapor during refueling; however, the likelihood of ignition is very low. Vehicles should not be refueled under energized lines unless specific precautions are taken to ground the vehicle and the fueling source.

4.11.3.2 Transmission Line Segment A

Existing Hazardous Sites

Nineteen sites were identified within 0.25 mile of Segment A in the 2013 EDR report and 2015 database search, including three open sites involving the release of hazardous materials. The three sites were reviewed further with the California SWRCB GeoTracker database. It was determined that one site, the Sycamore Canyon Facility, has in fact been completed and the case has been closed as of August 2013 (SWRCB 2015a). The two remaining open site locations are shown in Figure 4.11-1 and details for the two open sites are summarized in Table 4.11-1.

Segment A crosses land near MCAS Miramar that is listed in the Department of Defense FUDS database (USACE 2015). Historically, areas of Miramar have been used for bombing and munitions testing, creating a potential to encounter unexploded ordnance during ground excavations.

Figure 4.11-1 Open Hazardous Sites within 0.25 Mile of the Proposed Project

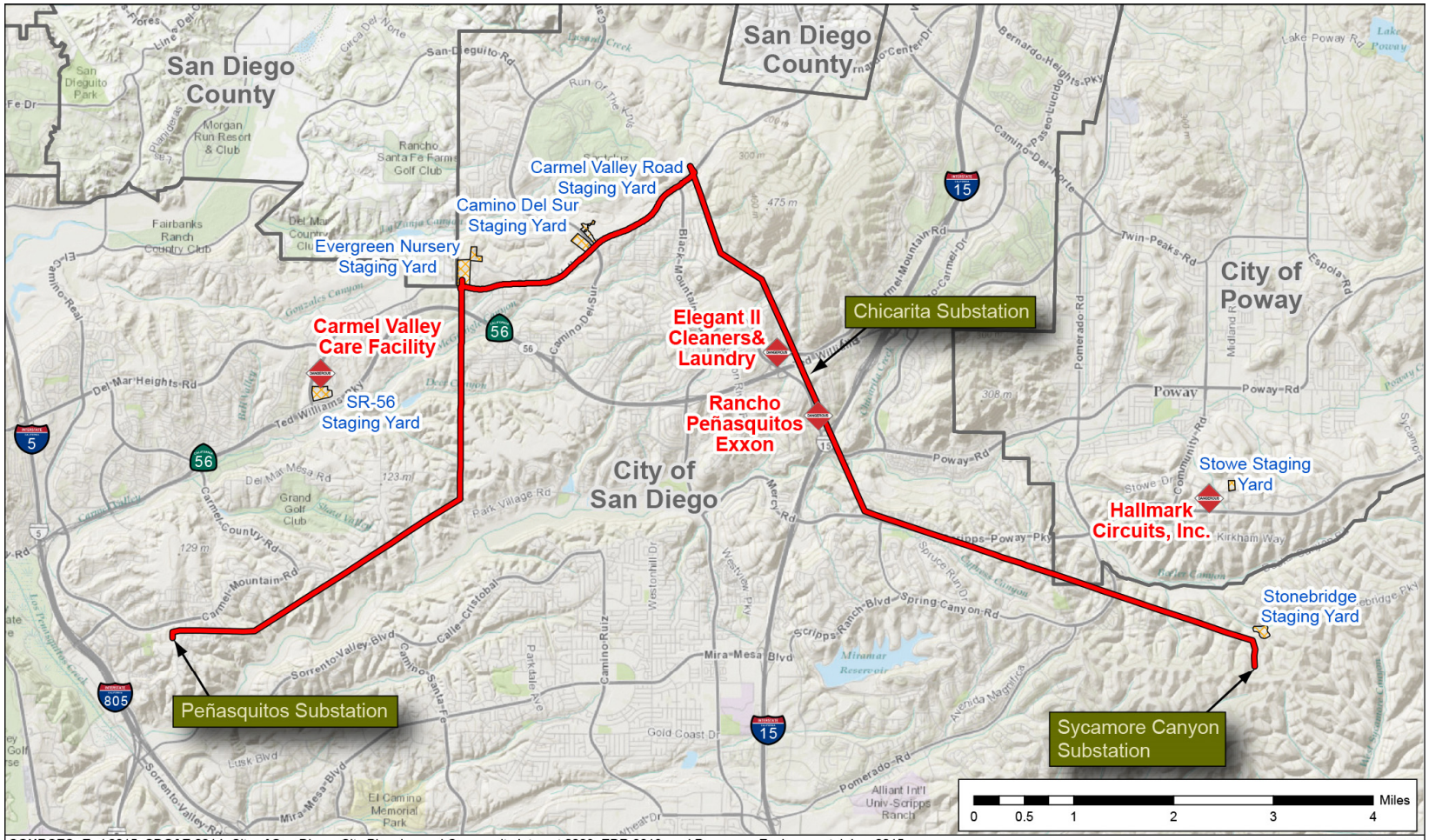


Table 4.11-1 Open Hazardous Sites within 0.25 Mile of Proposed Project Segment A

Site Name and Address	Approximate Distance and Direction from Project Site	Affected Medium	Chemical of Concern	Status
Rancho Peñasquitos Exxon 12929 Rancho Peñasquitos Blvd. San Diego, CA 92129-2922	142 feet west of structure P26 work areas	Groundwater	Gasoline	Open
Elegant II Cleaners & Laundry 9912 Carmel Mountain Rd. San Diego, CA 92129	729 feet west of structure R35 work areas	Groundwater	Chlorinated hydrocarbons	Open

Existing Gas Pipelines and Other Conductive Objects

The Segment A transmission corridor contains three existing lines located on two sets of overhead structures, including a 138-kV power line, a 230-kV transmission line, and a 69-kV power line. There are three gas pipelines that cross Segment A.

Conductive objects identified in Segment A include steel structures supporting the existing power lines and numerous metal fences.

Schools

There are six schools within 0.25 mile of Segment A, as listed in Table 4.11-2.

4.11.3.3 Transmission Line Segment B

Existing Hazardous Sites

Ten hazardous sites were identified within 0.25 mile of Segment B in the 2013 EDR report and 2015 database search, all of which require no further action and are now closed. There are no open records for potentially hazardous sites within 0.25 mile of Segment B.

Table 4.11-2 Schools within 0.25 Mile of the Proposed Project

School Name	Location Relative to Proposed Project
Ellen Browning Scripps Elementary School	995 feet south of Segment A
Dingeman Elementary School	700 feet south of Segment A
Innovations Academy	370 feet south of Segment A
Mount Carmel High School – Mount Carmel Center (Palomar College) complex	200 feet from a Segment A access road behind the football stadium 1,280 feet from Segment A to closest classroom
Rancho Peñasquitos KinderCare	655 feet west of Segment A
U.S. Arts Education Center	770 feet west of Segment A
Kids Bay Learning Center	118 feet north of Segment B, 990 feet east of Segment C, and 695 feet east of the Evergreen Nursery staging yard
Torrey Hills School	950 feet southwest of Segment D (Peñasquitos Substation)
Sycamore Ridge School	1,056 feet west of SR-56 staging yard

Existing Gas Pipelines and Other Conductive Objects
Segment B would cross several gas pipelines, which include one 2-inch, one 3-inch, one 4-inch, and three 6-inch plastic gas pipelines that cross Carmel Valley Road. Segment B would run parallel to one plastic gas pipeline for a short portion of the Proposed Project alignment. As opposed to metallic pipelines, plastic pipelines do not conduct electricity.

There are two steel pipelines that are considered conductive objects. One steel potable water main runs parallel to Segment B for approximately 1.70 miles and one 24-inch steel recycled water main runs parallel to the Segment B for approximately 0.22 miles.

Schools
There is one school within 0.25 mile of Segment B, as listed in Table 4.11-2.

4.11.3.4 Transmission Line Segment C

Existing Hazardous Sites
Five hazardous sites were identified within 0.25 mile of Segment C in the 2013 EDR report and 2015 database search, all of which require no further action and are now closed. There are no open records for hazardous sites within 0.25 mile of the Segment C.

Existing Gas Pipelines and Other Conductive Objects
There are no gas pipelines that cross or run parallel to Segment C.

The Segment C corridor contains three existing overhead lines (two 230-kV transmission lines and one 138-kV power line) located on two sets of structures. Conductive objects identified in Segment C include steel structures supporting the existing power lines and a small number of metal fences and gates. There are no metallic pipelines that run parallel to Segment C.

Schools
There is one school located within 0.25 mile of Segment C. The Kids Bay Learning Center is a private pre-school located approximately 990 feet east of the northern terminus of Segment C on Carmel Valley Road.

4.11.3.5 Transmission Line Segment D

Existing Hazardous Sites
Four hazardous sites were identified within 0.25 mile of Segment D in the 2013 EDR report and 2015 database search, all of which require no further action and are now closed. There are no open records for hazardous sites within 0.25 mile of Segment D.

Existing Gas Pipelines and Other Conductive Objects
There are no gas pipelines that cross or run parallel to Segment D.

The Segment D corridor contains three existing overhead power lines, a 138-kV line, and two 69-kV lines located on two sets of structures. Based on preliminary review, conductive objects identified along Segment D of the Proposed Project include the steel structures supporting the

existing power lines, several large metal gates at access road entrances, and numerous metal fences. There are no metallic pipelines that run parallel to Segment D.

Schools
There is one school within 0.25 mile of Segment D, as listed in Table 4.11-2.

4.11.3.6 Encina Hub and Mission—San Luis Rey Phase Transposition Work Areas

Existing Hazardous Sites
No closed or open hazardous sites were located within 0.25 mile of the Encina Hub and Mission—San Luis Rey Phase Transposition sites (DTSC 2015b, SWRCB 2015b).

Existing Gas Pipelines and Other Conductive Objects
There are numerous existing overhead power and transmission lines located on numerous structures at Encina Hub. There is one 20-inch gas pipeline that runs along an access road near the Encina Hub; the pipeline material is unknown and may be metallic.

The Mission—San Luis Rey phase transposition work areas are located within a corridor that contains two existing overhead 230-kV transmission lines and several 138-kV and 69-kV power lines located on three sets of structures. There are no metallic pipelines near the work areas. Metal fences are placed around the existing structures.

Schools
There are no schools within 0.25 mile of the Encina Hub and Mission—San Luis Rey Phase Transposition sites.

4.11.3.7 Staging Yards and Substation Modifications

Existing Hazardous Sites
The Evergreen Nursery, Carmel Valley Road, Camino Del Sur, and Stonebridge staging yards are located close to the Proposed Project alignment; therefore, existing hazardous sites in the vicinity of staging yards were taken into account in the discussion of Segments A through D. The Stowe and SR-56 staging yards are located outside of the survey area conducted in the 2013 EDR Report; therefore, the SWRCB database and the DTSC database was reviewed. Details for the open sites within 0.25 mile of the Stowe and SR-56 staging yards are summarized in Table 4.11-3 and the open site locations are shown in Figure 4.11-1. There were no open hazardous sites identified near the Mission Substation or the San Luis Rey Substation (SWRCB 2015b, DTSC 2015b).

Existing Gas Pipelines and Other Conductive Objects
There is one 24-inch gas pipeline of unknown material that runs underneath Mission Substation. Conductive objects for the staging yards include one 12-inch ductile iron potable water main that runs along the boundary of Stonebridge staging yard.

Schools
There are three schools within 0.25 mile of staging yards, as listed in Table 4.11-2.

Table 4.11-3 Open Hazardous Sites within 0.25 Mile of Stowe and SR-56 Staging Yards

Staging Yard	Site Name and Address	Approximate Distance from Proposed Project Area	Affected Medium	Chemical of Concern	Status
Stowe	Hallmark Circuits, Inc. 13500 Danielson Street Poway, CA 92064	870 feet	N/A	N/A[1]	Inactive – needs evaluation
SR-56	Carmel Valley Care Facility Parcel Carmel Valley Road north of Edgewood Bend Court San Diego, CA 92130	1,000 feet	Toxaphene (pesticide)	Surface soil	Open Site Assessment as of 02/18/2009

Note:

[1] Information regarding the affected medium and chemical of concern were not provided in the SWRCB or DTSC databases

Source: SWRCB 2015b, DTSC 2015b

4.11.4 Applicable Regulations, Plans, and Standards

4.11.4.1 Federal

U.S. Environmental Protection Agency

The EPA was established in 1970 in response to the growing public demand for cleaner water, air, and land. EPA works to develop and enforce regulations that implement environmental laws enacted by Congress.

Federal Toxic Substances Control Act and Resource Conversation and Recovery Act

The Federal Toxic Substances Control Act and RCRA of 1976 established a program administered by EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the "cradle to grave" system of regulating hazardous wastes.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (USC Title 42, Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enables the revision of the National Contingency Plan (NCP). The NCP (40 CFR Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP

also established the NPL. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

Clean Water Act

As part of the Clean Water Act, EPA oversees and enforces the Oil Pollution Prevention regulation (40 CFR Part 112). The regulations describe the requirements for facilities to prepare, amend, and implement SPCC Plans. A facility is subject to SPCC regulations if a single oil storage tank has a capacity greater than 660 gallons, the total aboveground oil storage capacity exceeds 1,320 gallons, or the underground oil storage capacity exceeds 42,000 gallons, and if, due to its location, the facility could reasonably be expected to discharge oil into or upon the "Navigable Waters" of the U.S.

Other federal regulations relevant to hazardous materials and environmental contamination overseen by EPA include designation of hazardous substances under the Federal Water Pollution Control Act (40 CFR, Chapter I, Subchapter D Parts 116 and 117) and determination of quantities of designated hazardous substances that must be reported (40 CFR Part 116) or that may be discharged into waters of the U.S. (40 CFR Part 117).

Federal Insecticide, Fungicide, and Rodenticide Act

The Federal Insecticide, Fungicide, and Rodenticide (FIFRA), amended in 1996, authorizes EPA to register or license pesticides (including herbicides) for use in the U.S. Pesticides must be registered with EPA and the state before distribution. Pesticides used in the Proposed Project area must comply with applicable federal requirements. Under FIFRA, the California Department of Pesticide Regulation (CDPR) is vested with primary responsibility to enforce pesticide laws and regulations in California. Pesticide rules are found in different sections of California codes and regulations, including the Food and Agriculture Code, Business and Professions Code, Health and Safety Code, and the Labor Code.

In general, CDPR regulates pesticide sales and use statewide, whereas local use is enforced through the County Agricultural Commissioners. Many agricultural pesticides require a permit from the County Agricultural Commissioner before they may be purchased or used. The Agricultural Commissioner also enforces regulations to protect groundwater and surface water from pesticide contamination. The County of San Diego Department of Agriculture, Weights, and Measures monitors pesticide applications to ensure they are performed in a safe and effective manner and that worker safety requirements are followed; inspects application equipment, pesticide storage sites, employee training documents, and business pesticide use records; and investigates complaints and pesticide-related illnesses.

Occupational Safety and Health Administration

Occupational Safety and Health Administration (OSHA) regulations contained in 29 CFR contain employee safety provisions that are designed to minimize the hazards for employees who may encounter hazardous materials in the workplace. The regulations require training, operating procedures, and protective equipment to be used at work sites where hazardous materials could be encountered. The purpose of 29 CFR Part 1910, Hazard Communication

Standard, is to ensure that the hazards of all chemicals produced or imported are evaluated, and that information concerning their hazards is transmitted to employers and employees. Information is to be communicated through comprehensive hazard communication programs, which are required to include container labeling and other forms of warning, Material Safety Data Sheets, and employee training.

OSHA regulations require employers to take precautions when cranes and boomed vehicles are operated near overhead lines. Any overhead line shall be considered energized unless the owner of the line or the electric utility company indicates that it has been de-energized and it is visibly grounded (29 CFR 1926.550 (a)(15)(vi)).

Pipeline and Hazardous Materials Safety Administration

The Pipeline and Hazardous Materials Safety Administration develops and enforces national policies for the safe, reliable, and environmentally sound operation of U.S. pipelines and transport of hazardous materials. 49 CFR 192.467 (External corrosion control: Electrical isolation, part (f)) states: "Where a pipeline is located in close proximity to electrical transmission tower footings, ground cables or counterpoise, or in other areas where fault currents or unusual risk of lightning may be anticipated, it must be provided with protection against damage due to fault currents or lightning, and protective measures must also be taken at insulating devices."

Institute of Electrical and Electronics Engineers

To insure public safety, the National Electrical Safety Code (NESC) requires induced current to be limited to less than 5 milliamperes (mA) for the largest anticipated truck, vehicle, or equipment under an energized line. This requirement is often referred to as the "5 mA Rule". The NESC is a voluntary standard adopted by most electric utilities in the U.S. The NESC is published and maintained by the Institute of Electrical and Electronics Engineers (IEEE).

IEEE Standard 80, "*Guide for Safety in AC Substation Grounding*" covers grounding methods at outdoor AC substations, both conventional and gas-insulated, and distribution, transmission, and generating plant substations.

IEEE Standard 1119, "*IEEE Guide for Fence Safety Clearances in Electric-Supply Stations*" provides recommended clearance practices to protect persons outside the electric-supply stations from electric shock.

American National Standards Institute

The American National Standards Institute (ANSI) has published a standard for mobile and locomotive cranes that includes operation near overhead lines. Standard B30.5 contains guidelines for preventing contact between cranes and electrical energy.

Federal Aviation Administration

Navigable airspace regulations at 14 CFR Part 77 establish standards for determining obstructions in navigable airspace. The FAA issues the airspace hazard determinations. FAA helicopter loading regulations are found in 14 CFR Part 133.

Bureau of Alcohol, Tobacco, Firearms, and Explosives
The handling, use, and storage of explosives, including explosives used for blasting are regulated under 27 CRF Part 555. This regulation includes design requirements for the magazines that store blasting materials (Part 555.207 to 555.211), restrictions associated with smoking and open flames (Part 55.212), quantity and storage restrictions (Part 555.213 and 555.214), housekeeping (Part 555.215), repair of magazines (Part 555.216), lighting (Part 555.217), and distances for storage of explosive materials (Part 555.218).State

California Environmental Protection Agency
Cal-EPA was created in 1991. Its creation centralized California's environmental authority, consolidating the California Air Resources Board, SWRCB, Integrated Waste Management Board (IWMB), DTSC, Office of Environmental Health Hazard Assessment, and CDPR under one agency. These agencies were placed within Cal-EPA to create a cabinet-level advocate for the protection of human health and the environment and to ensure the coordinated deployment of state resources. CDPR, DTSC, IWMB, and SWRCB regulate hazardous materials and hazardous waste that have the potential to cause soil, water, and groundwater contamination.

Requirements for hazardous waste management in California implemented by DTSC are contained in both the California Health and Safety Code, Division 20, Chapter 6.5, Hazardous Waste Control Law and 22 CCR. Under Government Code Section 65962.5, the DTSC provides information to Cal-EPA on the lists of hazardous waste facilities, land designated as hazardous waste property, hazardous waste disposal sites and others, and the information in the Hazardous Waste and Substances Statement required under subdivision (f) of that section.

Hazardous Materials Transportation
California has adopted U.S. Department of Transportation regulations for the intrastate movement of hazardous materials (26 CCR). 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). CHP enforces hazardous material 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 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.

California Occupational Safety and Health Administration
In California, California Occupational Safety and Health Administration (Cal/OSHA) regulates worker safety similar to OSHA. Cal/OSHA assumes primary responsibility for developing and enforcing state regulations related to workplace safety. Because California has a federal OSHA program, it is required to adopt regulations that are at least as stringent as those found in 29

CFR. Cal/OSHA standards codified in 8 CCR are generally more stringent than federal regulations.

Title 8 CCR Section 2700 *et. seq*. "*High Voltage Safety Orders*" specifies requirements and minimum standards for safely installing, operating, working around, and maintaining electrical installations and equipment. Section 2946 identifies clearances for lines developed by the California Department of Industrial Relations, Division of Safety and Health through Cal/OSHA and contains provisions for preventing accidents due to proximity to overhead lines.

California Water Code
The California Water Code (CWC) includes provisions of the federal CWA and water quality programs specific to California. The CWC requires reporting, investigation, and cleanup of hazardous materials releases that could affect waters of the state, including stormwater.

California Public Utilities Commission
CPUC GO 128, *Rules for Construction of Underground Electric Supply and Communication Systems*, specifies the construction materials, clearances, and depths for communication and supply lines, including power and transmission lines.

CPUC GO 95, *Rules for Overhead Electric Line Construction*, Section 35, covers all aspects of design, construction, operation, and maintenance of overhead electrical lines and safety hazards.

State Fire Marshal
The California state fire marshal enforces regulations regarding the proper transportation, use, handling, and storage of explosives, including explosives used for blasting under CCR Title 19, Division 1, Chapter 10. This regulation requires the storage of explosives in magazines and includes restrictions for the safe storage of explosives.

4.11.4.2 Local

County of San Diego
The County of San Diego Hazardous Materials Division is the Certified Unified Program Agency for the Proposed Project region that regulates hazardous material business plans, hazardous waste and tiered permitting, underground storage tanks, aboveground petroleum tanks, and risk management.

San Diego County Multi-Jurisdictional Hazard Mitigation Plan
The San Diego County MJHMP provides information on natural and manmade hazards in the County, establishes a framework for managers and local leaders to address vulnerabilities to disasters, establishes policies for local jurisdictions to provide hazard mitigation capability, and coordinates inter-jurisdictional mitigation planning (County of San Diego 2010).

Both the City of San Diego Fire-Rescue Department and the City of Poway Department of Safety Services are members of the San Diego County MJHMP.

MCAS Miramar Airport Land Use Compatibility Plan

The purpose of the MCAS Miramar ALUCP is to provide orderly growth for the MCAS Miramar Airport and the area surrounding the MCAS Miramar Airport and to safeguard the general welfare of the inhabitants within the vicinity of the MCAS Miramar Airport. The ALUCP defines the airport influence area and provides compatibility policies and criteria that must be followed for development within the airport influence area. The ALUCP addresses four types of land use compatibility concerns: noise, safety, airspace protection, and overflight.

City of San Diego

The City of San Diego General Plan (2008) establishes goals and objectives to provide guidance in the growth of the City. The General Plan does not include any goals or objectives requiring specific actions or thresholds for the Proposed Project related to hazards and hazardous materials.

The City of San Diego Municipal Code includes the following codes related to hazards and hazardous materials:

Chapter 5, Article 3 Explosives

This ordinance makes it unlawful for any person or persons to do any blasting within the City of San Diego without first obtaining a permit from the Fire Chief of the City of San Diego.

Chapter 5, Article 4, Division 2

Weed, Rubbish and Waste Abatement. This ordinance requires properties to maintain property free from weeds and waste, and prohibits illegal dumping, littering, and transporting uncovered waste.

Chapter 5, Article 5, Division 3

General Precautions against fire. This ordinance requires that properties be free from combustible waste materials, that there be a minimum clearance between vegetation and electrical lines, and that waste materials will be disposed of properly and not placed in wildland-urban interface areas.

Chapter 6, Article 6, Division 1

Collection and transportation of refuse and solid waste. This ordinance prohibits the improper disposal and the improper transportation of solid waste.

City of Poway General Plan

The City of Poway General Plan (1991) establishes policies and strategies to provide guidance in the growth of the City. The Comprehensive Plan does not include any policies or strategies requiring specific actions or thresholds for the Proposed Project related to hazards and hazardous materials.

City of Carlsbad General Plan

The City of Carlsbad General Plan (undated) includes a Public Safety Element that contains the City's goals and objectives aimed at reducing the risks associated with identified hazards (City of Carlsbad undated). The General Plan does not include any policies or strategies requiring specific actions or thresholds for the Proposed Project related to hazards and hazardous materials.

4.11.5 Applicant Proposed Measures

SDG&E has proposed measures to reduce environmental impacts. The significance of the impact is first considered prior to application of APMs and a significance determination is made. The implementation of the APMs is then considered as part of the Proposed Project when determining whether impacts would be significant and thus would require mitigation. These APMs would be incorporated as part of any CPUC project approval, and SDG&E would be required to adhere to the APMs as well as any identified mitigation measures. The APMs are included in the MMRP for the Proposed Project (refer to Chapter 9 of this EIR), and the implementation of the measures would be monitored and documented in the same manner as mitigation measures. The APMs that are applicable to the hazards and hazardous materials analysis are provided in Table 4.11-4.

Table 4.11-4 Applicant Proposed Measures for Hazards and Hazardous Materials Impacts

APM Number	Requirements
APM HAZ-1: Safety and Environmental Awareness Program	SDG&E will prepare a Safety and Environmental Awareness Program (SEAP) for project-personnel. The SEAP may include training for relevant topics such as: • General safety procedures • General environmental procedures • Fire safety • Biological resources • Cultural resources • Paleontological resources • Hazardous materials protocols and BMPs • SWPPP
APM HAZ-2: Consistency with State and Federal Regulations	SDG&E shall address potential impacts relating to the handling and use of hazardous materials through compliance with numerous state and federal regulations, including, but not limited to: • Federal Occupational Safety and Health Administration (OSHA) regulations for worker safety in hazardous material remediation and hazardous waste operations (29 CFR Section 1910.120) • Federal OSHA regulations hazard communication for workers (29 CFR Section 1910.1200) • Federal OSHA regulations for toxic air contaminants for workers (29 CFR Section 1910.1000) • CalOSHA regulations for worker safety in hazardous material remediation and hazardous waste operations (8 California Code of Regulations [CCR] 5192), • CalOSHA regulations for hazard communication for workers (8 CCR 5194), and • Department of Toxic Substances Control (DTSC) regulations implementing

APM Number	Requirements
	Resource Conservation and Recovery Act of 1976 (RCRA) and the California Hazardous Waste Control Law (HWCL) (22 CCR Division 4.5). SDG&E would implement standard operational procedures for the transport, use, storage, and disposal of hazardous materials. This includes, but is not limited to the use of absorbent pads for spill containment, specified locations for construction vehicle refueling, and a daily vehicle inspection schedule designed to identify leaking fuels and/or oils as early as possible.
APM HAZ-3: SDG&E Compliance Management Programs	The construction contractors would implement (in addition to regulatory and SDG&E requirements) their own compliance management programs to ensure that regulatory requirements are adhered to and that worker and public safety are secured.
APM HAZ-4: SDG&E Protocol for Herbicide Application	All herbicides utilized during maintenance around transmission and power line structures would follow SDG&E's existing procedures for application of herbicides.
APM AIR-3: Low- and Non-VOC Architectural Coatings	Low- and non-VOC containing coatings, sealants, adhesives, solvents, asphalt, and architectural coatings shall be used to reduce VOC emissions.
APM AIR-4: Equipment Emission Standards	All equipment will meet a minimum of USEPA Tier 2 emission standards. For the purpose of this evaluation, equipment would be comprised of a mix of 70 percent Tier 2 equipment and 30 percent Tier 3 equipment. All on-road heavy-duty vehicles, off-road construction vehicles, and portable equipment used in the project will comply with CARB's Airborne Diesel Air Toxic Measures (ATCMs).
APM HYDRO-1: Temporary BMPs	SDG&E's Water Quality Construction BMPs Manual (BMP Manual) organizes and presents SDG&E's standard water quality protection procedures for various specific actions that routinely occur as part of SDG&E's ongoing construction, operations, and maintenance activities. The primary focus of most BMPs is the reduction and/or elimination of potential water quality impacts during construction of linear projects such as the Proposed Project. The BMPs described within the BMP Manual were derived from several sources including the State of California guidelines as well as the Caltrans Water Quality BMPs. The BMP Manual will be utilized during construction (by way of preparation and implementation of the SWPPP), operation, and maintenance of the Proposed Project to ensure compliance with all relevant SDG&E and government-mandated regulatory water quality standards. Additionally SDG&E will follow the BMPs in the SDG&E Subregional NCCP.
APM TR-1: Emergency Access	SDG&E will coordinate with local emergency response agencies during all construction within Carmel Valley Road.
APM TR-2: Comply with Relevant Helicopter Use Restrictions	Any helicopter use will comply with all relevant usage restrictions including those imposed by the FAA and Caltrans. SDG&E and/or the construction contractor will coordinate with local air traffic control and comply with applicable FAA regulations regarding helicopter use to prevent conflict with air traffic generated by local airports. Helicopter usage will conform to acceptable hours for construction activities, as outlined within the applicable local noise codes and ordinances. As required, a Congested Area Plan (or CAP) will be prepared, based upon actual helicopter usage, pursuant to FAA regulations (14 CFR 137.51).

4.11.6 CEQA Significance Criteria

Appendix G of CEQA Guidelines (14 CCR 15000 *et seq.*) provides guidance on assessing whether a project would have significant impacts on the environment. Consistent with Appendix G, the Proposed Project would have significant hazards and hazardous materials impacts if it 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 0.25 mile of an existing or proposed school.
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would 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 2 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.

Given the specific location and design of the Proposed Project, impacts are analyzed in this section relative to the following four additional thresholds, which are not listed in Appendix G:

h. Create a significant hazard to air traffic from installation of new power lines and structures.
i. Create a significant hazard to the public or the environment through the transport of heavy materials using helicopters.
j. Expose people to a significant risk of injury or death involving unexploded ordnance during project construction.
k. Expose workers or the public to excessive shock hazards.

4.11.7 Approach to Impact Analysis

This impact analysis considers whether implementation of the Proposed Project or alternatives would result in significant hazards or hazardous material impacts. The analysis focuses on reasonably foreseeable effects of the Proposed Project and alternatives as compared with baseline conditions. The analysis uses significance criteria based on the CEQA Appendix G Guidelines. The potential direct and indirect effects of the Proposed Project and alternatives are addressed; cumulative effects are addressed in Chapter 5: Cumulative Impacts. Effects that would result from operation and maintenance of the Proposed Project and alternatives are also

addressed. Applicable APMs are identified and mitigation is defined to avoid or reduce significant hazards and hazardous materials impacts.

The PEA prepared by SDG&E and SDG&E responses to CPUC data requests were reviewed to identify hazards that could potentially be created by the Proposed Project. Environmental database search results (EDR reports) were reviewed to identify sites close to the Proposed Project area that may be affected by hazardous materials releases.

4.11.8 Proposed Project Impacts and Mitigation Measures

Table 4.11-5 provides a summary of the significance of potential hazards and hazardous materials impacts prior to application of APMs, after application of APMs and before implementation of mitigation measures, and after the implementation of mitigation measures.

Table 4.11-5 Summary of Proposed Project Impacts to Hazards and Hazardous Materials

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Construction	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-1 MM Hazards-2 MM Hazards-3 MM Hazards-4 MM Utilities-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3
Impact Hazards-2: Potential to 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	Construction	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-1 MM Hazards-2 MM Hazards-3 MM Hazards-4 MM Utilities-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	Construction	Significant	Significant APM HAZ-1 APM HYDRO-1	Less than significant MM Hazards-2 MM Hazards-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3
Impact Hazards-4: Potential to be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment	Construction	Significant	---	Less than significant MM Hazards-5
	Operation and Maintenance	Less than significant	---	---
Impact Hazards-5: Potential to be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and result in a safety hazard for people residing or working in the project corridor	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-6: Potential to be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project corridor	Construction	Significant	Less than significant APM TR-2	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-7: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Construction	Significant	Significant APM TR-1	Less than significant MM Traffic-1 MM Traffic-6 MM Traffic-8
	Operation and Maintenance	Less than significant	---	---
Impact Hazards-8: Potential to create a significant hazard to air traffic from installation of new transmission lines and structure	Construction	Significant	Less than significant APM TR-2	---
	Operation and Maintenance	Less than significant	---	---

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-9: Potential to create a significant hazard to the public or the environment through the transport of heavy materials with helicopters	Construction	Significant	---	Less than significant MM Traffic-2
	Operation and Maintenance	No impact	---	---
Impact Hazards-10: Potential to expose people to a significant risk of injury or death involving unexploded ordnance during project construction	Construction	Significant	---	Less than significant MM Hazards-6
	Operation and Maintenance	Less than significant	---	---
Impact Hazards-11: Potential to expose workers or the public to excessive shock hazards	Construction	Less than significant	---	---
	Operation and Maintenance	Significant	---	Less than significant MM Hazards-7

Impact Hazards-1: Would the Proposed Project have the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (*Less than significant with mitigation*)

Construction

Proposed Project construction would require the use of hazardous materials including gasoline, diesel, hydraulic oils, lubricants, equipment coolants, and any generated wastes that may include these materials. Cartridges containing primer for ignition and nitrocellulose propellant would also be used if blasting is necessary. Existing wood poles to be removed were likely chemically treated with creosote, pentachlorophenol (penta), or other wood preservatives. A list of hazardous materials that would be used during construction is presented in Table 2.3-5 of Chapter 2: Project Description. These materials are considered hazardous because they are flammable and/or contain toxic compounds, such as volatile organic compounds (VOCs) and heavy metals. Construction vehicles and equipment contain materials such as gasoline, diesel, antifreeze, and lubricants that, if accidentally released to the environment, could be hazardous to humans and the environment. The quantities of hazardous materials to be used for standard vehicle and equipment operation during project construction would be small and the area affected by an accidental release would be limited in size within most of the Proposed Project component work areas.

Storage, Handling, and Use of Hazardous Materials

The methods for storing and handling hazardous materials used for blasting (cartridges containing primer for ignition and nitrocellulose propellant) are different than the methods for storing and handling the rest of the hazardous materials listed in Table 4.11-6; therefore, the

analysis of the potential hazards from the storage and handling of hazardous materials is divided into two parts. The potential hazards resulting from the storage and handling of hazardous materials used for blasting are discussed first followed by the potential hazards resulting from the storage and handling of the rest of the hazardous materials listed in Table 4.11-6.

Storage, Handling, and Use of Hazardous Materials for Blasting. It is anticipated that the Proposed Project would require the use of cartridges containing primer for ignition and nitrocellulose propellant for blasting during pole and foundation excavations. In the scenario where blasting is required, it would be performed by a trained contractor. The contractor would handle the blasting materials and may store them outside of the Proposed Project area or blasting materials may be stored in staging yards during specific periods when blasting is required. If the hazardous blasting materials are not stored appropriately, there would be the potential of creating a significant public safety and environmental hazard. This would be a significant impact.

SDG&E would comply with all federal, state, and local regulations (27 CFR Part 555, CCR Title 19, Division 1, Chapter 10, and local municipal code Chapter 5, Article 3) relating to the handling and storage of blasting devices and related hazardous materials. SDG&E also would implement APMs HAZ-1, HAZ-2, and HAZ-3 as part of the Proposed Project to reduce the impact from accidental exposure or detonation of hazardous materials. APM HAZ-1 requires that SDG&E prepare a Safety and Environmental Awareness Program (SEAP) which would provide training for project workers on hazardous materials protocols, BMPs, and SWPPP requirements. APM HAZ-2 minimizes potential impacts related to the handling and use of hazardous materials by requiring standard operating procedures consistent with state and federal regulations including spill containment and daily vehicle inspections. APM HAZ-3 requires SDG&E contractors to implement their own compliance management programs to ensure that regulatory requirements are adhered to and that worker and public safety are secured. With implementation of these APMs, accidental exposure or detonation hazards to the public or the environment would be less than significant.

In addition, if shrapnel is projected from the detonation site during blasting, a significant direct impact would occur. Injury or mortality to a person could occur if a person were to be located in close proximity to the blast location. SDG&E would close recreational trails in the immediate vicinity of construction activities during construction, which would reduce the number of people exposed to blasting sites. Table 4.10-4 in Section 4.10: Recreation summarizes the recreation areas that would be closed during construction.

Although, SDG&E proposes to close off recreation areas to the public during construction, there would still be the potential for people to be located in the vicinity of blast locations, particularly given the presence of residences along the ROW. This would be a significant impact. Mitigation Measure Hazards-1 requires that SDG&E prepare and implement a site-specific blasting plan that would address the potential impacts to people from blasting activities. The site-specific blasting plan shall identify the hazardous zone (i.e., the area where a person could be injured or

killed if they were to be located in that zone during controlled detonation) at each blasting location, provide methods for verifying that people are not within the hazardous zone prior to blasting, require the identification and temporary closure of adjacent trails located in proximity to the blasting site, and require coordination with MCAS Miramar to identify any locations where blasting would be prohibited due to nearby unexploded ordnance. In addition, Mitigation Measure Hazards-1 would implement the following measures to minimize the potential significant hazard of blasting:

- Verification that no people are located near the blasting site
- Notification of sensitive receptors within the area at least one week prior to blasting activities
- Notification of nearby residents immediately prior to blasting by sounding a warning signal or siren
- Use of blasting mats to minimize flying rock
- Use of proper stemming (a material placed above the explosive charge in the drill hole used to keep the force of the blast from exiting through the drill hole)

Implementation of Mitigation Measure Hazards-1 would ensure that no people would be located within the vicinity of a blasting site. Impacts would be less than significant after implementation of mitigation.

Storage, Handling, and Use of Hazardous Materials Not Used for Blasting. Larger quantities of hazardous materials would exist as fuel stored at staging yards. Fuels and other hazardous materials (see Table 4.11-6) would be stored in designated areas at staging yards, away from drainage areas and ignition hazards, such as electrical outlets or overhead hazards, to the extent feasible. Fuels would be stored in 55-gallon drums or aboveground storage tanks with capacity up to 10,000 gallons. Fuel would also be stored and transported on mobile refuelers that would travel to individual work sites and staging yards to refuel equipment. Secondary containment would be provided for storage tanks containing 55-gallons or more, such as spill trays, lined basins, double-walled tanks, or other containment devices.

If a release were to occur, it would most likely result from an accidental spill or other unauthorized release during work site grading, pole installation, or during conductor pulling, splicing, and tensioning. A hazardous materials release could also occur during equipment and vehicle servicing and refueling. Although accidental spills would be unlikely, spilled or leaking hazardous materials would create a significant hazard to the public or the environment and would be a significant impact.

SDG&E would implement APMs HAZ-1, HAZ-2, and HAZ-3 as part of the Proposed Project to reduce the impact from spills or leaks of hazardous materials. APM HAZ-1 requires that SDG&E prepare a SEAP which would provide training for project workers on hazardous materials protocols, BMPs, and SWPPP requirements. APM HAZ-2 minimizes potential impacts related to the handling and use of hazardous materials by requiring standard operating procedures consistent with state and federal regulations including spill containment and daily vehicle inspections. APM HAZ-3 requires SDG&E contractors to implement their own

compliance management programs to ensure that regulatory requirements are adhered to and that worker and public safety are secured. Even with implementation of these APMs, accidental spills or releases may occur that could create a significant hazard to the public or the environment. Mitigation Measure Hazards-2 requires preparation and implementation of a SPCC Plan, the provisions of which require that all on-site personnel receive training to prevent spills or leaks from reaching waterways and leaving Proposed Project sites. Mitigation Measure Hazards-3 minimizes accidental spill impacts and hazardous materials exposure by requiring SDG&E to prepare and implement a Hazardous Substance Control and Emergency Response Plan (HSCERP) as part of the project-specific SWPPP. The HSCERP would include measures to ensure that hazardous materials are properly stored on site and that any accidental releases of hazardous materials would be properly controlled and quickly cleaned up. Mitigation Measures Hazards-2 and Hazards-3 would reduce impacts to less than significant.

Potential Damage to Gas Pipelines

Gas pipelines are located within the transmission corridor. Gas pipeline damage or rupture could be caused by heavy equipment or vehicles traveling over the line or by ground-disturbing activities (e.g., grading, trenching, augering foundation holes, or blasting) that would occur during construction, which could result in the uncontrolled release of natural gas from a pipeline and/or cause a fire or explosion. Damage to pipelines, if it occurred, would be a significant impact. SDG&E's construction procedures would reduce the likelihood of damaging subsurface utilities and pipelines during construction by notifying other utilities along the proposed alignment via Underground Service Alert prior to trenching. SDG&E would also conduct exploratory excavations (i.e., potholing) to verify the locations of existing facilities marked out in the field prior to excavating. Prior to trenching in city streets, SDG&E would coordinate with local jurisdictions to secure excavation and encroachment permits, as required.

There are three gas pipelines that cross Segment A (near structures P9, P24, and P28), six SDG&E pipelines that cross Segment B, one SDG&E pipeline that runs parallel to Segment B, one that runs along an access road near the Encina Hub work area, and one that runs underneath the Mission Substation. Below-grade activities could damage or rupture buried utility lines resulting in a significant impact, even with the implementation of SDG&E's standard construction procedures.

Mitigation Measure Utilities-3 requires SDG&E to notify the appropriate utility companies of construction activities at least 30 days prior to construction. It also requires the project work area to be adjusted to avoid buried pipelines, if necessary. The proximity of the gas pipelines to work areas in Segments A and B presents a risk of pipeline damage or rupture if the location is not accurately marked, which could result in a significant impact. Mitigation Measure Hazards-4 requires SDG&E to uncover or "pothole" existing utility pipelines within 10 feet of Proposed Project excavations, including tower structure foundations and underground duct bank or vaults, to ensure that excavation work does not damage the existing utility pipeline. Mitigation Measures Utilities-3 and Hazards-4 would reduce impacts associated with damage or rupture to buried utilities to a less than significant level.

Operation and Maintenance

Aerial and ground inspections of the new 230-kV line would be performed in conjunction with inspections of existing lines within the transmission corridor. Operation and maintenance activities for the new transmission line would be similar in scope to current operation and maintenance activities for the existing power lines in the SDG&E ROW. The largest volume of hazardous materials that would be used during operation and maintenance of the transmission line would consist of the fuel contained within vehicles accessing the transmission corridor during inspections and maintenance activities. Maintenance activities may involve use of the hazardous materials identified in Table 4.11-6 during replacement or repair of parts on transmission line poles. Maintenance of the new transmission line could result in a spill of hazardous materials, resulting in a significant impact.

SDG&E would implement APMs HAZ-1 and HAZ-2 as part of the Proposed Project to reduce the impact from spills or leaks of hazardous materials. APM HAZ-1 requires that SDG&E prepare a SEAP which would provide training for project workers on hazardous materials protocols, BMPs, SWPPP requirements. APM HAZ-2 minimizes potential impacts related to the handling and use of hazardous materials by requiring standard operating procedures consistent with state and federal regulations including spill containment and daily vehicle inspections. Even with implementation of these APMs, accidental spills or releases may occur that could create a significant hazard. Mitigation Measure Hazards-2 requires preparation and implementation of a SPCC Plan, the provisions of which require that all on-site personnel receive training to prevent spills or leaks from reaching waterways and leaving the Proposed Project area. Mitigation Measure Hazards-3 requires SDG&E to implement a HSCERP, which would include post-construction requirements for containment and management of hazardous materials and wastes associated with operation and maintenance activities. Mitigation Measures Hazards-2 and Hazards-3 would reduce operation and maintenance impacts to a less than significant level.

Herbicides may be used to prevent vegetation from reestablishing following construction during the operational life of the transmission line and to control invasive weeds in the transmission corridor. Herbicide application currently occurs within the transmission corridor. Operation and maintenance activities for the new transmission line would be similar in scope to current operation and maintenance activities for the existing power lines in the SDG&E ROW. The current protocols for use, transport, and disposal of hazardous materials, including herbicides, during project operation and maintenance would continue to be implemented. Impacts from use of herbicides, such as herbicide drift which could impact adjacent landscaping or native plant species in open space areas or expose the public to a hazardous material, could occur during herbicide application, which would be a significant impact.

SDG&E would implement APM HAZ-4 as part of the Proposed Project, which requires adherence to current SDG&E protocols for herbicide application. Herbicide application is conducted by SDG&E contractors who are registered with the California Department of Food and Agriculture and are responsible for complying with all federal, state and local laws and regulations for herbicide use. Even with implementation of APM HAZ-4, the public and the

environment could be adversely affected by herbicide use. Mitigation Measure Biology-3 requires that herbicide applications follow EPA label instructions, that herbicides are applied when wind speeds are less than 10 mph, and that no herbicides are applied when rainfall is predicted within 48 hours or during periods of temperature inversions (i.e., when the air temperature at ground level is cooler than the air above it). Mitigation Measure Biology-3 would reduce impacts to a less than significant level.

Mitigation Measures: Hazards-1, Hazards-2, Hazards-3, Hazards-4, Utilities-3 (refer to Section 4.17: Utilities and Public Service Systems), and Biology-3 (refer to Section 4.1: Biological Resources)

Mitigation Measure Hazards-1. Site Specific Blasting Plan. The construction contractor shall ensure compliance with all relevant local, state, and federal regulations relating to blasting activities through the development and submittal of site-specific blasting plans, notification requirements, and monitoring as required below:

Blasting Plan. A site-specific blasting plan shall be prepared prior to rock blasting in any location where blasting is required. Each blasting plan must include noise and vibration calculations, blasting methods, surveys of existing structures and other built facilities, and distance calculations to estimate the area of effect where vibration levels would exceed 0.2 in/sec PPV or noise levels would exceed 90 dBA as a result of the blasting.

The blasting plan shall identify a hazardous zone for people during blasting. The hazardous zone shall be defined as the area where a person could be injured or killed if they were to be located in that zone during controlled detonation. Personnel and members of the public shall be located outside of the hazardous zone. The blasting plan shall include methods to verify that personnel or members of the public are located outside of the hazardous zone. In addition, the blasting plan shall identify the trails that are adjacent to the blasting sites and that would require temporary closure during blasting activities. Finally, the blasting plan would require that SDG&E coordinate with MCAS Miramar to identify any locations where controlled detonation would be prohibited because the detonation site is located near unexploded ordnances.

Blasting plans shall be submitted to the CPUC and the City of San Diego for review and approval before blasting at each site. SDG&E's contractor shall prepare daily blasting-related reports that include: Blast Report, Seismograph Monitoring Report, Inspection Report, Blasting Complaint Report, and Pre-Blast Inspection Report.

Notification. SDG&E shall notify all sensitive receptors within 500 feet of the area of effect at least 1 week prior to the blasting event. The notification shall include the time and location of the blasting and provide best management

practices that people can use to reduce the noise level experienced at the time of the blasting (i.e., stay indoors and close windows). The notification shall include phone numbers for a public liaison and complaint hotline as required by Mitigation Measure Noise-1. SDG&E shall also alert nearby residents immediately prior to blasting by sounding warning signals/sirens.

Monitoring. Immediately prior to controlled detonation, SDG&E personnel shall visually verify that no people are located within the hazardous zone. SDG&E shall follow all required monitoring protocols described in the blasting plan.

Minimize Damage. Adjacent structures within 500 feet of blasting locations shall be surveyed prior to blasting to determine their vulnerability to damage and to document their current physical exterior condition. Blasting shall not be allowed where damage to vulnerable structures is likely to occur; a chemical agent for rock fracturing or a rock anchoring or mini-pile system shall be used instead in such circumstances. The following provisions shall be employed to minimize risk of damage to structures in the area:

- Blasting mats shall be employed to eliminate flyrock.
- SDG&E's contractor shall employ proper stemming[3] in the drill holes to control flyrock. Stemming shall be left at the top of blast holes to control/eliminate airblast.

If any structure is inadvertently adversely affected by construction vibration, the structure shall be restored to conditions equivalent to those prior to blasting. SDG&E shall then fairly compensate the owner of any damaged structure for lost use.

Mitigation Measure Hazards-2. Spill Prevention, Control, and Countermeasure Plan. As part of the Safety and Environmental Awareness Program (SEAP), SDG&E shall prepare a site-specific Spill Prevention, Control, and Countermeasure (SPCC) Plan that will identify spill prevention and response measures and Best Management Practices (BMPs). The plan will emphasize site-specific physical conditions to improve hazard prevention (e.g., identification of flow paths to nearest water bodies).

An SDG&E-designated representative shall be identified to ensure that all hazardous materials and safety plans are followed throughout the construction period. BMPs identified in the project Stormwater Pollution Prevention Plan (SWPPP) and SPCC Plan shall be implemented during project construction to

[3] Stemming is material placed above the explosive charge in the drill hole and is used to keep the force of the blast from exiting through the drill hole.

minimize the risk of an accidental release and to provide the necessary information for emergency response. A copy of the project SEAP shall be submitted to the CPUC at least 30 days prior to construction. All construction personnel shall be required to attend SEAP training prior to conducting any work on the project site. Training attendance sheet(s) shall be submitted to the CPUC on a monthly basis.

Mitigation Measure Hazards-3. Hazardous Substance Control and Emergency Response Plan. SDG&E shall prepare and incorporate methods and techniques to minimize the exposure of the public to potentially hazardous materials during all phases of project construction and post-construction operation into a Hazardous Substance Control and Emergency Response Plan (HSCERP). The HSCERP shall be part of the project-specific SWPPP and shall be submitted to CPUC for recordkeeping at least 30 days prior to project construction. The HSCERP measures shall require implementation of appropriate control methods and approved containment (e.g., use of partial or total enclosures, hazardous material handling methods and employee training, ventilation requirements) and spill control practices for construction and on-site hazardous material storage. All hazardous materials and hazardous wastes shall be handled, stored, and disposed of in accordance with all applicable regulations by personnel qualified to handle hazardous materials. With the exception of wood poles, the plan shall specify that all hazardous materials shall be collected in project-specific containers and transported to an SDG&E service center designated as a SDG&E consolidation site. Wood poles shall be transported off site once removed from the ground and temporarily stored in project-specific containers at an SDG&E facility. As containers are filled, poles shall be transported to an appropriately licensed Class I landfill or the compost-lined portion of a solid waste landfill.

The HSCERP measures shall also include, but not be limited to, the following:

- Proper disposal of contaminated soils
- Daily inspection of vehicles and equipment parking near sensitive resource areas during construction and spill containment procedures
- Emergency response and reporting procedures to address hazardous material releases
- Adequate operation and safety buffering and grounding measures
- Fueling of any vehicles, equipment, and helicopters in staging yards or on streets paved with secondary containment and away from sensitive resource areas (e.g., preserves, designated open space areas, conserved habitat)

The measure shall specify that emergency spill supplies and equipment shall be available to respond in a timely manner if an incident should occur. Response materials such as oil-absorbent material, tarps, and storage drums shall be

available at the project site at all times during construction and shall be used as needed to contain and control any minor releases.

Mitigation Measure Hazards-4. Uncover Existing Utility Pipelines. SDG&E shall excavate ("pothole") to the top of any buried existing utilities, including pipelines, that are located within 10 feet of a proposed excavation (e.g., pole foundation, retaining wall footing, duct bank, or vault structure) to verify the location of the existing utility prior to initiating excavation work. Potholing work shall be performed using a non-destructive method (e.g., air vacuum extraction) that will not damage an existing pipeline once it is encountered. Potholing work shall be conducted under the oversight of a representative of the appropriate utility company. Potholing shall reveal the top of the pipeline only and shall not go any deeper than the top of the pipe so as to not damage the pipe in any way. Two potholes shall be excavated at each associated foundation location so that the orientation of existing pipelines can be verified. Potholes shall be backfilled with stockpiled soil once the location and orientation of the pipeline has been verified and marked. The utility company representative shall verify and approve that backfill and compaction of the potholes has been performed adequately. If the pipeline is located within the footprint of a proposed pole foundation, no pole foundation excavation work shall commence until SDG&E and CPUC have been notified and the pole location has been relocated sufficiently far away from the buried pipeline.

Significance after mitigation: Less than significant.

Impact Hazards-2: Would the Proposed Project have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of a hazardous material into the environment? (*Less than significant with mitigation*)

See impact analysis under Impact Hazards-1 above. Implementation of Mitigation Measures Hazards-1, Hazards-2, Hazards-3, Hazards-4, Utilities-3, and Biology-3 would reduce hazardous material impacts resulting from the reasonably foreseeable upset or accident conditions to a less than significant level. Impacts would therefore be less than significant with mitigation.

Mitigation Measures: Hazards-1, Hazards-2, Hazards-3, and Hazards-4 (refer to Impact Hazards-1), Utilities-3 (refer to Section 4.17: Utilities and Public Service Systems), and Biology-3 (refer to Section 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-3: Would the Proposed Project have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? (*Less than significant with mitigation*)

Construction

Emissions

Project construction equipment emissions would include diesel particulate matter ($PM_{2.5}$), a toxic air contaminant (TAC) that would be emitted within 0.25 mile of ten schools (Table 4.11-2). Construction could involve the use of coatings that contain VOCs, another TAC, within close proximity of schools. The emission of VOCs or $PM_{2.5}$ at concentrations that exceed air quality standards would be a significant impact; however, the Proposed Project emissions of VOCs and $PM_{2.5}$ would not exceed these standards, and TAC concentration exposures near schools would be less than significant (refer to Section 4.13: Air Quality).

Furthermore, construction work would occur for only a few days at each of the Proposed Project pole sites within the transmission alignment, substantially limiting the emissions exposure at nearby schools. These schools would not be exposed to substantial pollutant concentrations during the limited work periods at any one location because of the short duration of construction.

Materials Handling

Project construction would require the use of motorized heavy equipment, including vehicles that use gasoline, diesel, antifreeze, and lubricants. The materials listed in Table 4.11-6 would be used throughout the Proposed Project area and would be temporarily stored during construction at the various project staging yards. Helicopter refueling would also occur at several of the staging yards and would be within 0.25 mile of Kids Bay Learning Center (695 feet east of Evergreen Nursery staging yard) and Sycamore Ridge School (1,056 feet west of SR-56 staging yard).

With the exception of helicopter and other equipment fuel, which would be contained in storage tanks at individual staging yards or transferred to the helicopter or equipment by a large-capacity fuel truck, the quantities of hazardous materials that could be spilled would be small, which would limit their ability to be transported to a school site because small quantities would be quickly absorbed into the soil and would cease to have an effect. However, large-quantity hazardous materials spills (e.g., resulting from fuel truck or storage tank fuel transfer incidents) and subsequent transport of spilled materials by wind or water to a school would be a significant impact.

SDG&E would implement APM HAZ-1 and HYDRO-1 as part of the Proposed Project to reduce the impact from spills or leaks of hazardous materials. APM HAZ-1 requires that SDG&E prepare a SEAP which would provide training for project workers on hazardous materials protocols, BMPs, and SWPPP requirements to prevent hazardous materials from entering waterways. APM HYDRO-1 requires use of erosion control BMPs to manage, clean up, and

control hazardous substances (including spills) in compliance with SWRCB Order 2009-0009-DWQ. Even with implementation of these APMs, potentially significant accidental spills or releases could occur near schools.

Mitigation Measure Hazards-2 requires preparation and implementation of a SPCC Plan, the provisions of which require that all on-site personnel receive training to prevent spills or leaks from reaching waterways and leaving the Proposed Project site. Mitigation Measure Hazards-3 minimizes accidental spill impacts and hazardous materials exposure by requiring SDG&E to prepare and implement a HSCERP as part of the project-specific SWPPP. The HSCERP would include measures to ensure that hazardous materials are properly stored on site and that any accidental releases of hazardous materials would be properly controlled and quickly cleaned up. Impacts would be less than significant with mitigation.

Waste Handling

All waste would be disposed of in accordance with all applicable federal, state, and local laws regarding solid and hazardous waste disposal, and would be transported off site to a licensed landfill. There would be no impacts to schools located within 0.25 mile of Proposed Project areas.

Operation and Maintenance

Portions of the proposed transmission line would be located within 0.25 mile of a school. During the operational phase the transmission line would be unattended and operated remotely. Aerial and ground inspections of the transmission line would be performed in conjunction with inspections of existing lines within the transmission corridor and would not increase the release of hazardous emissions or involve handling of hazardous or acutely hazardous materials, substances, or wastes. Impacts would be less than significant. No mitigation is required.

Maintenance activities have the potential to use some of the hazardous materials identified in Table 4.11-6. In the unlikely event that a leak or spill occurs, it would be minimal in volume and would affect a very limited area because only a small amount of hazardous material would be present in any one vehicle or piece of equipment. However, maintenance of the new transmission line could result in an accidental spill of hazardous materials that could be transported to nearby schools if not properly contained, resulting in a significant impact. SDG&E would implement APMs HAZ-1 and HAZ-2 to as part of the Proposed Project to reduce the impact from spills or leaks of hazardous materials. APM HAZ-1 requires that SDG&E prepare a SEAP which would provide training for project workers on hazardous materials protocols, BMPs, and SWPPP requirements. APM HAZ-2 minimizes potential impacts related to the handling and use of hazardous materials by requiring standard operating procedures consistent with state and federal regulations including spill containment and daily vehicle inspections. Even with implementation of these APMs, accidental spills or releases may occur that could create a significant hazard to nearby schools.

Mitigation Measure Hazards-2 requires preparation and implementation of a SPCC Plan, the provisions of which require that all on-site personnel receive training to prevent spills or leaks from reaching waterways and leaving the Proposed Project area. Mitigation Measure Hazards-3 requires SDG&E to implement a HSCERP, which would include post-construction requirements for containment and management of hazardous materials and wastes associated with operation and maintenance activities. Impacts would be less than significant with mitigation.

Herbicides may be used to prevent vegetation from reestablishing following construction during the operational life of the transmission line and to control invasive weeds in the transmission corridor. Herbicide application currently occurs within the transmission corridor. Operation and maintenance activities for the new transmission line would be similar in scope to current operation and maintenance activities for the existing power lines in the SDG&E ROW. The current protocols for use, transport, and disposal of hazardous materials, including herbicides, during project operation and maintenance would continue to be implemented. Herbicide drift could impact adjacent schools during herbicide application which would be a significant impact.

SDG&E would implement APM HAZ-4 as part of the Proposed Project, which requires adherence to current SDG&E protocols for herbicide application. Herbicide application is conducted by SDG&E contractors who are registered with the California Department of Food and Agriculture and are responsible for complying with all federal, state, and local laws and regulations for herbicide use. Even with implementation of APM HAZ-4, schools in close proximity could be adversely exposed from herbicide use. Mitigation Measure Biology-3 requires that herbicide applications follow EPA label instructions, that herbicides are applied when wind speeds are less than 10 mph, and that no herbicides are applied when rainfall is predicted within 48 hours or during periods of temperature inversions (i.e., when the air temperature at ground level is cooler than the air above it). Impacts would be less than significant with mitigation.

Mitigation Measures: Hazards-2 and Hazards-3 (refer to Impact Hazards-1), and Biology-3 (refer to Section 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-4: Would the Proposed Project have the potential to be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment? (*Less than significant with mitigation*)

Construction

The Proposed Project area would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There are two listed hazardous material sites with open cases within 0.25 mile of the proposed 230-kV transmission line (SWRCB 2015a; 2015c). These sites are both located in Segment A and described in

Table 4.11-1. There are also two listed hazardous material sites with open cases within 0.25 mile of the proposed Stowe and SR-56 staging yards. These sites are described in Table 4.11-3.

The closest open case to the Proposed Project area is a leaking underground storage tank at the Rancho Peñasquitos Exxon that is located 142 feet west of the work area for proposed TSP P26 (refer to Appendix A maps for specific pole location). This site involved a release of approximately 150 gallons of gasoline (petroleum hydrocarbon constituents) from an underground storage tank in 1988 into the soil and groundwater; therefore, there is some potential for contaminated soil and groundwater in Proposed Project excavations at TSP P26. Excavations for TSP foundations would range in depth from 20 to 40 feet. Contaminated soil and groundwater could potentially be encountered within a limited area around the point of excavation if the gasoline has spread to the area where excavation would occur. This would be a significant impact.

Mitigation Measure Hazards-5 requires testing of excavation soils prior to construction within the work area for TSP P26. If contaminated soil is determined to be present, both the excavated soil and groundwater would be treated as hazardous materials and disposed of in compliance with state and federal regulations and SDG&E operational procedures identified under APM HAZ-2. Impacts would be less than significant with mitigation.

The second open site is the Elegant II Cleaners & Laundry site, which has affected groundwater with chlorinated hydrocarbons. This site is located 729 feet west of the proposed pole R35 work area and at a lower elevation. Because of the distance and lower topography of the open hazardous site to the pole R35 work area, it is unlikely that groundwater or soil encountered during pole excavation would be contaminated by chlorinated hydrocarbons from the Elegant II Cleaners & Laundry site. Impacts would be less than significant. No mitigation is required.

There are two open sites located near the Stowe and SR-56 staging yards. There are no excavation activities planned at the Stowe and SR-56 staging yards. Because no excavation activities are planned at the Stowe and SR-56 staging yards, there is no potential for the release of hazardous materials from the use of the two staging yards. There would be no impact at these two sites.

Twenty-six additional sites were identified within 0.25 mile of the project area, all of which require no further action and are now closed. There would be no impacts from these closed sites.

Operation and Maintenance

Operation and maintenance activities would not involve excavation activities near or on an open hazardous site; therefore, it would be very unlikely that a significant hazard to the public or the environment would occur as a result of operation and maintenance activities. Impacts would be less than significant. No mitigation is required.

Mitigation Measures: Hazards-5

Mitigation Measure Hazards-5. Soil and Groundwater Testing. Soil samples shall be taken from representative foundation depths prior to construction excavation for TSP P26 and shall be tested to determine the presence and extent of gasoline and other hydrocarbons. The sampling and testing plan shall be prepared and conducted by an appropriate California licensed professional and sent to a California Certified laboratory. Soil and groundwater samples shall be tested at a California Certified Laboratory. A report documenting the areas proposed for sampling, and the process to be used for sampling and testing shall be submitted to the CPUC for review and approval at least 60 days before construction. Results of the laboratory testing and recommended resolutions for handling of excavation material found to exceed regulatory requirements shall be submitted to the CPUC 30 days prior to construction.

In the event that soils to be excavated are found to be contaminated, the excavated soil shall be treated as hazardous materials and disposed of in compliance with state and federal regulations and SDG&E operational procedures. Effective dust suppression procedures will be used in construction areas to reduce airborne emissions of these contaminants and reduce the risk of exposure to workers and the public. Regulatory agencies for the State of California (DTSC or RWQCB) and San Diego County shall be contacted by SDG&E or its contractor to plan handling, treatment, and/or disposal options.

Significance after mitigation: Less than significant.

Impact Hazards-5: Would the Proposed Project have the potential to be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project corridor? (*No impact*)

The Proposed Project is not located within 2 miles of a public airport or public use airport or within the vicinity of a private airstrip. The closest airport is a military airport at MCAS Miramar, located approximately four miles south of the Proposed Project transmission line corridor.

While the Proposed Project is not located within an existing airport land use plan, it does fall within the MCAS Miramar airport influence area and is subject to the Miramar ALUCP. The ALUCP addresses four types of land use compatibility concerns: noise, safety, airspace protection, and overflight. Noise concerns for the ALUCP are addressed in Section 4.8: Noise, and overflight concerns are addressed in Section 4.9: Land Use and Planning.

For safety planning purposes, the ALUCP uses the safety zones (i.e., zones within which potential hazards may occur) defined in the Air Installations Compatible Use Zones prepared by the U.S. Department of Defense for MCAS Miramar. The Proposed Project is not located

within any of these zones; therefore, there would be no safety hazard for people residing or working in the Proposed Project corridor as a result. There would be no impact.

For airspace protection, the ALUCP requires evaluation of compatibility with airspace protection surfaces. Policy 3.5.3 of the ALUCP "relies upon regulations enacted by the Federal Aviation Administration and the state of California. The ALUC policies are intended to help implement the federal and state regulations" (ALUC 2011). The Proposed Project is located within an area subject to Federal Aviation Regulation Part 77. To be compatible with the ALUCP and to comply with Part 77, the Proposed Project would require notification to the FAA. The FAA completes an aeronautical study and issues a determination regarding the impact to air navigation. As identified in the required approvals and permits listed in Table 1.3-1 and in the Section 2 description of the Proposed Project, SDG&E will consult with the FAA and incorporate all FAA recommendations to the Proposed Project, particularly regarding the use of helicopters and the placement of marker balls and tower lights. There would be no safety hazard for people residing or working in the project corridor because SDG&E would comply with ALUCP and FAA airspace projection requirements. No mitigation is required.

Mitigation Measures: None required.

Impact Hazards-6: Would the Proposed Project have the potential to be located within the vicinity of a private airstrip, and result in a safety hazard for people residing or working in the project corridor? (*Less than significant; no mitigation required*)

The closest helipads are located southwest of the alignment, at Torrey Pines Corporate Helistop (1.3 miles away), Scripps Memorial Hospital (2.2 miles away), and MCAS Miramar (4 miles away). The Proposed Project would use local airports, including McClellan Palomar, Montgomery Field, and Gillespie Field for helicopter staging. The closest helipad would be the Torrey Pines Corporate Helistop located 1.3 miles away. The Proposed Project may require the use of more than one helicopter. At a minimum, one helicopter would be used for approximately seven to ten months (six to eight hours each day), and it is possible that two helicopters may be operated simultaneously for up to four months. The use of helicopters near these helipads and private airports could potentially create a hazard, resulting in a significant impact.

SDG&E would implement APM TR-2 as part of the Proposed Project, which requires helicopter use to comply with usage restrictions imposed by the FAA and Caltrans. In addition, APM TR-2 requires SDG&E and/or the construction contractor to coordinate with local air traffic control and comply with applicable FAA regulations regarding helicopter use to prevent conflict with air traffic generated by local airports. As required, a Congested Area Plan shall be prepared, based upon actual helicopter usage, pursuant to FAA regulations. Impacts would be less than significant after implementation of APM TR-2. No mitigation is required.

Mitigation Measures: None required.

Impact Hazards-7: Would the Proposed Project have the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*Less than significant with mitigation*)

Construction

Temporary road or lane closures may be necessary during Proposed Project construction to ensure safety of the public and workers. Temporary road or lane closures could impair implementation of an emergency response plan or evacuation plan, or disrupt emergency vehicle traffic and access, resulting in a significant impact.

SDG&E proposes to string conductors across SR-56 and I-15, both of which would require temporary closures. Closure of these facilities for conductor stringing or installation of guard structures would cause a temporary interruption of traffic flow on the highway. These temporary closures would potentially cause a significant impact on the routes available for emergency vehicles and emergency evacuation routes. Transmission Line Segment B is less than 3 miles long and is the area where construction traffic would be most concentrated on a road way. The route (Carmel Valley Road) is one lane in each direction for most of the length of the segment. The work zone(s) for the underground line would maintain one lane of traffic in each direction, except for two 10- to 15-minute periods when vault 7 is installed. Eastbound traffic would be stopped during vault 7 installation, which would be a significant impact.

SDG&E would implement APM TR-1 as part of the Proposed Project. APM TR-1 requires SDG&E to coordinate with emergency response agencies during construction along Segment B; however, impacts would remain significant because this APM does not require notification of emergency personnel prior to roadway closures and does not address restricted access to communities during underground construction. Mitigation Measure Traffic-1 would reduce traffic safety hazards by requiring implementation of a CTMP that includes traffic control devices for egress and ingress of construction vehicles and equipment, procedures during lane and road closures, and a measure to avoid and repair road damage. Mitigation Measure Traffic-6 would restrict road closures and require SDG&E to maintain emergency access during underground construction. Per Mitigation Measure Traffic-8, SDG&E would notify all emergency personnel of road closures prior to construction.

SDG&E must obtain a ROW encroachment permit for the construction of Segment B. Per Mitigation Measure Traffic-1, the ROW permit application submitted to the City of San Diego would include the preparation of traffic control plans, arrangements for advance notification of the public and coordination with emergency services and public transit companies. The two closures would not take place during peak commuting hours, or during school drop off and pickup hours. Closures would be cancelled due to a nearby fire or other emergency.

Mitigation Measures Traffic-1, Traffic-6, and Traffic-8 would reduce potential Proposed Project impacts resulting in impairment or physical interference with an adopted emergency response or evacuation plan to a less-than-significant level.

Operation and Maintenance

Transmission Line Segments A, C, and D

Routine operation and maintenance of the Proposed Project would not involve road closures. After construction, emergency access would be restored to baseline conditions. Impacts to emergency access would not occur.

Underground Transmission Line Segment B

Inspection and maintenance work of underground Segment B may require temporary lane closures to avoid the vaults during inspections. At least one lane of traffic would remain open in each direction at all times and emergency access would therefore be maintained. Impacts to emergency access from operation and maintenance of Segment B would be less than significant. No mitigation is required.

Mitigation Measures: Traffic-1, Traffic-6, and Traffic-8 (refer to Section 4.7: Transportation and Traffic)

Significance after mitigation: Less than significant.

Impact Hazards-8: Would the Proposed Project have the potential to create a significant hazard to air traffic from installation of new transmission lines and structures? (*Less than significant; no mitigation required*)

Construction

Construction of the Proposed Project would require the use of helicopters to transport equipment and materials to individual pole sites or for stringing conductor. Helicopters would be staged at local airports. Based on the current anticipated construction schedule (approximately one year in length), the Proposed Project could potentially require the use of multiple helicopters concurrently supporting different locations. At a minimum, one helicopter would be used for approximately seven to ten months (six to eight hours each day) and it is possible that two helicopters may be operated simultaneously for up to four months. The use of one to two helicopters on a daily basis over a seven- to ten-month period in the same air space as other aircraft flying to and from local airfields including MCAS Miramar would create a potentially significant impact to air traffic.

SDG&E would implement APM TR-2 as part of the Proposed Project. APM TR-2 requires helicopter use to comply with usage restrictions imposed by FAA and Caltrans. In addition, APM TR-2 requires SDG&E and/or the construction contractor to coordinate with local air traffic control and comply with applicable FAA regulations regarding helicopter use to prevent conflict with air traffic generated by local airports. As required, a Congested Area Plan shall be prepared, based upon actual helicopter usage, pursuant to FAA regulations. Impacts would be less than significant after implementation of APM TR-2. No mitigation is required.

Operation and Maintenance

A significant potential hazard to air traffic from installation of the Proposed Project would occur if the Proposed Project did not comply with the navigable airspace regulations (14 CFR Part 77)

and lighting and marking recommendations made by the FAA. Navigable airspace regulations establish height restrictions on structures taller than 200 feet or within 20,000 feet (approximately 3.8 miles) of an airport. The installation of transmission line poles may trigger FAA notification requirements due to the height of the transmission poles. SDG&E would comply with notification requirements under 14 CFR Part 77. The FAA issues determinations recommending the installation of marker balls on certain transmission line spans and aviation lights on certain transmission structures. These lighting and marking recommendations are based on the FAA Advisory Circular 70/7460-1K, Obstruction Marking and Lighting (FAA 2007). Twelve conductor spans associated with the Proposed Project have been designed to include marker balls and nine TSPs have been designed to include lighting to comply with federal navigable airspace regulations and anticipated FAA recommendations. Additional marker ball and lighting locations would be installed along the transmission line as required following FAA review. Because SDG&E would consult with the FAA and incorporate all recommendations into the design of the Proposed Project, air traffic hazard impacts would be less than significant. No mitigation is required.

Mitigation Measures: None required.

Impact Hazards-9: Would the Proposed Project have the potential to create a significant hazard to the public or the environment through the transport of heavy materials with helicopters? (*Less than significant with mitigation*)

Construction

It is not anticipated that helicopters would carry loads over occupied structures; however, helicopters would be used as close as 10 feet from residences. Helicopters would be used to carry wood/steel poles, arms, insulators, tools, portable equipment, and personnel. If flights were to be conducted over congested areas, carrying loads over these areas could pose a potentially significant hazard to people.

Mitigation Measure Traffic-2 requires that helicopter contractors coordinate helicopter activities with the FAA. Flight plans are required by the FAA for flights over congested areas. If the flight patterns for the Proposed Project meet the criteria for congested areas, a Helicopter Lift Plan would be prepared for each scheduled flight. Mitigation Measure Traffic-2 would reduce the potential hazards associated with the helicopter transport of heavy materials to a less than significant level.

Operation and Maintenance

Approximately one aerial (helicopter) inspection of the overhead facilities in Segments A, C, and D would take place annually. Helicopters would be used solely for maintenance inspection and no heavy materials would be transported by helicopters. No significant hazards to the public or the environment would be created. There would be no impact.

Mitigation Measures: Traffic-2 (refer to Section 4.7: Transportation and Traffic)

Significance after mitigation: Less than significant.

Impact Hazards-10: Would the Proposed Project have the potential to expose people to a significant risk of injury or death involving unexploded ordnance during project construction? (*Less than significant with mitigation*)

Construction

New transmission towers near the existing Sycamore Canyon Substation would be located within and near the northern edge of MCAS Miramar. Historically, the area around the substation has been used for bombing and munitions testing, creating the potential to encounter unexploded ordnance during project excavations that could result in death or injury to workers or the public in nearby residences or commercial areas. This would be a significant impact.

Mitigation Measure Hazards-6 requires pre-construction surveys of sites identified in the FUDS database, an unexploded ordnance investigation of known and potential Proposed Project areas used by the military, proper removal of unexploded ordnance if found, and training of personnel to identify unexploded ordnance. Impacts would be less than significant with mitigation.

Operation and Maintenance

Operation and maintenance of the Proposed Project would be similar to the operation and maintenance activities currently being conducted by SDG&E. There would not be a greater potential to encounter unexploded ordnance because of the Proposed Project. Impacts would be less than significant. No mitigation is required.

Mitigation Measures: Hazards-6

> **Mitigation Measure Hazards-6. Unexploded Ordnance Investigation.** SDG&E shall perform a survey of identified Formerly Used Defense Sites (FUDS) database sites prior to the start of construction to identify potential unexploded ordnance locations. An unexploded ordnance investigation of known and potential areas used by the military along the ROW shall be undertaken by a trained contractor. If unexploded ordnance are found, they shall be removed by trained personnel. All personnel involved in excavation, grading, or ROW clearing shall be educated by the trained contractor to recognize unexploded ordnance.

Significance after mitigation: Less than significant.

Impact Hazards-11: Would the Proposed Project have the potential to expose workers or the public to excessive shock hazards? (*Less than significant with mitigation*)

Construction

The new Proposed Project transmission, power, and distribution lines would not be electrified during construction. Construction activities would involve relocating, reconductoring, burying, and transpositioning existing energized lines. There is a low potential shock hazards from induced current. Voltage impacts could occur during construction due to the incorrect closure

of switches or circuit breakers at associated substations, or during accident scenarios such as existing energized overhead lines falling or coming in contact with a de-energized line. Atmospheric conditions such as lightning could also potentially induce current during construction; however, these situations rarely occur.

Project construction would meet or exceed IEEE, ANSI, CPUC GO 95 and GO 128 safety standards, and OSHA and Cal/OSHA safety regulations; therefore, impacts resulting from induced current and voltage during construction of the Proposed Project would be less than significant. No mitigation is required.

Operation and Maintenance

The Proposed Project would conduct power between Sycamore Substation and Peñasquitos Substation. Primary shocks can occur from direct contact with an energized conductor, which has the potential to be hazardous. Safety standards for operation of the Proposed Project transmission line include precautions for avoiding direct contact with conductive objects in the project vicinity, including vehicles. The implementation of standard operating procedures would minimize the exposure of workers and the public to excessive shock hazards from direct contact with conductive objects.

There is the potential for inductive and conductive interference between the Proposed Project's transmission line and existing conductive objects within or in close proximity to the Proposed Project transmission corridor. Potential conductive objects include steel structures supporting the existing overhead lines, street light poles, several large metal gates at access road entrances, a number of metal fences, the steel potable water main that runs parallel to Segment B for approximately 1.70 miles, the 24-inch steel recycled water main that runs parallel to the Segment B for approximately 0.22 mile, and the 12-inch ductile iron potable water main that runs along the boundary of Stonebridge staging yard.

Shocks resulting from induced current and voltage could occur if a person or animal touches an ungrounded conductive object near the Proposed Project transmission line during operation. Impacts to workers and the public could be potentially significant if the touch voltage exceeds safety thresholds. A maximum acceptable touch voltage of 15 volts is the generally accepted standard throughout North America for structures that may be inadvertently touched by unprotected workers and the general public (SES 1995). The threshold for fault conditions varies based on the type of conductive object and is specified in ANSI/IEEE Standard 80.

Mitigation Measure Hazards-7 requires SDG&E to identify the location and type of existing conducting objects near the transmission line corridor and evaluate and document their proximity. SDG&E would model the induced current touch voltages from the Proposed Project's transmission line on the identified conductive object under both steady-state and fault conditions. In the event that the modeled induced current voltage of a conductive objective exceeds maximum touch voltage thresholds, SDG&E would incorporate grounding measures into the design features. SDG&E would reduce the touch voltage under steady-state and fault

conditions to below threshold levels. Impacts resulting from excessive shock hazard would be less than significant with mitigation.

Mitigation Measures: Hazards-7

> **Mitigation Measure Hazards-7. Induced Current Touch Study.** SDG&E shall identify both aboveground and underground objects (e.g., metal fences or buried metal utility lines) in the vicinity of the proposed 230-kV transmission line that may potentially present a shock hazard to the public, due to induced currents or voltages. SDG&E shall prepare an Induced Current Touch study that evaluates the conductive and inductive interference effects of the proposed 230-kV transmission line on the identified objects. The Induced Current Touch study shall model the conductive objects using the maximum anticipated voltage for the proposed 230-kV line and shall consider the construction details for the transmission line. The study shall also construct a model using fault conditions. The maximum acceptable touch voltage under steady-state conditions is 15 volts and the threshold for fault conditions is specified in ANSI/IEEE Standard 80. In the event that the modeled induced current voltage of a conductive objective exceeds maximum touch voltage thresholds, SDG&E shall install grounding or other appropriate measures to protect the public from hazardous shocks. The Induced Current Touch study shall include the model voltage results of conductive objects prior to implementation of grounding measures and after implementation of grounding measures.
>
> Sixty days prior to commencing construction, SDG&E shall provide the Induced Current Touch study to the CPUC, for review. The Induced Current Touch study shall include the criteria and approach that was used to determine what facilities could present a shock, the results of the model prior to implementation of grounding measures, details of the grounding or other measures to be installed, and the results of the model after implementation of the grounding measures.

Significance after mitigation: Less than significant.

4.11.8 Alternative 1: Eastern Cable Pole at Carmel Valley Road (Avoids Cable Pole in Black Mountain Ranch Community Park)

Alternative 1 would involve installation of a new cable pole immediately south of and adjoining Carmel Valley Road within existing SDG&E ROW, transitioning the Segment A overhead transmission line directly into the proposed Carmel Valley Road Segment B underground alignment. Alternative 1 would avoid installation of a cable pole and underground duct bank within the Black Mountain Ranch Community Park. This alternative is described in more detail in Chapter 3: Alternatives.

4.11.8.1 Alternative 1 Environmental Setting

The hazards and hazardous materials conditions for the Proposed Project described in Section 4.11.3 would apply to this alternative; however, Alternative 1 would not be located within 0.25 mile of a school, within 2 miles of a public airport, or on or near an open hazardous site.

4.11.8.2 Alternative 1 Environmental Impacts and Mitigation Measures

Table 4.11-6 summarizes the impacts from hazards and hazardous materials from Alternative 1.

Table 4.11-6 Summary of Alternative 1 Impacts to Hazards and Hazardous Materials

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Construction	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-1 MM Hazards-2 MM Hazards-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2	Less than significant MM Hazards-2 MM Hazards-3
Impact Hazards-2: Potential to 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.	Construction	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-2 MM Hazards-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2	Less than significant MM Hazards-2 MM Hazards-3
Impact Hazards-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-4: Potential to be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-5: Potential to be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and result in a safety hazard for people residing or working in the project corridor.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-6: Potential to be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project corridor.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-7: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Construction	Significant	Significant APM TR-1	Less than significant MM Traffic-1 MM Traffic-6 MM Traffic-8
	Operation and Maintenance	No impact	---	---
Impact Hazards-8: Potential to create a significant hazard to air traffic from installation of new transmission lines and structure.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-9: Potential to create a significant hazard to the public or the environment through the transport of heavy materials with helicopters.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-10: Potential to expose people to a significant risk of injury or death involving unexploded ordnance during project construction.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-11: Potential to expose workers or the public to excessive shock hazards.	Construction	Less than significant	---	---
	Operation and Maintenance	Significant	Significant	Less than significant MM Hazards-7

Alternative 1 would have no impact on seven CEQA significance criteria for hazards and hazardous materials: Impacts Hazards-3, -4, -5, -6, -8, -9, and -10 as indicated in Table 4.11-6 above. Alternative 1 would not have any impact on these criteria because Alternative 1 would not:

- Involve the use of helicopters or private airstrips; or
- Be located:
  - Within 0.25 mile of a school,
  - Within 2 miles of a public airport,
  - On an open hazardous site, or
  - In an area historically used for bomb or munitions testing.

Impact Hazards-1: Would Alternative 1 have the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (*Less than significant with mitigation*)

Construction

Storage, Handling, and Use of Hazardous Materials

Blasting may be required for excavation during pole installation. A public safety and environmental hazard could be created if hazardous blasting materials are not stored appropriately, which would be a significant impact. Implementation of APMs HAZ-1, HAZ-2, and HAZ-3 would reduce the impact from accidental exposure or detonation of hazardous materials through preparation of a SEAP, ensuring consistency with state and federal regulations, and implementation of SDG&E compliance management programs. Even with implementation of these APMs, accidental exposure or detonation could create a significant hazard to the public or the environment. Mitigation Measure Hazards-1 would ensure that no people would be located within the vicinity of a blasting site through required preparation and implementation of a site-specific blasting plan. Impacts would be less than significant after mitigation.

Although accidental spills would be unlikely, spilled or leaking hazardous materials from construction vehicles and equipment would create a significant hazard to the public or the environment and would be a significant impact. Implementation of APMs HAZ-1, HAZ-2, and HAZ-3 would reduce the impact from spills or leaks of hazardous materials through preparation of a SEAP, ensuring consistency with state and federal regulations, and implementation of SDG&E compliance management programs. Even with implementation of these APMs, accidental spills or releases may occur that could create a significant hazard to the public or the environment. Mitigation Measures Hazards-2 and Hazards-3 would reduce impacts related to accidental spills to less than significant through required preparation and implementation of a SPCC Plan and HSCERP.

Operation and Maintenance

Maintenance of the new cable pole could result in an accidental spill of hazardous materials from maintenance vehicles, resulting in a significant impact. Implementation of APMs HAZ-1 and HAZ-2 would reduce impacts through preparation of a SEAP and ensuring consistency

with state and federal regulations; however, a significant hazard could still occur as a result of accidental spills or releases of hazardous materials. Mitigation Measures Hazards-2 and Hazards-3 would reduce operation and maintenance impacts to a less-than-significant level through required preparation and implementation of a SPCC Plan and HSCERP.

Mitigation Measures: Hazards-1, Hazards-2, and Hazards-3 (refer to Section 4.11.8)

Significance after mitigation: Less than significant.

Impact Hazards-2: Would Alternative 1 have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of a hazardous material into the environment? (*Less than significant with mitigation*)

Refer to the impact analysis under Impact Hazards-1 above. Implementation of Mitigation Hazards-2 and Hazards-3 would reduce hazardous material impacts resulting from reasonably foreseeable upset or accident conditions to a less-than-significant level through implementation of a SPCC Plan and HSCERP. Impacts would therefore be less than significant with mitigation.

Mitigation Measures: Hazards-2 and Hazards-3 (refer to Section 4.11.8)

Significance after mitigation: Less than significant.

Impact Hazards-7: Would Alternative 1 have the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*Less than significant with mitigation*)

Construction

Temporary road closures along Carmel Valley Road for pole installation and conductor stringing would cause a significant impact on the routes available for emergency vehicles and emergency evacuation routes. Implementation of APM TR-1 would reduce impacts through coordination with local emergency response; however, failure to properly notify emergency personnel prior to all lane closures would be a significant impact. Implementation of Mitigation Measures Traffic-1, Traffic-6, and Traffic-8 would reduce impacts to emergency access would reduce significant impacts resulting in impairment or physical interference with an adopted emergency response or evacuation plan to a less-than-significant level through required preparation and implementation of a CTMP, restriction of road closures and maintenance of emergency access, and notification of road closures to emergency personnel.

Operation and Maintenance

Annual inspections and maintenance activities at the cable pole would not interfere with an adopted emergency response plan or emergency evacuation plan. There would be no impact.

Mitigation Measures: Traffic-1, Traffic-6, and Traffic-8 (refer to Section 4.7: Transportation and Traffic)

Significance after mitigation: Less than significant.

Impact Hazards-11: Would Alternative 1 have the potential to expose workers or the public to excessive shock hazards? (*Less than significant with mitigation*)

Construction

New transmission lines would not be electrified during construction. Construction activities would involve conductor stringing onto the new cable pole. Construction of Alternative 1 would meet or exceed IEEE, ANSI, CPUC GO 95 and GO 128 safety standards, and OSHA and Cal/OSHA safety regulations; therefore, impacts resulting from excessive shock hazards during construction would be less than significant. No mitigation is required.

Operation and Maintenance

The implementation of standard operating procedures would minimize the exposure of workers and the public to excessive shock hazards from contact with conductive objects. Impacts would be significant if the touch voltage were to exceed safety thresholds. Mitigation Measure Hazards-7 would reduce the touch voltage under steady-state and fault conditions to below threshold levels by requiring an Induced Current Touch study and installation of protection measures. Impacts would be less than significant with mitigation.

Mitigation Measures: Hazards-7 (refer to Section 4.11.8)

Significance after mitigation: Less than significant.

4.11.9 Alternatives 2a and 2b: Eastern Cable Pole at Pole P40 and Underground Alignment through City Open Space or City Water Utility Service Road (Avoids Cable Pole in Black Mountain Ranch Community Park)

Alternative 2 would involve installation of a new cable pole in the same location for both Alternatives 2a and 2b, approximately 300 feet south of Carmel Valley Road within existing SDG&E ROW, transitioning the Segment A overhead transmission line into the proposed Carmel Valley Road Segment B underground alignment via one of two underground alignment options. Alternative 2a would locate the underground duct bank west of SDG&E ROW through City of San Diego open space and into Carmel Valley Road. Alternative 2b would locate the underground duct bank east of SDG&E ROW through a City of San Diego water utility service road and into Carmel Valley Road. Both Alternative 2a and 2b would avoid installation of a cable pole and underground duct bank within the Black Mountain Ranch Community Park. This alternative is described in more detail in Chapter 3: Alternatives.

4.11.9.1 Alternative 2 Environmental Setting

The hazards and hazardous materials conditions for the Proposed Project described in Section 4.11.3 would apply to this alternative; however, unlike the Proposed Project, Alternative 2 would not be located within 0.25 mile of a school, within 2 miles of a public airport, or on or near an open hazardous site.

4.11.9.2 Alternative 2 Environmental Impacts and Mitigation Measures

Table 4.11-7 summarizes the impacts from hazards and hazardous materials from Alternative 2.

Table 4.11-7 Summary of Alternative 2 Impacts to Hazards and Hazardous Materials

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Construction	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-1 MM Hazards-2 MM Hazards-3 MM Hazards-4 MM Utilities-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3
Impact Hazards-2: Potential to 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.	Construction	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-1 MM Hazards-2 MM Hazards-3 MM Hazards-4 MM Utilities-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3
Impact Hazards-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-4: Potential to be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-5: Potential to be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and result in a safety hazard for people residing or working in the project corridor.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-6: Potential to be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project corridor.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-7: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Construction	Significant	Significant APM TR-1	Less than significant MM Traffic-1 MM Traffic-6 MM Traffic-8
	Operation and Maintenance	Less than significant	---	---
Impact Hazards-8: Potential to create a significant hazard to air traffic from installation of new transmission lines and structure.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-9: Potential to create a significant hazard to the public or the environment through the transport of heavy materials with helicopters.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-10: Potential to expose people to a significant risk of injury or death involving unexploded ordnance during project construction.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-11: Potential to expose workers or the public to excessive shock hazards.	Construction	Less than significant	---	---
	Operation and Maintenance	Significant	Significant	Less than significant MM Hazards-7

Alternative 2 would have no impact on seven CEQA significance criteria for hazards and hazardous materials: Impacts Hazards-3, -4, -5, -6, -8, -9, and -10 as indicated in Table 4.11-7 above. Alternative 2 would not have any impact on these criteria because Alternative 2 would not:

- Involve the use of helicopters or private airstrips; or
- Be located:
  - Within 0.25 mile of a school,
  - Within 2 miles of a public airport,
  - On an open hazardous site, or
  - In an area historically used for bomb or munitions testing.

Impact Hazards-1: Would Alternative 2 have the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (*Less than significant with mitigation*)

Construction

Storage, Handling, and Use of Hazardous Materials

Blasting may be required for excavation during pole installation. A public safety and environmental hazard could be created if hazardous blasting materials are not stored appropriately, which would be a significant impact. Implementation of APMs HAZ-1, HAZ-2, and HAZ-3 would reduce the impact from accidental exposure or detonation of hazardous materials through preparation of a SEAP, ensuring consistency with state and federal regulations, and implementation of SDG&E compliance management programs. Even with implementation of these APMs, accidental exposure or detonation could create a significant hazard to the public or the environment. Mitigation Measure Hazards-1 would ensure that no people would be located within the vicinity of a blasting site through required preparation and implementation of a site-specific blasting plan. Impacts would be less than significant with mitigation.

Although accidental spills would be unlikely, spilled or leaking hazardous materials from construction vehicles and equipment would create a significant hazard to the public or the environment and would be a significant impact. Implementation of APMs HAZ-1, HAZ-2, and HAZ-3 would reduce the impact from spills or leaks of hazardous materials through preparation of a SEAP, ensuring consistency with state and federal regulations, and implementation of SDG&E compliance management programs. Even with implementation of these APMs, accidental spills or releases may occur that could create a significant hazard to the public or the environment. Mitigation Measures Hazards-2 and Hazards-3 would reduce impacts related to accidental spills to less than significant through required preparation and implementation of a SPCC Plan and HSCERP.

Potential Damage to Utility Pipelines

Duct bank construction could damage or rupture buried utility lines even with implementation of SDG&E's standard construction procedures. The proximity of utility pipelines to Alternative 2a and 2b underground alignment work areas presents a risk of pipeline damage or rupture if the pipeline locations are not accurately marked, which could result in a significant impact. Mitigation Measures Utilities-3 and Hazards-4 would reduce impacts associated with damage or rupture to buried utilities to a less-than-significant level by requiring SDG&E to notify utility companies, adjust underground work locations, and uncover existing utility pipelines.

Operation and Maintenance

Maintenance of Alternative 2 could result in an accidental spill of hazardous materials from maintenance vehicles and equipment, resulting in a significant impact. Implementation of APMs HAZ-1 and HAZ-2 would reduce impacts through preparation of a SEAP and ensuring consistency with state and federal regulations; however, a significant hazard could still occur as

a result of accidental spills or releases of hazardous materials. Mitigation Measures Hazards-2 and Hazards-3 would reduce operation and maintenance impacts to a less-than-significant level through required preparation and implementation of a SPCC Plan and HSCERP.

Herbicides may be used to prevent vegetation from reestablishing around the cable pole following construction. Herbicide drift on adjacent landscaping or native plant species in open space areas or public exposure to a hazardous material could occur during herbicide application, which would be a significant impact. Even with implementation of APM HAZ-4 (SDG&E protocols for herbicide application), the public and the environment could be adversely affected by herbicide use. Mitigation Measure Biology-3 would reduce impacts to a less-than-significant level through required preparation and implementation of a Weed Control Plan.

Mitigation Measures: Hazards-1, Hazards-2, Hazards-3, and Hazards-4 (refer to Section 4.11.8); Utilities-3 (refer to Section 4.17: Utilities and Public Service Systems); and Biology-3 (refer to Section 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-2: Would Alternative 2 have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of a hazardous material into the environment? (*Less than significant with mitigation*)

Refer to the impact analysis under Impact Hazards-1 above. Implementation of Mitigation Measures Hazards-1 (site-specific blasting plan), Hazards-2 (SPCC Plan), Hazards-3 (HSCERP), Hazards-4 (uncover existing utility pipelines), Utilities-3 (notify utility companies and adjust underground work locations), and Biology-3 (Weed Control Plan) would reduce hazardous material impacts resulting from reasonably foreseeable upset or accident conditions to a less-than-significant level. Impacts would therefore be less than significant with mitigation.

Mitigation Measures: Hazards-1, Hazards-2, Hazards-3, and Hazards-4 (refer to Section 4.11.8); Utilities-3 (refer to Section 4.17: Utilities and Public Service Systems); and Biology-3 (refer to Section 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-7: Would Alternative 2 have the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*Less than significant with mitigation*)

Construction

Temporary road closure of Carmel Valley Road for conductor stringing and underground trenching would cause a significant impact on the routes available for emergency vehicles and emergency evacuation routes. Implementation of APM TR-1 (emergency access) would reduce impacts; however, failure to properly notify emergency personnel prior to all lane closures or

restricting access to a community during underground construction would be a significant impact. Mitigation Measures Traffic-1, Traffic-6, and Traffic-8 would reduce significant impacts resulting in impairment or physical interference with an adopted emergency response or evacuation plan to a less-than-significant level through required preparation and implementation of a CTMP, restriction of road closures and maintenance of emergency access, and notification of road closures to emergency personnel.

Operation and Maintenance

Annual inspections and maintenance activities at the cable pole would not interfere with an adopted emergency response plan or emergency evacuation plan. Inspection and maintenance of the underground transmission line may require temporary lane closures to avoid the vaults during inspections. At least one lane of traffic would remain open at all times, and emergency access would therefore be maintained. Impacts from operation and maintenance would be less than significant. No mitigation is required.

Mitigation Measures: Traffic-1, Traffic-6, and Traffic-8 (refer to Section 4.7: Transportation and Traffic)

Significance after mitigation: Less than significant.

Impact Hazards-11: Would Alternative 2 have the potential to expose workers or the public to excessive shock hazards? (*Less than significant; no mitigation required*)

Construction

New transmission lines would not be electrified during construction. Construction activities would involve stringing lines on the cable pole and pulling lines through the underground duct bank. Construction of Alternative 2 would meet or exceed IEEE, ANSI, CPUC GO 95 and GO 128 safety standards, and OSHA and Cal/OSHA safety regulations; therefore, impacts resulting from excessive shock hazards during construction would be less than significant. No mitigation is required.

Operation and Maintenance

The implementation of standard operating procedures would minimize the exposure of workers and the public to excessive shock hazards from contact with conductive objects. Impacts would be significant if the touch voltage were to exceed safety thresholds. Mitigation Measure Hazards-7 would reduce the touch voltage under steady-state and fault conditions to below threshold levels by requiring an Induced Current Touch study and installation of protection measures. Impacts would be less than significant with mitigation.

Mitigation Measures: Hazards-7 (refer to Section 4.11.8)

Significance after mitigation: Less than significant.

4.11.10 Alternative 3: Los Peñasquitos Canyon Preserve – Mercy Road Underground Alternative (Avoids Overhead in Northern Half of Segment A, Underground in Segment B, and Overhead in Segment C)

Alternative 3 would include installing an underground alignment starting at a new cable pole where the existing SDG&E ROW crosses Ivy Hill Road and ending at a new cable pole approximately 550 feet west of the Peñasquitos Junction (i.e., where Proposed Project Segments C and D meet). The underground alignment would follow Scripps Poway Parkway, Mercy Road, Black Mountain Road, and finally Park Village Road. Alternative 3 would bypass the northern half of Proposed Project Segment A and all of Proposed Project Segments B and C. This alternative is described in more detail in Chapter 3: Alternatives.

4.11.10.1 Alternative 3 Environmental Setting

Existing open hazardous sites, gas pipelines and other conductive objects, and schools in relation to the Alternative 3 underground alignment are discussed below.

Existing Hazardous Sites

Thirty-five sites are located within 0.25 mile of the Alternative 3 underground alignment, but there are no existing open sites that involve the release of hazardous materials (EDR 2015). Alternative 3 work areas would overlap with thirteen of these sites.

Existing Metal Pipelines

Metallic pipelines and pipelines of unknown material run parallel to the underground Alternative 3 alignment. Table 4.17-8 in Section 4.17: Utilities and Public Service Systems lists the metallic pipelines and the pipelines of unknown material that run parallel to the Alternative 3 underground alignment.

Schools

There are three schools within 0.25 mile of the Alternative 3 underground alignment, as listed in Table 4.11-8.

Table 4.11-8 Schools within 0.25 Mile of Alternative 3

School Name	Location Relative to Alternative 3 Underground Alignment
Park Village Elementary School	55 feet north of Park Village Road
Canyon View Elementary School	95 feet east of Black Mountain Road
Innovations Academy	330 feet southeast of Scripps Poway Parkway

4.11.10.2 Alternative 3 Environmental Impacts and Mitigation Measures

Table 4.11-9 summarizes the impacts from hazards and hazardous materials from Alternative 3.

Table 4.11-9 Summary of Alternative 3 Impacts to Hazards and Hazardous Materials

Significance Criteria	Project Phase	Significance prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Construction	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-2 MM Hazards-3 MM Hazards-4 MM Utilities-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3
Impact Hazards-2: Potential to 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.	Construction	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-2 MM Hazards-3 MM Hazards-4 MM Utilities-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3
Impact Hazards-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	Construction	Significant	Significant APM HAZ-1 APM HYDRO-1	Less than significant MM Hazards-2 MM Hazards-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3
Impact Hazards-4: Potential to be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	Construction	Less than significant	---	---
	Operation and Maintenance	Less than significant	---	---

Significance Criteria	Project Phase	Significance prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-5: Potential to be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and result in a safety hazard for people residing or working in the project corridor.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-6: Potential to be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project corridor.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-7: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Construction	Significant	Significant	Less than significant MM Traffic-1 MM Traffic-6 MM Traffic-8 MM Traffic-11
	Operation and Maintenance	Less than significant	---	---
Impact Hazards-8: Potential to create a significant hazard to air traffic from installation of new transmission lines and structure.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-9: Potential to create a significant hazard to the public or the environment through the transport of heavy materials with helicopters.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-10: Potential to expose people to a significant risk of injury or death involving unexploded ordnance during project construction.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-11: Potential to expose workers or the public to excessive shock hazards.	Construction	Less than significant	---	---
	Operation and Maintenance	Significant	Significant	Less than significant MM Hazards-7

Alternative 3 would have no impact on five CEQA significance criteria for hazards and hazardous materials: Impacts Hazards-5, -6, -8, -9, and -10 as indicated in Table 4.11-8 above. Alternative 3 would not have any impact on these criteria because Alternative 3 would not:

- Involve the use of helicopters or private airstrips;
- Be located within 2 miles of a public airport; or
- Be located in an area historically used for bomb or munitions testing.

Impact Hazards-1: Would Alternative 3 have the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (*Less than significant with mitigation*)

Construction

Storage, Handling, and Use of Hazardous Materials

Although accidental spills would be unlikely, spilled or leaking hazardous materials from construction vehicles and equipment would create a significant hazard to the public or the environment and would be a significant impact. Implementation of APMs HAZ-1, HAZ-2, and HAZ-3 would reduce the impact from spills or leaks of hazardous materials through preparation of a SEAP, ensuring consistency with state and federal regulations, and implementation of SDG&E compliance management programs. Even with implementation of these APMs, accidental spills or releases may occur that could create a significant hazard to the public or the environment. Mitigation Measures Hazards-2 and Hazards-3 would reduce impacts related to spills to less than significant through required preparation and implementation of a SPCC Plan and HSCERP.

Potential Damage to Utility Pipelines

Many buried pipelines run parallel to or cross the Alternative 3 underground alignment. Below-grade activities could damage or rupture buried utility lines even with implementation of SDG&E's standard construction procedures. The proximity of utility pipelines to Alternative 3 work areas presents a risk of pipeline damage or rupture if the pipeline locations are not accurately marked, which could result in a significant impact. Mitigation Measures Utilities-3 and Hazards-4 would reduce impacts associated with damage or rupture to buried utilities to a less-than-significant level by requiring SDG&E to notify utility companies, adjust underground work locations, and uncover existing utility pipelines.

Operation and Maintenance

Maintenance of the new cable poles and underground transmission line could result in an accidental spill of hazardous materials, resulting in a significant impact. Implementation of APMs HAZ-1 and HAZ-2 would reduce impacts through preparation of a SEAP and ensuring consistency with state and federal regulations; however, a significant hazard could still occur as a result of accidental spills or releases of hazardous materials. Mitigation Measures Hazards-2 and Hazards-3 would reduce operation and maintenance impacts to a less-than-significant level through required preparation and implementation of a SPCC Plan and HSCERP.

Herbicides may be used to prevent vegetation from reestablishing around the cable poles following construction. Herbicide drift on adjacent landscaping or native plant species in open space areas or public exposure to a hazardous material could occur during herbicide application, which would be a significant impact. Even with implementation of APM HAZ-4 (SDG&E protocols for herbicide application), the public and the environment could be adversely affected by herbicide use. Mitigation Measure Biology-3 (Weed Control Plan) would reduce impacts to a less-than-significant level through required preparation and implementation of a Weed Control Plan.

Mitigation Measures: Hazards-2, Hazards-3, and Hazards-4 (refer to Section 4.11.8); Utilities-3 (refer to Section 4.17: Utilities and Public Service Systems); and Biology-3 (refer to Sections 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-2: Would Alternative 3 have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of a hazardous material into the environment? (*Less than significant with mitigation*)

Refer to the impact analysis under Impact Hazards-1 above. Implementation of Mitigation Measures Hazards-2 (SPCC Plan), Hazards-3 (HSCERP), Hazards-4 (uncover existing utility pipelines), Utilities-3 (notify utility companies and adjust underground work locations), and Biology-3 (Weed Control Plan) would reduce hazardous material impacts resulting from the reasonably foreseeable upset or accident conditions to a less than significant level. Impacts would therefore be less than significant with mitigation.

Mitigation Measures: Hazards-2, Hazards-3, and Hazards-4 (refer to Section 4.11.8); Utilities-3 (refer to Section 4.17: Utilities and Public Service Systems); and Biology-3 (refer to Sections 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-3: Would Alternative 3 have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? (*Less than significant with mitigation*)

Construction

Emissions

Alternative 3 would emit slightly more $PM_{2.5}$ and VOCs from additional use of diesel-powered equipment for underground construction compared to the Proposed Project; these TACs would be emitted within 0.25 mile of three schools. However, emissions of VOCs and $PM_{2.5}$ would not exceed applicable air quality standards, and TAC concentration exposures near schools would be less than significant (refer to Section 4.13: Air Quality). No mitigation is required.

Materials Handling

Large-quantity hazardous materials spills (e.g., resulting from fuel truck or storage tank fuel transfer incidents) and subsequent transport of spilled materials by wind or water to a school would be a significant impact. Implementation of APMs HAZ-1 (SEAP) and HYDRO-1 (temporary BMPs) would reduce impacts through preparation of a SEAP and implementation of temporary BMPs; however, accidental spills or releases could still occur near schools, which would be a significant impact. Mitigation Measures Hazards-2 and Hazards-3 would reduce impacts to a less-than-significant level because required preparation and implementation of a SPCC Plan and HSCERP would ensure that hazardous materials are properly stored on site and that any accidental releases of hazardous materials would be properly controlled and quickly cleaned up. Impacts would be less than significant with mitigation.

Waste Handling

All waste would be disposed of in accordance with all applicable federal, state, and local laws regarding solid and hazardous waste disposal, and would be transported off site to a licensed landfill. There would be no impacts to schools.

Operation and Maintenance

Inspections of the cable poles and underground transmission line would be performed in conjunction with inspections of existing lines within the transmission corridor and would not increase the release of hazardous emissions or involve handling of hazardous or acutely hazardous materials, substances, or wastes. Impacts would be less than significant. No mitigation is required.

Maintenance of Alternative 3 could result in an accidental spill of hazardous materials that could be transported to nearby schools if not properly contained, resulting in a significant impact. Implementation of APMs HAZ-1 and HAZ-2 would reduce the impact from spills or leaks of hazardous materials through preparation of a SEAP and ensuring consistency with state and federal regulations. Even with implementation of these APMs, accidental spills or releases may occur that could create a significant hazard to nearby schools. Mitigation Measures Hazards-2 and Hazards-3 would reduce operation and maintenance impacts to a less-than-significant level through required preparation and implementation of a SPCC Plan and HSCERP.

Herbicides may be used to prevent vegetation from reestablishing around the cable poles following construction. Herbicide drift could impact adjacent schools during herbicide application, which would be a significant impact. Even with implementation of APM HAZ-4 (SDG&E protocols for herbicide application), schools in close proximity to herbicide applications could be adversely affected by herbicide use. Mitigation Measure Biology-3 would reduce impacts to a less-than-significant level through required preparation and implementation of a Weed Control Plan.

Mitigation Measures: Hazards-2 and Hazards-3 (refer to Section 4.11.8); and Biology-3 (refer to Section 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-4: Would Alternative 3 have the potential to be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment? (*Less than significant; no mitigation required*)

Construction

The Alternative 3 underground alignment would be located on thirteen hazardous materials sites compiled pursuant to Government Code Section 65962.5. None of the sites are currently open cases; they mostly pertain to hazardous material spills from traffic accidents that have been recovered or facilities that generate hazardous waste. Therefore, impacts would be less than significant. No mitigation is required.

Operation and Maintenance

Operation and maintenance would not involve excavation activities. Therefore, although Alternative 3 would be located on thirteen sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, operation and maintenance activities would not create a significant hazard to the public or environment because activities would not involve coming into contact with contaminated soil or groundwater. Impacts would be less than significant. No mitigation is required.

Mitigation Measure: None required.

Impact Hazards-7: Would Alternative 3 have the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*Less than significant with mitigation*)

Construction

Alternative 3 would require temporary closures on 5.9 miles of roads. Temporary road closures for conductor stringing or underground trenching would cause a significant impact on the routes available for emergency vehicles and emergency evacuation routes. West of Celata Lane, Park Village Road is the only emergency access route for the surrounding residential roadways, which all terminate in cul-de-sacs. The temporary lane closure for installation of duct bank and vaults would restrict emergency access to the residential community, which would be a significant impact.

Implementation of Mitigation Measures Traffic-1, Traffic-6, Traffic-8, and Traffic-11 would reduce impacts to emergency access through required preparation and implementation of a CTMP, restriction of road closures and maintenance of emergency access, notification of road closures to emergency personnel, and restrictions on roadside parking within 100 feet of vault structure installations. Implementation of Mitigation Measure Traffic-11 would ensure emergency access is maintained on Park Village Road west of Celata Lane. Impacts to emergency access would be less than significant with mitigation.

Operation and Maintenance

Annual inspections and maintenance activities at the cable pole would not interfere with an adopted emergency response plan or emergency evacuation plan. Inspection and maintenance of the underground transmission line may require temporary lane closures to avoid the vaults during inspections. At least one lane of traffic would remain open at all times, and emergency access would therefore be maintained. Operation and maintenance impacts would be less than significant. No mitigation is required.

Mitigation Measures: Traffic-1, Traffic-6, Traffic-8, and Traffic-11 (refer to Section 4.7: Transportation and Traffic)

Significance after mitigation: Less than significant.

Impact Hazards-11: Would Alternative 3 have the potential to expose workers or the public to excessive shock hazards? (*Less than significant with mitigation*)

Construction

New transmission lines would not be electrified during construction. Construction activities would involve stringing transmission lines on cable poles and pulling transmission lines through underground duct banks. Construction of Alternative 3 would meet or exceed IEEE, ANSI, CPUC GO 95 and GO 128 safety standards, and OSHA and Cal/OSHA safety regulations; therefore, impacts resulting from excessive shock hazards during construction would be less than significant. No mitigation is required.

Operation and Maintenance

The implementation of standard operating procedures would minimize the exposure of workers and the public to excessive shock hazards from contact with conductive objects. Impacts would be significant if the touch voltage were to exceed safety thresholds. Mitigation Measure Hazards-7 would reduce the touch voltage under steady-state and fault conditions to below threshold levels by requiring an Induced Current Touch study and installation of protection measures. Impacts would be less than significant with mitigation.

Mitigation Measures: Hazards-7 (refer to Section 4.11.8)

Significance after mitigation: Less than significant.

4.11.11 Alternative 4: Segment D 69-kV Partial Underground Alignment (Reduces New TSPs in Segment D)

Alternative 4 would include the installation of a double 69-kV underground alignment starting at two new cable poles (P48AA and P48BB) in Proposed Project Segment D near existing lattice tower E17. The underground alignment would follow Carmel Mountain Road and East Ocean Air Drive, ending at the Peñasquitos Substation. Within Proposed Project Segment D, an existing 69-kV line would be removed from the existing steel lattice towers, and a second 69-kV power line on existing H-frame structures would be de-energized and left in place.

Construction within Proposed Project Segment D would be reduced under Alternative 4. The 230-kV transmission line would be installed on the existing steel lattice towers similar to the Proposed Project; however, the H-frame structures would not be removed, and no new TSPs would be installed between lattice tower E17 and the Peñasquitos Substation. This alternative is described in more detail in Chapter 3: Alternatives.

4.11.11.1 Alternative 4 Environmental Setting

Existing open hazardous sites, gas pipelines and other conductive objects, and schools in relation to the Alternative 5 underground and western overhead alignments are discussed below.

Existing Hazardous Sites

Thirteen sites are located within 0.25 mile of the Alternative 4 underground alignment, but there are no existing open sites involving the release of hazardous materials (EDR 2015). Five of these sites are located within the 69-kV underground alignment.

Existing Metal Pipelines

Metallic pipelines and one pipeline of unknown material run parallel to the underground Alternative 4 alignment within Carmel Mountain Road and East Ocean Air Drive. Table 4.17-11 in Section 4.17: Utilities and Public Service Systems lists the metallic pipelines and the pipeline of unknown material that are parallel to the Alternative 4 underground alignment.

Schools

One school would be located within 0.25 mile of Alternative 4. Sage Canyon School would be located approximately 25 feet south of Carmel Mountain Road.

4.11.11.2 Alternative 4 Environmental Impacts and Mitigation Measures

Table 4.11-10 summarizes the impacts from hazards and hazardous materials from Alternative 4.

Table 4.11-10 Summary of Alternative 4 Impacts to Hazards and Hazardous Materials

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Construction	Significant	Significant APM HAZ- APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-2 MM Hazards-3 MM Hazards-4 MM Utilities-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-2: Potential to 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.	Construction	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-2 MM Hazards-3 MM Hazards-4 MM Utilities-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3
Impact Hazards-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	Construction	Significant	Significant APM HAZ-1 APM HYDRO-1	Less than significant MM Hazards-2 MM Hazards-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3
Impact Hazards-4: Potential to be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	Construction	Less than significant	---	---
	Operation and Maintenance	Less than significant	---	---
Impact Hazards-5: Potential to be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and result in a safety hazard for people residing or working in the project corridor.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-6: Potential to be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project corridor.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-7: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Construction	Significant	Significant	Less than significant MM Traffic-1 MM Traffic-6 MM Traffic-8
	Operation and Maintenance	Less than significant	---	---
Impact Hazards-8: Potential to create a significant hazard to air traffic from installation of new transmission lines and structure.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-9: Potential to create a significant hazard to the public or the environment through the transport of heavy materials with helicopters.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-10: Potential to expose people to a significant risk of injury or death involving unexploded ordnance during project construction.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-11: Potential to expose workers or the public to excessive shock hazards.	Construction	Less than significant	---	---
	Operation and Maintenance	Significant	Significant	Less than significant MM Hazards-7

Alternative 4 would have no impact on five CEQA significance criteria for hazards and hazardous materials: Impacts Hazards-5, -6, -8, -9, and -10 as indicated in Table 4.11-10 above. Alternative 4 would not have any impact on these criteria because Alternative 4 would not:

- Involve the use of helicopters or private airstrips;
- Be located within 2 miles of a public airport; or
- Be located in an area historically used for bomb or munitions testing.

Impact Hazards-1: Would Alternative 4 have the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (*Less than significant with mitigation*)

Construction

Storage, Handling, and Use of Hazardous Materials

Although accidental spills would be unlikely, spilled or leaking hazardous materials from construction vehicles and equipment would create a significant hazard to the public or the environment and would be a significant impact. Implementation of APMs HAZ-1, HAZ-2, and

HAZ-3 would reduce the impact from spills or leaks of hazardous materials through preparation of a SEAP, ensuring consistency with state and federal regulations, and implementation of SDG&E compliance management programs. Even with implementation of these APMs, accidental spills or releases may occur that could create a significant hazard to the public or the environment. Mitigation Measures Hazards-2 and Hazards-3 would reduce impacts related to accidental spills to less than significant through required preparation and implementation of a SPCC Plan and HSCERP.

Potential Damage to Utility Pipelines

Alternative 4 would result in impacts to buried utility pipelines within the underground alignment within Carmel Mountain Road and East Ocean Air Drive. Below-grade activities could damage or rupture buried utility lines even with implementation of SDG&E's standard construction procedures. The proximity of utility pipelines to work areas in the underground alignment within Carmel Mountain Road and East Ocean Air Drive presents a risk of pipeline damage or rupture if the pipeline locations are not accurately marked, which would result in a significant impact. Mitigation Measures Utilities-3 and Hazards-4 would reduce impacts associated with damage or rupture to buried utilities to a less-than-significant level by requiring SDG&E to notify utility companies, adjust underground work locations, and uncover existing utility pipelines.

Operation and Maintenance

Maintenance of the new transmission line could result in an accidental spill of hazardous materials, resulting in a significant impact. Implementation of APMs HAZ-1 and HAZ-2 would reduce impacts through implementation of a SEAP and ensuring consistency with state and federal regulations; however, a significant hazard could still occur as a result of accidental spills or releases of hazardous materials. Mitigation Measures Hazards-2 and Hazards-3 would reduce operation and maintenance impacts to a less-than-significant level through required preparation and implementation of a SPCC Plan and HSCERP.

Herbicides may be used to prevent vegetation from reestablishing around the cable poles following construction. Herbicide drift on adjacent landscaping or native plant species in open space areas or public exposure to a hazardous material could occur during herbicide application, which would be a significant impact. Even with implementation of APM HAZ-4 (SDG&E protocols for herbicide application), the public and the environment could be adversely affected by herbicide use. Mitigation Measure Biology-3 would reduce impacts to a less-than-significant level through required preparation and implementation of a Weed Control Plan.

Mitigation Measures: Hazards-2, Hazards-3, and Hazards-4 (refer to Section 4.11.8); Utilities-3 (refer to Section 4.17: Utilities and Public Service Systems); and Biology-3 (refer to Sections 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-2: Would Alternative 4 have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of a hazardous material into the environment? (*Less than significant with mitigation*)

Refer to the impact analysis under Impact Hazards-1 above. Implementation of Mitigation Measures Hazards-2 (SPCC Plan), Hazards-3 (HSCERP), Hazards-4 (uncover existing utility pipelines), Utilities-3 (notify utility companies and adjust underground work locations), and Biology-3 (Weed Control Plan) would reduce hazardous material impacts resulting from the reasonably foreseeable upset or accident conditions to a less than significant level. Impacts would therefore be less than significant with mitigation.

Mitigation Measures: Hazards-2, Hazards-3, and Hazards-4 (refer to Section 4.11.8); Utilities-3 (refer to Section 4.17: Utilities and Public Service Systems); and Biology-3 (refer to Sections 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-3: Would Alternative 4 have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? (*Less than significant with mitigation*)

Construction

Emissions

Construction emissions from Alternative 4 would include $PM_{2.5}$ and VOCs from diesel-powered equipment needed to construct the underground transmission line; these TACs would be emitted within 0.25 mile of one school. However, emissions of VOCs and $PM_{2.5}$ would not exceed applicable air quality standards, and TAC concentration exposures near schools would be less than significant (refer to Section 4.13: Air Quality). No mitigation is required.

Materials Handling

Large-quantity hazardous materials spills (e.g., resulting from fuel truck or storage tank fuel transfer incidents) and subsequent transport of spilled materials by wind or water to a school would be a significant impact. Implementation of APMs HAZ-1 and HYDRO-1 would reduce impacts through preparation of a SEAP and implementation of temporary BMPs; however, accidental spills or releases could occur near schools, which would be a significant impact. Mitigation Measures Hazards-2 and Hazards-3 would reduce impacts to a less-than-significant level through required preparation and implementation of a SPCC Plan and HSCERP because the plans would ensure that hazardous materials are properly stored on site and that any accidental releases of hazardous materials would be properly controlled and quickly cleaned up. Impacts would be less than significant with mitigation.

Waste Handling

All waste would be disposed of in accordance with all applicable federal, state, and local laws regarding solid and hazardous waste disposal, and would be transported off site to a licensed landfill. There would be no impacts to schools.

Operation and Maintenance

Maintenance of the new transmission line could result in an accidental spill of hazardous materials that could be transported to nearby schools if not properly contained, resulting in a significant impact. Implementation of APMs HAZ-1 and HAZ-2 would reduce the impact from spills or leaks of hazardous materials through preparation of a SEAP and ensuring consistency with state and federal regulations. Even with implementation of these APMs, accidental spills or releases may occur that could create a significant hazard to nearby schools. Mitigation Measures Hazards-2 and Hazards-3 would reduce operation and maintenance impacts to a less-than-significant level through required preparation and implementation of a SPCC Plan and HSCERP.

Herbicides may be used to prevent vegetation from reestablishing around the cable poles following construction. Herbicide drift could impact adjacent schools during herbicide application, which would be a significant impact. Even with implementation of APM HAZ-4 (SDG&E protocols for herbicide application), schools in close proximity to herbicide applications could be adversely affected by herbicide use. Mitigation Measure Biology-3 would reduce impacts to a less-than-significant level through required preparation and implementation of a Weed Control Plan.

Mitigation Measures: Hazards-2 and Hazards-3 (refer to Section 4.11.8); and Biology-3 (refer to Section 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-4: Would Alternative 4 have the potential to be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment? (*Less than significant; no mitigation required*)

Construction

The Alternative 4 69-kV underground alignment would be located on five hazardous materials sites compiled pursuant to Government Code Section 65962.5. None of the sites are currently open cases; they pertain to gasoline station with underground storage tanks and facilities that generate hazardous waste. Therefore, impacts would be less than significant. No mitigation is required.

Operation and Maintenance

Operation and maintenance would not involve excavation activities. Therefore, although Alternative 4 would be located on five sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, operation and maintenance activities would not create a significant hazard to the public or environment because activities would not involve coming into contact with contaminated soil or groundwater. Impacts would be less than significant. No mitigation is required.

Mitigation Measures: None required.

Impact Hazards-7: Would Alternative 4 have the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*Less than significant with mitigation*)

Construction

Alternative 4 would require temporary road closures on 3.1 miles of roads. Temporary road closures for underground trenching would cause a significant impact on the routes available for emergency vehicles and emergency evacuation routes. Mitigation Measures Traffic-1, Traffic-6, and Traffic-8 would reduce impacts resulting in impairment or physical interference with an adopted emergency response or evacuation plan to a less-than-significant level through required preparation and implementation of a CTMP, restriction of road closures and maintenance of emergency access, and notification of road closures to emergency personnel.

Operation and Maintenance

Inspection and maintenance of the underground transmission line may require temporary lane closures to avoid the vaults during inspections. At least one lane of traffic would remain open at all times, and emergency access would therefore be maintained. Operation and maintenance impacts would be less than significant. No mitigation is required.

Mitigation Measures: Traffic-1, Traffic-6, and Traffic-8 (refer to Section 4.7: Transportation and Traffic)

Significance after mitigation: Less than significant.

Impact Hazards-11: Would Alternative 4 have the potential to expose workers or the public to excessive shock hazards? (*Less than significant with mitigation*)

Construction

New transmission lines would not be electrified during construction. Construction activities would involve stringing new lines on cable poles and pulling two 69-kV power lines into underground duct banks. Construction of Alternative 4 would meet or exceed IEEE, ANSI, CPUC GO 95 and GO 128 safety standards, and OSHA and Cal/OSHA safety regulations; therefore, impacts resulting from excessive shock hazards during construction would be less than significant. No mitigation is required.

Operation and Maintenance

The implementation of standard operating procedures would minimize the exposure of workers and the public to excessive shock hazards from contact with conductive objects. Impacts would be significant if the touch voltage were to exceed safety thresholds. Mitigation Measure Hazards-7 would reduce the touch voltage under steady-state and fault conditions to below threshold levels by requiring SDG&E to prepare an Induced Current Touch study and install protection measures. Impacts would be less than significant with mitigation.

Mitigation Measures: Hazards-7 (refer to Section 4.11.8)

Significance after mitigation: Less than significant.

4.11.12 Alternative 5: Pomerado Road to Miramar Area North Combination Underground/Overhead (Avoids All Proposed Project Segments)

Alternative 5 would include underground installation of the transmission line with the exception of the east and west ends where the transmission line would be installed in an overhead within existing SDG&E ROWs. Under this alternative, the alignment would exit the Sycamore Substation at MCAS Miramar an overhead line and travel westerly within an existing SDG&E ROW toward Stonebridge Parkway. The transmission line would transition to underground beneath Stonebridge Parkway in the vicinity of Greenstone Court, then continue underground on Pomerado Road, Miramar Road, Kearny Villa Road, Black Mountain Road, Activity Road, Camino Ruiz, Miralani Drive, Arjons Drive, Trade Place, Camino Santa Fe, Carroll Road/Carroll Canyon Road and Scranton Road. The transmission line would temporarily transition to an overhead alignment via two new cable poles and two new interset poles, where it would cross I-15. At the western end of the underground portion, the line would transition back to overhead structures located within an existing SDG&E ROW heading northward into the Peñasquitos Substation. Alternative 5 would avoid construction within the Proposed Project alignment with the exception of approximately 3,400 feet of existing SDG&E ROW in Segment A connecting to the Sycamore Canyon Substation. This alternative is described in more detail in Chapter 3: Alternatives.

4.11.12.1 Alternative 5 Environmental Setting

Existing open hazardous sites, gas pipelines and other conductive objects, and schools in relation to the Alternative 5 underground and western overhead alignments are discussed below.

Existing Hazardous Sites

Two-hundred sixty-seven sites were identified within 0.25 mile of the Alternative 5 underground and western overhead alignments, including four open sites involving the release of hazardous materials (EDR 2015). The four sites are listed in Table 4.11-11 and are shown on Figure 4.11-2. Details for all of the existing hazardous sites location within 0.25 mile of Alternative 5 are provided in Appendix N of this EIR.

Existing Metal Pipelines

Metallic pipelines and pipelines of unknown material run parallel to the Alternative 5 alignment. Table 4.17-13 in Section 4.17: Utilities and Public Service Systems lists the metallic pipelines and the pipeline of unknown material that are parallel to Alternative 5.

Schools

Table 4.11-12 lists the 12 schools within 0.25 mile of the Alternative 5 alignment.

Table 4.11-11 Open Hazardous Sites within 0.25 Mile of Alternative 5

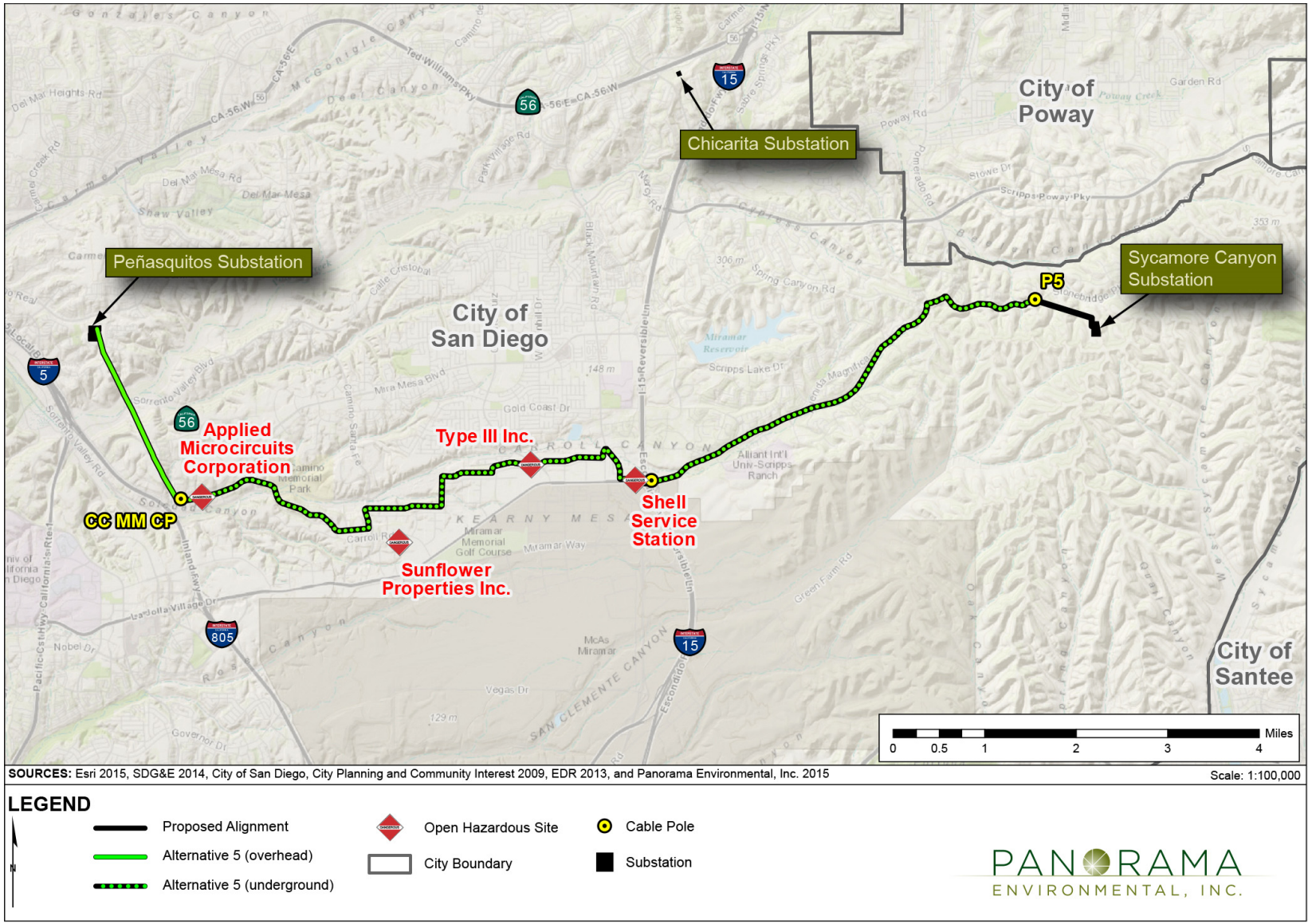
Site Name and Address	Approximate Distance and Direction from Project Site	Affected Medium	Chemical of Concern	Status
Type III, Inc. 8680 Miralani Drive San Diego, CA 92126	Adjacent to and north of underground line	Soil	Unspecified solvent mixture	Open – needs evaluation
Shell Service Station 9840 Miramar Road San Diego, CA 92126	100 feet north of underground line	Groundwater, Soil	Gasoline	Open – eligible for closure
Applied Microcircuits Corporation 5502 Oberlin Drive San Diego, CA 92121	575 feet north of underground line	Air	Arsine	Open – needs evaluation
Sunflower Properties, Inc. 9755 Distribution Avenue San Diego, CA 92121	1,390 feet southeast of underground line	Soil, Aquifer used for drinking water	Tetrachloroethylene	Open – remediation as of August 2008

Source: EDR 2015

Table 4.11-12 Schools within 0.25 Mile of the Alternative 5 Alignment

School Name	Location Relative to Alternative 5
Jerabek Elementary School	930 feet north of Pomerado Road
Chabad Hebrew Academy	735 feet south of Pomerado Road
Thurgood Marshall Middle School	560 feet south of Pomerado Road
Mira Mesa Christian School	360 feet northeast of Kearny Villa Road
Alliant University	860 feet south of Pomerado Road
California Miramar University	140 feet north of Miramar Road
California Western University	50 feet north of Pomerado Road
FAA Merry-Go-Around Center	430 feet south of Pomerado Road
Greater San Diego Academy	200 feet west of Kearny Villa Road
Klassic Kids	930 feet north of Pomerado Road
My Friends and I Children's Growing Place	710 feet north of Pomerado Road
Bastyr University California	1,230 feet southwest of western overhead alignment

Figure 4.11-2 Open Hazardous Sites within 0.25 Mile of Alternative 5



4.11.12.2 Alternative 5 Environmental Impacts and Mitigation Measures

Table 4.11-13 summarizes the impacts from hazards and hazardous materials from Alternative 5.

Table 4.11-13 Summary of Alternative 5 Impacts to Hazards and Hazardous Materials

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Construction	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-1 MM Hazards-2 MM Hazards-3 MM Hazards-4 MM Utilities-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3
Impact Hazards-2: Potential to 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.	Construction	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-3	Less than significant MM Hazards-1 MM Hazards-2 MM Hazards-3 MM Hazards-4 MM Utilities-3
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3
Impact Hazards-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	Construction	Significant	Significant APM HAZ-1 APM HYDRO-1	Less than significant MM Hazards-2 MM Hazards-3 MM Hazards-5
	Operation and Maintenance	Significant	Significant APM HAZ-1 APM HAZ-2 APM HAZ-4	Less than significant MM Hazards-2 MM Hazards-3 MM Biology-3

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-4: Potential to be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	Construction	Significant	Significant	Less than significant MM Hazards-5
	Operation and Maintenance	Less than significant	---	---
Impact Hazards-5: Potential to be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and result in a safety hazard for people residing or working in the project corridor.	Construction	No impact	---	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-6: Potential to be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project corridor.	Construction	Significant	Less than significant APM TR-2	---
	Operation and Maintenance	No impact	---	---
Impact Hazards-7: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Construction	Significant	Significant	Less than significant MM Traffic-1 MM Traffic-6 MM Traffic-8
	Operation and Maintenance	Less than significant	---	---
Impact Hazards-8: Potential to create a significant hazard to air traffic from installation of new transmission lines and structure.	Construction	Significant	Less than significant APM TR-2	---
	Operation and Maintenance	Less than significant	---	---
Impact Hazards-9: Potential to create a significant hazard to the public or the environment through the transport of heavy materials with helicopters.	Construction	Significant	Significant	Less than significant MM Traffic-2
	Operation and Maintenance	No impact	---	---
Impact Hazards-10: Potential to expose people to a significant risk of injury or death involving unexploded ordnance during project construction.	Construction	Significant	Significant	Less than significant MM Hazards-6
	Operation and Maintenance	Less than significant	---	---

Significance Criteria	Project Phase	Significance Prior to APMs	Significance after APMs and before Mitigation	Significance after Mitigation
Impact Hazards-11: Potential to expose workers or the public to excessive shock hazards.	Construction	Less than significant	---	---
	Operation and Maintenance	Significant	Significant	Less than significant MM Hazards-7

Alternative 5 would have no impact on one CEQA significance criteria for hazards and hazardous materials: Impacts Hazards-5 as indicated in Table 4.11-13 above. Alternative 5 would have no impact on this CEQA significance criterion because Alternative 5 would not be located within 2 miles of a public airport or public use airport.

Impact Hazards-1: Would Alternative 5 have the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (*Less than significant with mitigation*)

Construction

Storage, Handling, and Use of Hazardous Materials

Blasting may be required for excavation during pole installation along the eastern overhead alignment. A public safety and environmental hazard could be created if hazardous blasting materials are not stored appropriately, which would be a significant impact. Implementation of APMs HAZ-1, HAZ-2, and HAZ-3 would reduce the impact from accidental exposure or detonation of hazardous materials through preparation of a SEAP, ensuring consistency with state and federal regulations, and implementation of SDG&E compliance management programs. Even with implementation of these APMs, accidental exposure or detonation could create a significant hazard to the public or the environment. Mitigation Measure Hazards-1 would ensure that no people would be located within the vicinity of a blasting site through preparation and implementation of a site-specific blasting plan. Impacts would be less than significant after mitigation.

Although accidental spills would be unlikely, spilled or leaking hazardous materials from construction vehicles and equipment would create a significant hazard to the public or the environment and would be a significant impact. Implementation of APMs HAZ-1, HAZ-2, and HAZ-3 would reduce the impact from spills or leaks of hazardous materials through preparation of a SEAP, ensuring compliance with state and federal regulations, and implementation of SDG&E compliance management programs. Even with implementation of these APMs, accidental spills or releases may occur that could create a significant hazard to the public or the environment. Mitigation Measures Hazards-2 and Hazards-3 would reduce impacts related to spills to less than significant through required preparation and implementation of a SPCC Plan and HSCERP.

Potential Damage to Utility Pipelines

Below-grade activities could damage or rupture buried utility lines within the same ROWs and roadways as Alternative 5 even with implementation of SDG&E's standard construction procedures. There are many buried utility lines within the Alternative 5 alignment, and the proximity of these pipelines to work areas presents a risk of pipeline damage or rupture if the pipeline locations are not accurately marked, which could result in a significant impact. Mitigation Measures Utilities-3 and Hazards-4 would reduce impacts associated with damage or rupture to buried utilities to a less-than-significant level by requiring SDG&E to notify utility companies, adjust underground work locations, and uncover existing utility pipelines.

Operation and Maintenance

Maintenance of the new transmission line could result in an accidental spill of hazardous materials from maintenance vehicles, resulting in a significant impact. Implementation of APMs HAZ-1 and HAZ-2 would reduce impacts through preparation of a SEAP and ensuring consistency with state and federal regulations; however, a significant hazard could still occur as a result of accidental spills or releases of hazardous materials. Mitigation Measures Hazards-2 and Hazards-3 would reduce operation and maintenance impacts to a less-than-significant level through required preparation and implementation of a SPCC Plan and HSCERP.

Herbicides may be used to prevent vegetation from reestablishing around poles following construction. Herbicide drift on adjacent landscaping or native plant species in open space areas or public exposure to a hazardous material could occur during herbicide application, which would be a significant impact. Even with implementation of APM HAZ-4 (SDG&E protocols for herbicide application), the public and the environment could be adversely affected by herbicide use. Mitigation Measure Biology-3 would reduce impacts to a less-than-significant level through required preparation and implementation of a Weed Control Plan.

Mitigation Measures: Hazards-1, Hazards-2, Hazards-3, and Hazards-4 (refer to Section 4.11.8); Utilities-3 (refer to Section 4.17: Utilities and Public Service Systems); and Biology-3 (refer to Sections 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-2: Would Alternative 5 have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of a hazardous material into the environment? (*Less than significant with mitigation*)

Refer to the impact analysis under Impact Hazards-1 above. Implementation of Mitigation Measures Hazards-1 (site-specific blasting plan), Hazards-2 (SPCC Plan), Hazards-3 (HSCERP), Hazards-4 (uncover existing utility pipelines), Utilities-3 (notify utility companies and adjust underground work locations), and Biology-3 (Weed Control Plan) would reduce hazardous material impacts resulting from the reasonably foreseeable upset or accident conditions to a less-than-significant level. Impacts would therefore be less than significant with mitigation.

Mitigation Measures: Hazards-1, Hazards-2, Hazards-3, and Hazards-4 (refer to Section 4.11.8); Utilities-3 (refer to Section 4.17: Utilities and Public Service Systems); and Biology-3 (refer to Sections 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-3: Would Alternative 5 have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? (*Less than significant with mitigation*)

Construction

Emissions

Alternative 5 would emit more $PM_{2.5}$ and VOCs from additional use of diesel-powered equipment for underground construction compared to the Proposed Project; these TACs would be emitted within 0.25 mile of 12 schools (Table 4.11-12). However, similar to the Proposed Project, emissions of VOCs and $PM_{2.5}$ would not exceed applicable air quality standards, and TAC concentration exposures near schools would be less than significant (refer to Section 4.13: Air Quality). No mitigation is required.

Materials Handling

Large-quantity hazardous materials spills (e.g., resulting from fuel truck or storage tank fuel transfer incidents) and subsequent transport of spilled materials by wind or water to a school would be a significant impact. Implementation of APMs HAZ-1 and HYDRO-1 would reduce impacts through preparation of a SEAP and implementation of temporary BMPs; however, accidental spills or releases could still occur, which would be a significant impact. Mitigation Measures Hazards-2 and Hazards-3 would reduce impacts to a less-than-significant level because required preparation and implementation of a SPCC Plan and HSCERP would ensure that hazardous materials are properly stored on site and that any accidental releases of hazardous materials would be properly controlled and quickly cleaned up. Impacts would be less than significant with mitigation.

Waste Handling

All construction waste would be disposed of in accordance with all applicable federal, state, and local laws regarding solid and hazardous waste disposal, and would be transported off site to a licensed landfill. There would be no impacts to schools.

Open Hazardous Materials Sites

The Shell Service Station is an open hazardous waste site (EDR 2015) that is located along the Alternative 5 underground transmission alignment and also within 0.25 mile of three schools (Mira Mesa Christian, California Miramar University, and Greater San Diego Academy) (Figure 4.11-2). Excavation activities for the underground transmission line could encounter contaminated soil and groundwater that would need to be handled and disposed of properly so as not to create a hazardous material exposure near schools. Exposure to these materials would result in a significant impact to nearby schools. Mitigation Measure Hazards-5 would reduce impacts to a less-than-significant level by requiring soil and groundwater sampling and

laboratory testing followed by disposal of any identified contaminated materials per DTSC, RWQCB, or San Diego County requirements. Impacts would be less than significant with mitigation.

Operation and Maintenance

Aerial and ground inspections of the transmission line would be performed in conjunction with inspections of existing lines within the transmission corridor and would not increase the chances of release of hazardous emissions or involve handling of hazardous or acutely hazardous materials, substances, or wastes. Impacts would be less than significant. No mitigation is required.

Maintenance of the new underground transmission line could result in an accidental spill of hazardous materials from maintenance vehicles that could be transported to nearby schools if not properly contained, resulting in a significant impact. Implementation of APMs HAZ-1 and HAZ-2 would reduce the impact from spills or leaks of hazardous materials through preparation of a SEAP and ensuring consistency with state and federal regulations. Even with implementation of these APMs, accidental spills or releases may occur that could create a significant hazard to nearby schools. Mitigation Measures Hazards-2 and Hazards-3 would reduce operation and maintenance impacts to a less-than-significant level through required preparation and implementation of a SPCC Plan and HSCERP.

Herbicides may be used to prevent vegetation from reestablishing around poles following construction. Herbicide drift could impact adjacent schools during herbicide application, which would be a significant impact. Even with implementation of APM HAZ-4 (SDG&E protocols for herbicide application), schools in close proximity to herbicide applications could be adversely affected by herbicide use. Mitigation Measure Biology-3 would reduce impacts to a less-than-significant level through required preparation and implementation of a Weed Control Plan.

Mitigation Measures: Hazards-2, Hazards-3, and Hazards-5 (refer to Section 4.11.8); and Biology-3 (refer to Section 4.1: Biological Resources)

Significance after mitigation: Less than significant.

Impact Hazards-4: Would Alternative 5 have the potential to be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment? (*Less than significant with mitigation*)

Construction

There are four open hazardous materials sites within 0.25 miles of Alternative 5 (refer to Table 4.11-11, Figure 4.11-2, and Appendix N of this EIR). Excavation activities for the underground transmission line could encounter contaminated soil and groundwater that would need to be handled and disposed of properly so as not to create a hazardous material exposure to the public or the environment, which would be a significant impact. Mitigation Measure Hazards-5 would reduce impacts to a less-than-significant level by requiring soil and

groundwater sampling and laboratory testing followed by disposal of any identified contaminated materials per DTSC, RWQCB, or San Diego County requirements.

Operation and Maintenance

Operation and maintenance activities would not involve excavation. Therefore, although Alternative 5 is located on listed hazardous materials sites, operation and maintenance activities would not create a significant hazard to the public or environment because activities would not involve coming into contact with contaminated soil or groundwater. The impact would be less than significant. No mitigation is required.

Mitigation Measures: Hazards-5 (refer to Section 4.11.8)

Significance after mitigation: Less than significant.

Impact Hazards-6: Would Alternative 5 have the potential to be located within the vicinity of a private airstrip, and result in a safety hazard for people residing or working in the project corridor? (*Less than significant; no mitigation required*)

Alternative 5 would use local airports, including McClellan Palomar, Montgomery Field, and Gillespie Field, for helicopter staging. Helicopter use for Alternative 5 would be much lower than the Proposed Project because most of the transmission line would be placed underground and would not require helicopters for pole placement, conductor stringing, or inspections. However, the use of helicopters for the overhead portions of the alternative could create a hazard, resulting in a significant impact. Impacts would be less than significant after implementation of APM TR-2, which requires SDG&E to comply with relevant helicopter usage restrictions. No mitigation is required.

Mitigation Measures: None required.

Impact Hazards-7: Would Alternative 5 have the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*Less than significant with mitigation*)

Construction

Alternative 5 would require temporary road closures on 11.5 miles of roads and may also require temporary closure of I-15 during conductor stringing across the highway. Temporary road closures could cause a significant impact on the routes available for emergency vehicles and emergency evacuation routes. SDG&E would be required to obtain an encroachment permit from Caltrans for the crossing of I-15; the potential closure of I-15 would comply with any provisions in the encroachment permit. Impacts to routes available for emergency vehicles and evacuation along the underground alignment would also be significant. Mitigation Measures Traffic-1, Traffic-6, and Traffic-8 would reduce impacts resulting in impairment or physical interference with an adopted emergency response or evacuation plan to a less-than-significant level through required preparation and implementation of a CTMP, restriction of

road closures and maintenance of emergency access, and notification of road closures to emergency personnel.

Operation and Maintenance

Inspection and maintenance of overhead transmission portions of Alternative 5 would occur in SDG&E ROW and would not interfere with adopted emergency response plans or evacuation plans. Inspection and maintenance of the underground transmission line may require temporary lane closures to avoid the vaults during inspections. At least one lane of traffic would remain open at all times, and emergency access would therefore be maintained. Operation and maintenance impacts would be less than significant. No mitigation is required.

Mitigation Measures: Traffic-1, Traffic-6, and Traffic-8 (refer to Section 4.7: Transportation and Traffic)

Significance after mitigation: Less than significant.

Impact Hazards-8: Would Alternative 5 have the potential to create a significant hazard to air traffic from installation of new transmission lines and structures? (*Less than significant; no mitigation required*)

Construction

Alternative 5 would require much less helicopter work than the Proposed Project and would therefore have a lesser impact on air traffic. However, the use of a helicopter in the same air space as other aircraft flying to and from local airfields including MCAS Miramar would create a significant impact. Impacts would be less than significant after implementation of APM TR-2, which requires SDG&E to comply with relevant helicopter usage restrictions. No mitigation is required.

Operation and Maintenance

Alternative 5 would comply with the navigable airspace regulations (14 CFR Part 77) and lighting and marking recommendations made by FAA based on the FAA Advisory Circular 70/7460-1K, Obstruction Marking and Lighting. The Alternative 5 conductor spans would include marker balls and TSPs would include lighting as required to comply with federal navigable airspace regulations and FAA recommendations. Because SDG&E would consult with FAA and incorporate all recommendations into the design of Alternative 5, air traffic hazard impacts would be less than significant. No mitigation is required.

Mitigation Measures: None required.

Impact Hazards-9: Would Alternative 5 have the potential to create a significant hazard to the public or the environment through the transport of heavy materials with helicopters? (*Less than significant with mitigation*)

Construction

Alternative 5 may require the transport of heavy materials over congested areas within the eastern and western overhead alignments. This could pose a significant hazard to the public.

Mitigation Measure Traffic-2 would reduce the hazards associated with the helicopter transport of heavy materials to a less-than-significant level by requiring SDG&E to coordinate helicopter activities with the FAA and to prepare and implement a Helicopter Lift Plan.

Operation and Maintenance
Approximately one helicopter inspection of the overhead facilities would take place annually. Helicopters would be used solely for inspection purposes and no heavy materials would be transported by helicopters. No significant hazards to the public or the environment would be created. There would be no impact.

Mitigation Measures: Traffic-2 (refer to Section 4.7: Transportation and Traffic)

Significance after mitigation: Less than significant.

Impact Hazards-10: Would Alternative 4 have the potential to expose people to a significant risk of injury or death involving unexploded ordnance during project construction? (*Less than significant with mitigation*)

Construction
New transmission towers near the existing Sycamore Canyon Substation would be located within and near the northern edge of MCAS Miramar. Historically, the area around the substation has been used for bombing and munitions testing, creating the potential to encounter unexploded ordnance during excavations that could result in death or injury to workers or the public in nearby residences or commercial areas. This would be a significant impact. Mitigation Measure Hazards-6 would reduce the risk of injury or death involving unexploded ordnance to a less-than-significant level by requiring SDG&E to survey for unexploded ordnance and to train personnel.

Operation and Maintenance
Operation and maintenance of Alternative 5 would be similar to the operation and maintenance activities currently being conducted by SDG&E. There would be no change in potential to encounter unexploded ordnance. Impacts would be less than significant. No mitigation is required.

Mitigation Measures: Hazards-6 (refer to Section 4.11.8)

Significance after Mitigation: Less than significant.

Impact Hazards-11: Would Alternative 5 have the potential to expose workers or the public to excessive shock hazards? (*Less than significant with mitigation*)

Construction
New transmission lines would not be electrified during construction. Construction activities would involve relocating, reconductoring, and burying energized lines. Construction of Alternative 5 would meet or exceed IEEE, ANSI, CPUC GO 95 and GO 128 safety standards,

and OSHA and Cal/OSHA safety regulations; therefore, impacts resulting from excessive shock hazards during construction would be less than significant. No mitigation is required.

Operation and Maintenance
The implementation of standard operating procedures would minimize the exposure of workers and the public to excessive shock hazards from contact with conductive objects. Impacts would be significant if the touch voltage were to exceed safety thresholds. Mitigation Measure Hazards-7 would reduce the touch voltage under steady-state and fault conditions to below threshold levels by requiring an Induced Current Touch study and installation of protection measures. Impacts would be less than significant with mitigation.

Mitigation Measures: Hazards-7 (refer to Section 4.11.8)

Significance after mitigation: Less than significant.

4.11.13 No Project Alternative

The No Project Alternative would include construction of the CAISO approved Mission—Peñasquitos 230-kV transmission line and Second Poway—Pomerado 69-kV power line. The No Project Alternative would also involve installation of a series reactor at Sycamore Canyon Substation. This alternative is described in more detail in Chapter 3: Alternatives.

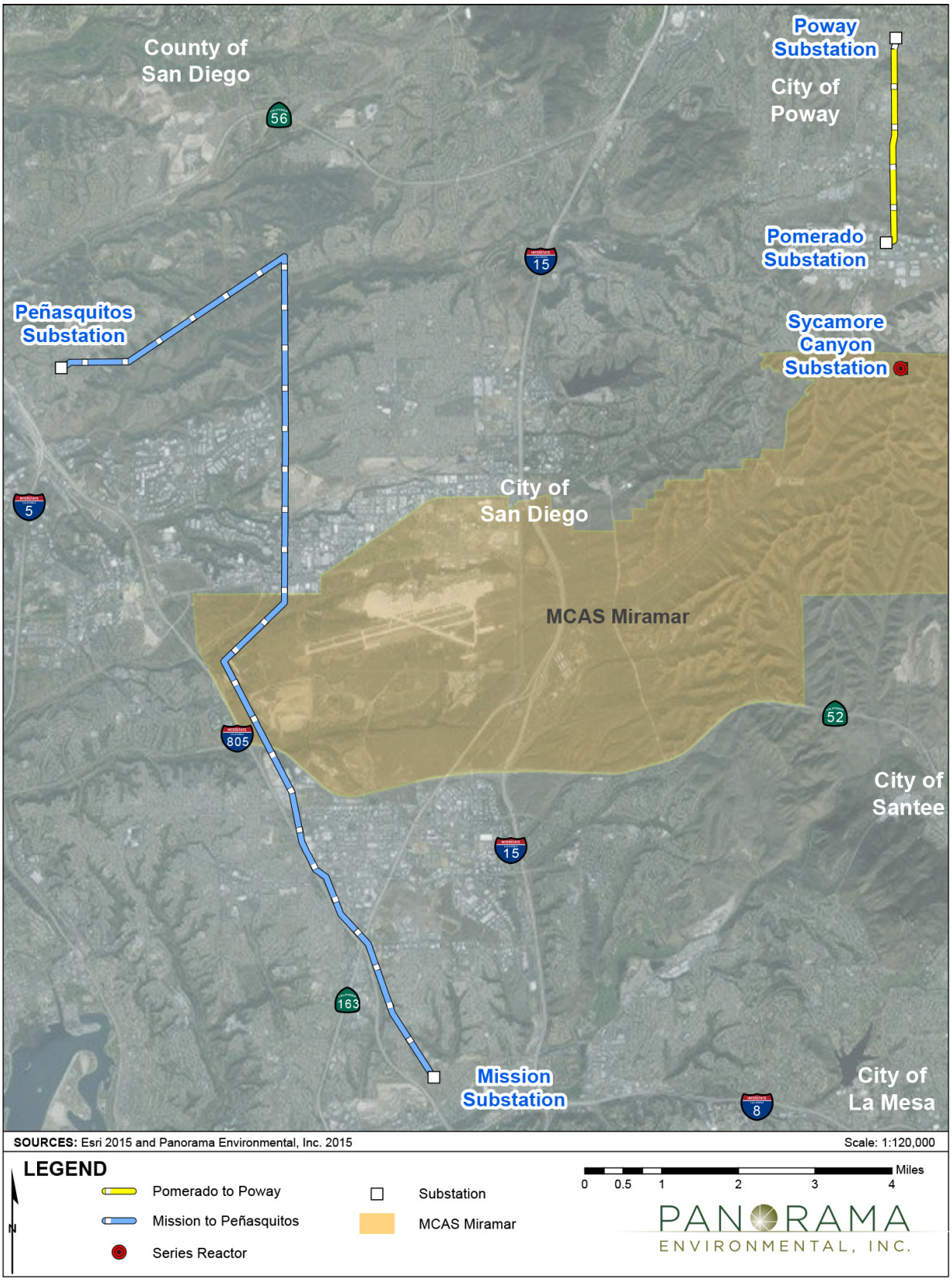
The No Project Alternative would pose greater significant hazards impacts than the Proposed Project. The No Project Alternative would pose additional risks from helicopter use within MCAS Miramar and would require construction along 1.2 more miles than the Proposed Project. The location of MCAS Miramar in relation to the No Project Alternative is shown on Figure 4.11-3.

The No Project Alternative would also require temporary closure of multiple highways and additional storage of hazardous materials during operation.

4.11.13.1 Mission—Peñasquitos 230-kV Transmission Line and Second Poway—Pomerado 69-kV Power Line

Pre-construction surveys would need to be conducted to determine the presence of hazardous materials in soil or groundwater near and within the Mission—Peñasquitos and Poway—Pomerado transmission corridors as part of the CEQA review. The No Project Alternative would require access road improvements, removal of existing poles, installation of new poles, and reconductoring. These activities would require the use of construction equipment and vehicles and possibly helicopters, all of which would carry hazardous materials and pose a hazard to the public if a spill or accident were to occur. Temporary road and highway (SR-163 and SR-52) closures may be required during construction, which would impact emergency response times. If hard rock were encountered, blasting may be required for pole installation. Shrapnel from blasting could result in injury or death of workers near the blasting site. Implementation of standard mitigation measures similar to those applied to the Proposed Project would reduce these impacts to a less-than-significant level.

Figure 4.11-3 Location of MCAS Miramar in Relation to the No Project Alternative



Helicopters would pose a hazard if materials were carried over densely-populated areas or within the vicinity of a private or public airport. The Mission—Peñasquitos line would traverse through MCAS Miramar (Figure 4.11-2), where helicopter activities could impact flight patterns. Unexploded ordnance could also be encountered in this area since MCAS Miramar was historically used for bomb and munitions testing; encountering unexploded ordnance could result in injury or death of workers. The Mission—Peñasquitos transmission line corridor would also traverse through an industrial area north of MCAS Miramar; the likelihood of encountering an open hazardous materials site in this area would be high, which would pose impacts from contaminated soil and groundwater. These impacts could be reduced to less than significant through implementation of standard mitigation measures similar to those defined for the Proposed Project.

During operation of the transmission and power lines, herbicides may be used to maintain pads and defensible space around poles, and herbicide drift could significantly impact schools. Operation of the transmission and power lines would pose the risk of shock from electrified lines, which could have a significant impact on the public. A significant hazard could also occur if buried metallic pipelines are located near the transmission and power lines; AC interference could cause corrosion of the lines, resulting in damage and possible rupture of utility pipelines. These impacts could be reduced to less than significant through implementation of standard mitigation measures similar to those defined for the Proposed Project.

4.11.13.2 Series Reactor at Sycamore Canyon Substation

Installation of a series reactor at the Sycamore Canyon Substation would require the use of mineral oil, a hazardous material, to operate the series reactor. Storage of mineral oil could pose a significant hazard if a spill were to occur at the substation.

4.11.14 References

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