

## **4.17 Cumulative Analysis**

### **4.17.1 Introduction**

The objective of a cumulative impact analysis is to look at trends with regard to each environmental resource category and ensure that past, present and future projects in an area are aggregated to examine impacts in a big picture contextual approach. In the context of the Proposed Project, there are conditions that must be considered in the local and, depending on the parameter, regional context of the Proposed Project. This part of Los Angeles County, the city of Los Angeles, and the southern Santa Clarita area have experienced a dynamic and profound change in the landscape over the past 50 or more years. During this time frame, many open spaces have been developed and have been replaced with residential, commercial, public facilities and public works infrastructure, a landfill, highways, and roads and ornamental landscaping; yet, open space remains. It should be noted that there are still some areas remaining for new development in the local community and surrounding areas. The mix of development and remaining open space of the area is appropriate to note as the cumulative impact discussion should consider the developed nature of the area and how these existing conditions translate or contribute to the analysis. The combination of the urban and open space nature of the area and the projects currently under consideration locally, contribute to the evaluation of the cumulative impacts discussed for each environmental parameter. In some instances, the incremental addition of project impacts may be less substantial due to the already built out nature of the communities, or in some cases the incremental effect may exacerbate an existing condition due to limited capacity or resources as a result of the land use densities of the urban communities that exist today.

This PEA examines the potential cumulative impacts of the Proposed Project in relation to other existing and likely future projects. This analysis determined that there is not likely to be any significant cumulative change in the environment resulting from the incremental impact of the Proposed Project when added to other development projects. Consequently, the Proposed Project is not expected to result in or contribute to significant cumulative impacts.

### **4.17.2 Methodology**

One way to determine trends in an area for cumulative analysis is through an inventory of projects in the Proposed Project study area which are in the process of being developed or which will be developed in the near future. A list of planned area development projects within a five-mile radius of the Proposed Project alignment was developed to identify the locations of other approved and pending projects that are anticipated to be either under construction or operational by the time of the Proposed Project completion. The five mile radius was determined as a baseline geographic area that would cover some portions of the local jurisdictions including the City of Los Angeles, County of Los Angeles and City of Santa Clarita for the purposes of locating general plan land use, committed projects and those under some planning consideration. The environmental resource categories were considered in determining the radius; although each environmental parameter may include a different total study area. The radius was selected for the purposes of generating a land use exhibit of local projects. After review of the parameters, it was determined that aesthetics was representative for a proper radius, as the potential viewshed may be more far reaching in geographic extent than some of the other parameters considering the heights of the poles and that it is a long term change in the landscape, recognizing the pole configuration change may or may

not yield a significant visual impact. Often times, traffic may be the determinant for cumulative study areas, however, the project's traffic impact is derived primarily by construction, not long term operational impacts and due to relatively modest volumes of vehicles the distribution is quite localized. Information pertaining to approved projects and projects pending approval were obtained from the Planning Department websites of the County of Los Angeles Department of Regional Planning, the city of Los Angeles, the city of Santa Clarita, the California Public Utilities Commission, Caltrans, and Southern California Edison. Table 4.17-1 summarizes the identified development projects within the 5-mile radius of the Proposed Project site. Figure 4.17-1 depicts the locations of those identified development projects in Table 4.17-1, and labels each project with the corresponding number found in the left-most column of Table 4.17-1.

**Table 4.17-1 Projects Proposed in the Vicinity of the Proposed Project**

Number	Project Name	Type of Project	Location	Status
<b>City of Santa Clarita</b>				
1	Downtown Newhall Specific Plan	20-Block Downtown Area of New Development and Revitalization of Existing Buildings  1,092 New Residential Units and nearly 1-million square feet (SF) of New Commercial Space	Approximately midway between the Golden State Freeway (I-5) and the Antelope Valley Freeway (CA 14), about 35 miles north of Downtown Los Angeles.	Final EIR, Statement of Overriding Conditions and a Mitigation Monitoring and Reporting Program Certified and Specific Plan Adopted on December 5, 2005
2	North Newhall Specific Plan	213 Acres  1,000 New Residential Units, 1-million SF of New Retail and Office Space, Infrastructure Improvements	Downtown Newhall	Draft EIR In Preparation
3	South Santa Clarita Sphere of Influence Amendment, Annexation and Prezone	595 Acres for Residential Units	Located North and immediately adjacent and along the I-5 Freeway, south of the Calgrove Boulevard Exit.	Currently Under Review
4	Gate King Industrial Park	Subdivide 584-Acre Site into 60 lots for industrial/business park (4.45 million SF), water tanks, and permanent open space  (170.1 acres development)	Located just Northwest of the I-5 and Antelope Valley (CA-14) Freeways.	Final EIR Available
5	Placerita Canyon Sewer Backbone	2.3 linear miles of mainline and lateral sewer line and appurtenances (5 Alternative Alignments)	Approximately 2 miles East of the I-5 Lyons Ave.	Final EIR Available

Number	Project Name	Type of Project	Location	Status
<b>County of Los Angeles</b>				
6	Tract Number PM060792	533.8 Acres – Merges 15 lots into 1 lot	Santa Clarita Valley, Las Lomas	Date Received by Department of Regional Planning (DRP) May 4, 2004 (Pending – On Hold)
7	Tract Number TR53653	186 Units on 231.42 Acres	(Western Pacific Housing)	Date Received by DRP July 10, 2006 (Pending – On Hold)
8	BFI Sunshine Canyon Landfill	Landfill expansion to increase permitted acreage from 246 acres to 375 acres	14747 San Fernando Road, Sylmar	Environmental Documentation In Preparation
9	Tract Number TR50242	8 Units on 19.47 Acres	Santa Clarita Valley	Date Received by DRP July 23, 2000 (Pending – On Hold)
10	Tract Number TR52905	37 Units on 94.44 Acres	Santa Clarita Valley	Date Received by DRP April 4, 2004 (Pending – On Hold)
11	Tract Number TR52796	102 Units on 230.44 Acres	Santa Clarita Valley, Pico Canyon	Date Received by DRP August 30, 2004 (Pending – On Hold)
<b>City of Los Angeles</b>				
12	ENV-2007-3572-MND (ZA-2007-03571-CU)	Construction / Installation of a new Wireless Telecommunications Facility	12211 North High View Al., Porter Ranch	Conditional Use Approved (12-19-07)
13	TT-60913-M1	Tentative Tract Map for additional 9 Lots for the construction of 165-Unit Residential Condo on 136 Acres	16410 North Nicklaus Drive, Sylmar	DAA Approved with Conditions (2-29-08)
14	ENV-2008-5060-ND (ZA-2008-5059-CUW)	Wireless Telecommunication Facility with Monopine	11801 North Highwater Road	Accepted for Review (1-20-09)
15	ENV-2008-3312-MND (ZA-2008-3311-ZV)	Zone Variance to permit surface parking area	11336 Corbin Ave.	Accepted for Review (9-5-08)
16	ENV-2006-5624-EAF Granada Hills-Knollwood New Community Plan (CPC-2006-5569-CPU) (CPC-2006-5569-CPU-M1)	EAF – Environmental Assessment NOP of EIR Sylmar Community Plan Update	Granada Hills-Knollwood Community Planning Area	NOP Released (2-13-2008) Environmental Documentation in Preparation
17	ENV-2008-570-MND (TT-69616)	Residential Subdivision for 5 Lots	12130 North Nugent Drive	Hearing Date (12-18-08)

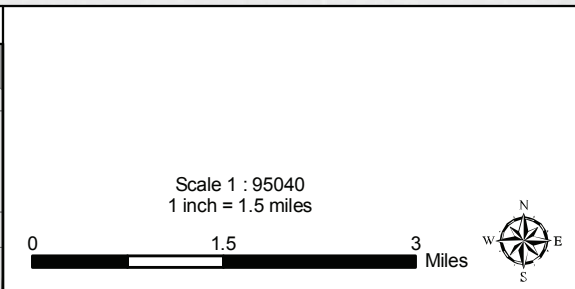
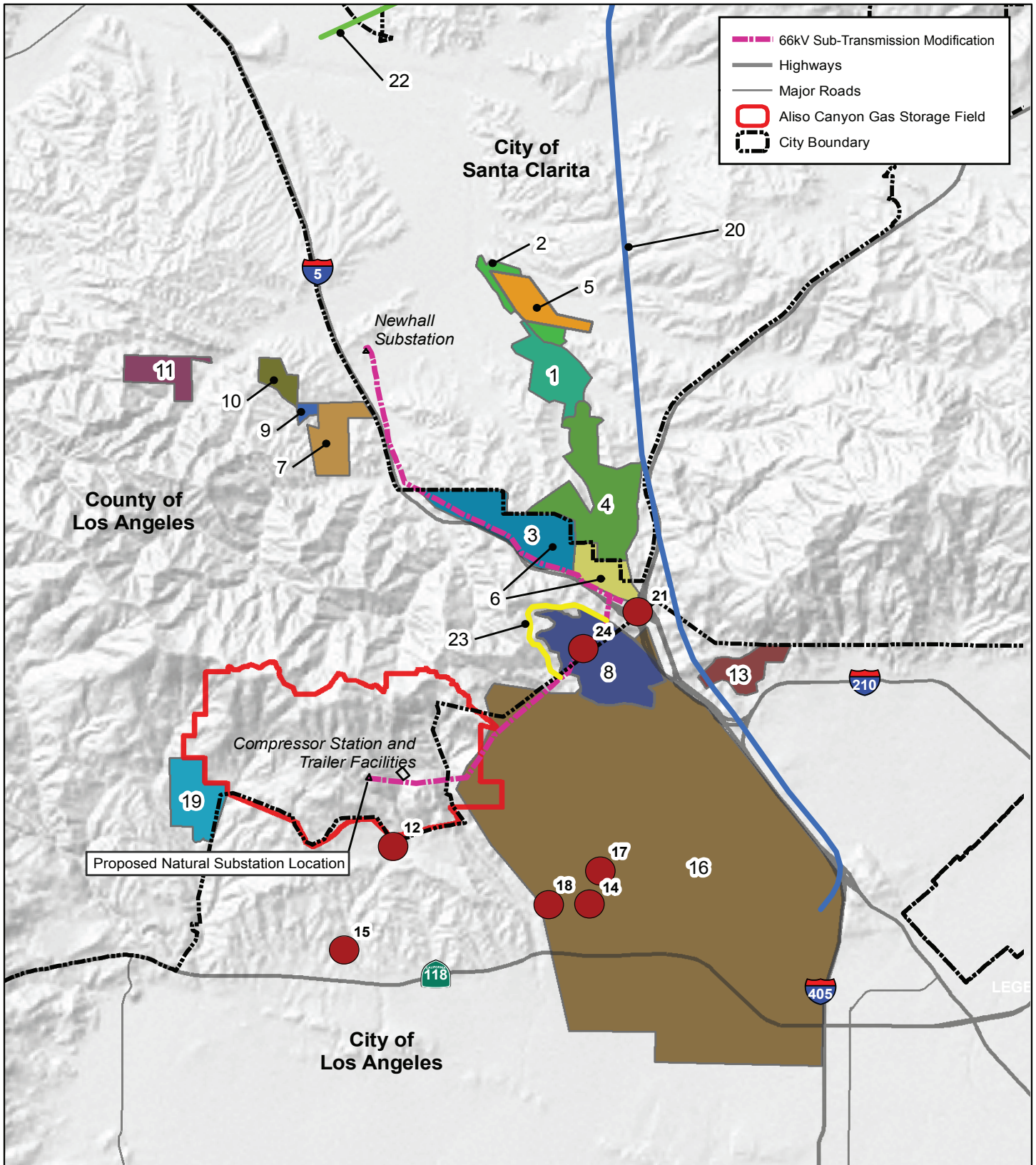
Number	Project Name	Type of Project	Location	Status
18	ENV-2007-5388-MND (APCNV-2007-5387-ZC)	A Four-Lot Preliminary Parcel Map	17891 West Ridgeway Road	Publication Date (5-15-2008)
19	Hidden Creeks Estates ENV-2005-6657-EIR	Annexation of 285-acres into the City of Los Angeles, develop 158 acres into 188 single-family residential lots, with 15.5-acre public park, a 15.8-acre equestrian facility, and 127 acres of preserved open space	Immediately west of Porter Ranch community in northwestern Los Angeles County at the foothills of the Santa Susana Mountains	Draft EIR available for Public Review. Project currently on hold.
20	The City of Los Angeles Department of Water and Power's Barren Ridge Renewable Transmission Project (BR RTP)	Construction of a 230 kV transmission line from existing Barren Ridge Switching Station to Haskell Canyon, addition of a 230 kV circuit from Haskell Canyon to Castaic Power Plant, upgrade of existing Owen Gorge – Rinaldi 230 kV Transmission Line, and construction of a new electrical substation within Haskell Canyon.	Spanning a total of 75 miles from the Mojave Desert, south to the San Fernando Valley	Draft EIR/EIS In Preparation
<b>Caltrans</b>				
21	I-5/SR-14 HOV Lane Connector	Elevated two-lane HOV lane connector at Golden State Freeway (I-5) and Antelope Valley Freeway (SR-14)	The I-5 and SR-14 Interchange	Construction is currently 30% complete; Anticipated project completion date is Fall 2012
<b>Southern California Edison</b>				
22	Antelope-Pardee 500-kV Transmission Line Project <sup>1</sup> (Application No. 04-12-007)	Construction of a new 500-kilovolt (kV) transmission line from the Antelope Substation near Lancaster to the Pardee Substation in the City of Santa Clarita.	Portions of project are in the Santa Clarita Valley	Certificate of Public Convenience and Necessity approved and Final EIR/EIS certified by the CPUC on 03-01-2007 (Decision No. 07-03-012)  USDA Forest Service Record of Decision issued 08-23-07.  Project is currently under construction.
23	BFI Sunshine Canyon	Relocation of an existing 66	Sunshine Canyon	SCE will file a Permit to

Number	Project Name	Type of Project	Location	Status
	Landfill Subtransmission Line Relocation	kV Subtransmission Line to accommodate the future expansion of the Sunshine Canyon Landfill.  Existing line running through the center of the landfill to be relocated to the north and west along the landfill's permitted limits.	Landfill, located at 14747 San Fernando Road, Sylmar	Construct application along with environmental documentation at the CPUC by 2010 to seek approval for the project in anticipation of construction in 2011.
24	BFI Sunshine Canyon Landfill Renewable Energy Generator Interconnection Project	Interconnection of a gas turbine electrical generation facility, requiring construction of a 66 kV substation which will loop into existing Chatsworth-Macneil-Newhall-San Fernando 66 kV Subtransmission Line	Sunshine Canyon Landfill, located at 14747 San Fernando Road, Sylmar	SCE is currently performing a Facilities Study to confirm the interconnection facilities required for the project.
25	Gavin Relocation Project*	SCE has an existing infrastructure project that proposes to rebuild the Big Rock 12 kV distribution line served out of Chatsworth Substation. Part of this existing distribution line traverses the SoCalGas Aliso Canyon facility. SCE will need to acquire new easements from SoCalGas to complete the construction of this project. The Big Rock 12 kV exits Chatsworth Substation to the East on F street where it will traverse Black Canyon Road. The distribution line will then follow an existing underground route on North American Road, where the distribution line will then rise overhead on Box Canyon Road to Santa Susana Pass Road crossing the 118 freeway near Iverson Road. The distribution line will head North along Browns Canyon Road and enters the SoCalGas Aliso Canyon Facility along Oak Mountain Way.  The distribution line is being rebuilt as part of SCE's infrastructure replacement program, and will improve reliability to the customers served in this area. SCE will also be building a new tie to an adjacent distribution line to improve reliability and operational flexibility. In association with this rebuild, SCE will also be installing fiber optics on the same distribution structures. The fiber optics will terminate at Natural Substation which will improve the SCE telecommunications network between SCE substations, improving reliability and enhancing protective relaying between substations.		

Source: Los Angeles County Department of Regional Planning; City of Los Angeles Department of City Planning; and City of Santa Clarita Community Development Department, 2009, California Public Utilities Commission, Caltrans, Southern California Edison.

<sup>1</sup> The Antelope-Pardee 500-kV Transmission Line Project is included as a cumulative project for purposes of disclosure. However, as cumulative impacts would not be substantive because of its distance from the Proposed Project, this project is not analyzed in the resource categories, below.

\*Note: As mentioned in Chapter 3.0 of this PEA, SCE has indicated that the SCE Gavin circuit would not be able to meet the future energy requirements of the Proposed Project. The eventual relocation of this Gavin circuit is a future SCE project. It should be noted that SoCalGas will obtain any authorization under the Public Utilities Code for the required easement to implement this future project.



**Aliso Canyon PEA**

**Figure 4.17-1**  
**Cumulative Projects**

**AECOM**

Project: 06205-134  
Date: September 2009

A cumulative impact is created as a result of the combination of the project evaluated with other projects causing related impacts. Impacts which do not result in part from the project evaluated are not discussed in this cumulative impact analysis (CEQA Guidelines Section 15130 (a) (1)). As such, to facilitate the discussion of cumulative impacts that could result from implementation of the Proposed Project, each resource category evaluated in this PEA that was determined to have a discernible impact is addressed in this cumulative impacts analysis. Incremental impacts from the Proposed Project that may have been considered adverse yet not significant in this PEA, if when added to the cumulative analyses are found to reach a significance threshold would be considered cumulatively significant.

CEQA Guidelines section 15355 defines the term “cumulative impacts” as:

[T]wo or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.
- (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130 of the CEQA Guidelines provides guidance on how to discuss cumulative impacts under CEQA. Section 15130 allows lead agencies to analyze cumulative impacts using one of two approaches: compiling a list of past, present, and probable future projects, or summarizing projections from a planning document. In analyzing the cumulative impacts of a project, the CEQA document must discuss not only approved projects under construction and approved related projects not yet under construction, but also unapproved projects currently under environmental review with related impacts or which result in significant cumulative impacts. The analysis is not limited to projects under review by the CPUC, but also other relevant public agencies, using reasonable efforts to discover, disclose, and discuss the other related projects.

The analysis of cumulative effects is based on two determinations: Is the combined impact of this project and other projects significant? Is the project’s incremental effect cumulatively considerable? When a cumulative impact is not significant, or that the project’s incremental effect is not cumulatively considerable, the basis for that determination is described (CEQA Guidelines 15130(a) (2) and (3)). Resource categories determined to have “no impact” as a result of the Proposed Project include Agriculture, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Services. Resource categories analyzed for cumulative impacts are Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology, Soils, and Seismicity, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Transportation and Traffic. The environmental parameters discussed address the significance of other projects in the cumulative study area such as included in Table 4.17-2 or otherwise pending their geographic coverage. In addition, the discussion will provide some conclusion as to how the Proposed Project’s impacts contribute in some

measurable degree to a cumulatively considerable impact. A cumulatively considerable impact would exceed the significance threshold.

### 4.17.3 Analysis of Cumulative Impacts

The following sections discuss the cumulative impacts of each environmental resource category that was determined to have a project-related impact of "less than significant", "less than significant with mitigation" or "significant". Table 4.17-2 provides a general summary of impacts and related select mitigation measures of the identified cumulative projects discussed in Table 4.17-1. The purpose of the summary is to provide information about the projects and their relative cumulative impact contribution to environmental resources. The cumulative project summaries presented in Table 4.17-2 are derived from available environmental documentation. It should be noted that a number of the projects listed in Table 4.17-1 are on hold or are in the process of compiling environmental documentation, and therefore cannot be included in Table 4.17-2 due to the absence of information.

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<b>AESTHETICS</b>	
<b>Gate King Industrial Park (City of Santa Clarita)</b>	
<p>The proposed project would alter scenic views from public viewing locations and alter City-designated Primary and Secondary ridgelines. These impacts were found to be significant and unavoidable.</p> <p>The proposed project would produce new sources of light and glare that would extend the area of daytime glare and night light across the currently vacant property, which would alter the nighttime sky. These impacts were found to be significant, but mitigable.</p>	<p>The proposed water tanks shall be fully-screened from public view with landscape material.</p> <p>A lighting plan shall be developed to reduce excessive brightness and glare and directs light pools downward and shielded from adjacent areas. The lighting plan also includes designs on light fixtures to reduce glare and spill-over.</p>
<b>ENV-2007-3572-MND (ZA-2007-03571-CU) (City of Los Angeles)</b>	
<p>The 55-foot pole height was requested to provide for co-location on the monopine. The applicant has proposed the location of the antennae at the top of the monopine, however this location does not provide for sufficient coverage of the antennae with "pine" branches.</p>	<p>Lower the location of the antennae by 2 feet to permit adequate screening of the antennae by "branches."</p>
<b>Hidden Creeks Estates (City of Los Angeles)</b>	
<p>Implementation of the proposed project would affect the aesthetic character of the project site. The removal of protected trees due to grading activity would constitute a significant impact.</p>	<p>Implementation of the Tree Replacement Program, would reduce aesthetic impacts to a less than significant level.</p>



**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<b><i>Antelope-Pardee 500-kV Transmission Line Project (SCE)</i></b>	
<p>Project infrastructure would alter the visual quality of landscape views, or the scenic integrity of views, from a number of locations. The project would also create a new source of substantial glare that would alter daytime views in the area as well as conflict with adopted visual quality policies and objectives contained in local and specialized plans. This impacts would be considered significant and unavoidable.</p>	<p>Use of Tubular Steel Poles.</p> <p>Construction, operation, and maintenance within existing access roads.</p> <p>Disposal of cleared vegetation and excavated materials.</p> <p>Treatment of surfaces with appropriate colors, finishes, and textures.</p>
<b>AIR QUALITY</b>	
<b><i>Downtown Newhall Specific Plan (City of Santa Clarita)</i></b>	
<p>Project parking structures may create conditions conducive to pollutant buildup, including carbon monoxide (CO). Impacts were determined to be less than significant with mitigation.</p> <p>Where residential is located above commercial, odors from commercial uses may pose a nuisance pursuant to Rule 402. Impact was determined to be less than significant with mitigation.</p> <p>Increased traffic generated at project build-out will increase levels of toxic air contaminants in planning area. Development will also increase number of sensitive receptors exposed to emissions from trains idling. Impact was determined to be less than significant with mitigation.</p> <p>Continued growth in the City, as foreseen under the General Plan, would contribute to existing exceedances of air quality standards. This cumulative impact was found to be significant and unavoidable.</p> <p>Construction activities will result in dust/equipment emissions. This impact was found to be significant and unavoidable.</p> <p>Cumulative: Demolition/construction of several structures in the project area at the same time. Air quality impacts could result. Impact is significant, but mitigable.</p>	<p>Parking structures will be open on three sides or have mechanical ventilation and will be designed to avoid the creation of CO hotspots.</p> <p>An Air Toxins Control Plan with standards which regulate air toxins and control locomotive idling emissions will be prepared.</p>

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<b><i>South Santa Clarita Sphere of Influence Amendment, Annexation and Prezone (City of Santa Clarita)</i></b>	
There is a potential for violation of construction-related air quality standards and to contribute substantially to an existing or projected air quality violation depending upon the amount of grading. There would be no potential for violation of operational air quality standards or to contribute substantially to an existing or projected air quality violation as result of the operation of potential future development.	An air quality analysis to determine the potential for air quality impacts prior to issuance of any approvals or permits will be required. The development proposal shall not be approved unless it can be demonstrated that all construction air quality impacts can be mitigated to a level which is less than significant.
<b><i>Gate King Industrial Park (City of Santa Clarita)</i></b>	
<p>Construction activity associated with the proposed project would result in the emission of air pollutants, including fugitive dust. Because emissions would exceed SCAQMD significance thresholds, these impacts are considered significant and unavoidable.</p> <p>Operational emissions associated primarily with project-generated traffic would exceed SCAQMD significance thresholds for ROG and NOx. These impacts are considered significant and unavoidable.</p>	<p>Fugitive Dust Control measures will be implemented for the project (i.e., water trucks, stockpiled soils, vehicle speeds, grading restrictions when wind gusts exceed 25 mph or 20 mph).</p> <p>General Dust Control measures will be implemented for the project.</p> <p>Ozone Precursor Control measures will be implemented for the project.</p> <p>Energy efficient windows will be installed and parking lots will be designed to accommodate electric vehicle charging stations.</p>
<b><i>Placerita Canyon Sewer Backbone (City of Santa Clarita)</i></b>	
There is a potential for violation of construction-related air quality standards and to contribute substantially to an existing or projected air quality violation depending upon the amount of grading. There would be no potential for violation of operational air quality standards or to contribute substantially to an existing or projected air quality violation as result of the operation of potential future development. Although no significant impacts to air quality have been identified, the following mitigation measures are required to minimize PM <sub>10</sub> emissions.	An air quality analysis to determine the potential for air quality impacts prior to issuance of any approvals or permits will be required. The development proposal shall not be approved unless it can be demonstrated that all construction air quality impacts can be mitigated to a level which is less than significant. General mitigation measures to reduce impacts to air quality will be implemented for the proposed project.
<b><i>Hidden Creeks Estates (City of Los Angeles)</i></b>	
Emissions generated during all phases of project construction are expected to exceed the South Coast Air Quality Management District threshold for NOx. During grading, thresholds related to VOC, PM10 and PM2.5 are also anticipated to be exceeded.	Although the recommended mitigation measures (e.g., a Construction Traffic Emission Management Plan, etc.) would reduce the magnitude of construction emissions, no feasible mitigation exists that would reduce all of these emissions to below the SCAQMD's recommended thresholds of significance. The project's construction-related emission of VOC, NOx, PM10, and PM2.5 are considered significant and unavoidable.

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<b><i>Antelope-Pardee 500-kV Transmission Line Project (SCE)</i></b>	
Emissions generated during all phases of project construction are expected to exceed the South Coast Air Quality Management District (SCAQMD) thresholds and expose. This is a significant and unavoidable impact.	Although the recommended mitigation measures (e.g., a Construction Traffic Emission Management Plan, etc.) would reduce the magnitude of construction emissions, no feasible mitigation exists that would reduce all of these emissions to below the SCAQMD's recommended thresholds of significance.
<b>BIOLOGICAL RESOURCES</b>	
<b><i>Downtown Newhall Specific Plan (City of Santa Clarita)</i></b>	
<p>Project bridge construction would result in the loss of native vegetation, loss of habitat and may adversely affect sensitive species. Impacts were determined to be less than significant with mitigation.</p> <p>Project bridge security lighting may illuminate the streambed and adversely affect wildlife movement. Impacts were determined to be less than significant with mitigation.</p> <p>Indirect impacts to plant communities and wildlife may result from human presence. Impacts were determined to be less than significant with mitigation.</p> <p>Cumulative projects could result in habitat loss for wildlife, contribute to the fragmentation of the City, impact surrounding ecosystems, and incrementally degrade habitat quality. Impacts were determined to be less than significant with mitigation.</p>	<p>Riparian habitats disturbed by construction shall be replaced by creating riparian habitats of similar functions and values and at least 1:1 replacement ratios, as well as incorporate a SWPPP.</p> <p>In-season surveys will be conducted for special-status species. Jurisdictional delineation of wetlands and floodways will be performed.</p> <p>Human access to revegetation and bank restoration areas shall be prohibited and sensitive areas shall be well marked with signage and fencing.</p> <p>Erosion control measures designed into bank restoration/bridge design will be implemented. Fire setbacks and buffers shall be established and planted to protect surrounding wildlife and habitat from development. Lighting of the multi-modal bridge shall be designed to minimize increased light levels in the surrounding riparian environment.</p>
<b><i>South Santa Clarita Sphere of Influence Amendment, Annexation and Prezone (City of Santa Clarita)</i></b>	
Depending on the design and location of future development within the project area, the project may have an adverse effect on: candidate, sensitive, or special-status species; riparian habitat or other sensitive natural community; Federally protected wetlands; riparian habitat; and plant or animal species listed as endangered on such Federal and/or State lists.	<p>A biological resource survey will be prepared.</p> <p>No development proposal shall be approved unless it can be demonstrated that biological resource impacts can be avoided through design modifications or mitigated to a level which is less than significant.</p>
<b><i>Gate King Industrial Park (City of Santa Clarita)</i></b>	
Permanent loss, and indirect degradation and fragmentation of several "common" habitat types on-site, including mixed chaparral, Riversidean sage	Native species will be used in landscaping within fire clearance zones and hand-thinning of vegetation will be performed.

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<p>scrub, and annual grassland habitats. This impact was found to be significant and unavoidable.</p> <p>Direct loss of special-status plants identified as List 1B or 4 species by the California Native Plant Society. This impact was found to be significant, but mitigable.</p> <p>Potentially affect the San Fernando Valley spineflower, if present on-site. This impact was found to be significant, but mitigable.</p> <p>Remove up to 1,100 healthy oak trees and 709 dead or fire damaged oaks, and could indirectly disturb an estimated 551 individual oak trees. An estimated 69 acres, or approximately 34 percent, of the oak woodland/ forest habitat onsite would be affected. These impacts were found to be significant and unavoidable.</p> <p>Cause direct and indirect impacts to CDFG and USACE jurisdictional drainages on-site. This impact was found to be significant, but mitigable.</p> <p>Disrupt wildlife movement corridors through the project area and between the open space areas associated with the San Gabriel and Santa Susana Mountains. This impact was found to be significant and unavoidable.</p> <p>Cause the direct loss of special-status wildlife through conversion of on-site habitats to developed areas. Indirect impacts on special-status wildlife species could occur through the habitat fragmentation and degradation because of the introduction of non-native plants. This impact was found to be significant, but mitigable.</p>	<p>Graded road areas on-site shall be landscaped and shall be approved by a qualified biologist or landscape architect and shall utilize native species.</p> <p>Focused surveys will be performed for slender and Plummer's mariposa lilies to determine the presence or absence of these plants. If found, a special-status plant restoration plan will be provided.</p> <p>Surveys for San Fernando Valley spineflower will be conducted. If found, a management plan shall be prepared per the California Department of Fish and Game, and the USFWS.</p> <p>For oak trees that are affected, an oak tree mitigation program shall be developed pursuant to the City's oak tree preservation ordinance.</p> <p>The proposed open space wilderness area and any other wildlife/corridor easement areas and/or fee transfers per previous City agreements shall be deeded and/or secured with the City.</p> <p>Compliance with the requirements of the appropriate USACE, CDFG, and RWQCB permits, and implementation of any mitigation measures contained therein, would offset the loss of waters of the United States and waters of the State. A NPDES permit is required for development of the proposed project. As a result Best Management Practices (BMPs) would be required to minimize impacts to water quality and quantity both onsite and offsite during construction.</p> <p>Wildlife guzzlers will be constructed.</p> <p>Low-light design features shall be implemented.</p> <p>A nesting bird survey, including raptors, will be performed. Also, a sensitive species survey will be performed for all special-status species.</p>
<b><i>Hidden Creeks Estates (City of Los Angeles)</i></b>	
<p>Construction would result in the loss of special-status bird and other species and the direct removal of both federal and state jurisdictional wetland resources. Construction and operation of the project would result in an increase in non-native plant and human and domestic animal disturbance of native vegetation and wetland and jurisdictional areas. Impacts would occur to 555 protected trees as well as impacts to Mixed Willow Riparian Woodland. These impacts were found to be mitigable.</p>	<p>Focused surveys and pre-construction nesting surveys will be conducted.</p> <p>Creation/purchase of ACOE "waters" at a minimum ratio of 2:1</p> <p>Creation/purchase of CDFG "waters" at a minimum ratio of 2:1</p> <p>A Public Awareness Program will be implemented</p> <p>On-site revegetation of Mixed Willow Riparian Woodland at a minimum 2:1 ratio.</p> <p>A Tree Replacement Program and a Tree Preservation Program will be implemented.</p>

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<b><i>Antelope-Pardee 500-kV Transmission Line Project (SCE)</i></b>	
<p>The project would cause temporary loss or permanent loss of native vegetation, oak trees, Los Angeles County oak tree ordinance, and also introduce non-native and invasive plant species. These impacts are considered to be less than significant with mitigation.</p> <p>The project would result in loss of foraging habitat for wildlife, including raptors. This impact is considered to be less than significant with mitigation.</p> <p>The project would also result in the loss of nesting birds, including special-status birds; listed plant species; listed special-status amphibian species (arroyo toad, California red-legged frog); listed special-status reptile species; listed raptor species; listed riparian bird species; coastal California gnatcatchers; aquatic special-status reptile species; burrowing owls; American badger; special-status rodent species;</p> <p>The project would result in transmission line collisions by listed and special-status bird species. This impact is considered to be less than significant with mitigation.</p>	<p>Restoration and compensation will be provided for impacts to native plant communities and no activities will occur in riparian conservation areas. Coast live oak trees will be restored. Weed control measures and permanent closure and revegetation of construction roads will occur.</p> <p>The following mitigation for impacts to plant and wildlife loss is proposed: pre-construction surveys and monitoring for breeding birds; conduct surveys for listed and sensitive plant species; conduct surveys for sensitive amphibians and reptiles; conduct focused surveys for arroyo toad, California red-legged frog, coastal California gnatcatcher; implement seasonal restrictions for work within drainages; relocate individual burrowing owls during the non-breeding season; passive relocation of badgers during the non-breeding season; implement a Fugitive Dust Control Plan; and avoidance of rodent burrow areas.</p> <p>Collision-reducing techniques will be utilized.</p>
<b><i>Placerita Canyon Sewer Backbone (City of Santa Clarita)</i></b>	

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<p>Coastal sage scrub will be impacted (0.02-acre temporarily and 0.20-acre permanently). Impacts were determined to be less than significant with mitigation.</p> <p>Increased human activity, vibration, and noise could displace bird species. Short-term impacts to loggerhead shrike and rufous-crowned sparrow breeding behavior could occur. Impacts were determined to be less than significant with mitigation.</p> <p>Suitable habitat for arroyo toad exists in the project area. Impacts were determined to be less than significant with mitigation.</p> <p>If trenching is used to install the pipeline at Placerita Creek, changes in water flow could result in increased turbidity and alter channel substrate composition. This could impact critical habitat for southern steelhead in Placerita Creek or in the Santa Clara River. A minimum of 0.02-acre of temporary impacts to jurisdictional resources would cross Placerita Creek and its tributaries if trenching was to occur. Impacts were determined to be less than significant with mitigation.</p> <p>The proposed project could result in scouring in Placerita Creek upstream of the bridge in a 50-year storm event. If the sewer line became exposed during a storm event, it could impact rates and patterns of streambed erosion and could lead to pipeline rupture. Impacts were determined to be less than significant with mitigation.</p> <p>Oak trees (some are heritage oaks) would be encroached during construction of the proposed project. Impacts were determined to be less than significant with mitigation.</p>	<p>Coastal sage scrub disturbed by the project will be restored on a 1:1 basis. A restoration plan and long-term monitoring plan will be developed.</p> <p>Pre-construction surveys shall be performed prior to any vegetation clearing for breeding birds and, if found; the CDFG will be consulted.</p> <p>Construction activities on or under the bed or banks of Placerita Creek shall not occur within the breeding season of arroyo toad. All channels altered by construction activities shall be restored to their pre-construction condition.</p> <p>Jack and bore method will be used to install the pipeline under Placerita Creek to avoid impacts to southern steelhead and 0.02- acre of jurisdictional resources. Jurisdictional permits will be acquired.</p> <p>The sewer line at the creek crossing susceptible to scouring during a 50-year storm event will have a minimum design cover of 8 feet. All construction shall be performed in accordance with the LADPW design criteria, Standard Specifications for Public Works Inspection, and other industry standard pipeline design techniques.</p> <p>All work performed shall be in accordance with applicable ordinances, permits, and procedures regarding oak trees. The City's Oak Tree Specialist will be consulted. Other general oak tree protection mitigation will be implemented for the proposed project.</p>
<b>CULTURAL RESOURCES</b>	
<b><i>South Santa Clarita Sphere of Influence Amendment, Annexation and Prezone (City of Santa Clarita)</i></b>	
<p>The proposed project would not disturb any known archaeological resources; however, site development has the potential to disturb as-yet undetected areas of prehistoric archaeological significance. Impacts were determined to be less than significant with mitigation.</p>	<p>Appropriate and standard mitigation measures to reduce impacts to less than significant with mitigation shall be incorporated.</p>
<b><i>Gate King Industrial Park (City of Santa Clarita)</i></b>	
<p>The proposed project would not disturb any known archaeological resources; however, site development</p>	<p>Fencing will be constructed around and construction contractors shall take precautions to either avoid using</p>

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<p>has the potential to disturb as-yet undetected areas of prehistoric archaeological significance. Impacts were determined to be less than significant with mitigation.</p> <p>The proposed project would not directly affect any identified significant historic resources. However, possible indirect impacts to the Pioneer Oil Refinery were determined to be less than significant with mitigation.</p>	<p>heavy equipment in the vicinity of the acid tank on the Refinery property or stabilize the tank.</p> <p>The drainage system for the areas surrounding the Refinery shall be designed to prevent any further deposition of materials onto the Refinery site.</p>
<b><i>Placerita Canyon Sewer Backbone (City of Santa Clarita)</i></b>	
<p>The proposed project would not disturb any known archaeological resources; however, site development has the potential to disturb as-yet undetected areas of prehistoric archaeological significance. Impacts were determined to be less than significant with mitigation.</p>	<p>Appropriate and standard mitigation measures to reduce impacts to less than significant with mitigation shall be incorporated.</p>
<b><i>Hidden Creeks Estates (City of Los Angeles)</i></b>	
<p>Excavation of the project site has the potential to disturb unknown resources, which would result in significant impacts; however, implementation of mitigation measures would reduce such impacts to a level that is less than significant.</p>	<p>Appropriate and standard mitigation measures to reduce impacts to less than significant with mitigation shall be incorporated.</p>
<b><i>Antelope-Pardee 500-kV Transmission Line Project (SCE)</i></b>	
<p>The proposed project will result in the destruction and potential destruction of all or a portion of several cultural and historical resource sites. These impacts were found to be less than significant with mitigation.</p>	<p>Avoidance of known archaeological sites.</p> <p>Conduct construction monitoring in sensitive areas, and perform data recovery if eligible.</p>
<b>GEOLOGY, SOILS, AND SEISMICITY</b>	
<b><i>Downtown Newhall Specific Plan (City of Santa Clarita)</i></b>	
<p>The project pedestrian bridge area may terminate in an area of landslide hazard. Impacts were determined to be less than significant with mitigation.</p> <p>Project development may be exposed to liquefaction hazards. Impacts were determined to be less than significant with mitigation.</p> <p>Cumulative: Continued development will increase the population and number of structures at risk of damage or loss from geologic or seismic hazards. However, impacts were found to be less than significant.</p>	<p>If needed, the project will be amended to require a study for landslide hazards during design of the bridge.</p> <p>Utilities and infrastructure improvements proposed for hazard areas will require site-specific geotechnical study prior to final design and compliance with recommendations.</p>

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<b><i>Gate King Industrial Park (City of Santa Clarita)</i></b>	
<p>Impacts relating to ground rupture were determined to be less than significant with mitigation.</p> <p>The project involves grading and development in steeply sloped areas with high landslide potential. Potential impacts relating to landsliding were determined to be less than significant with mitigation.</p> <p>Some on-site soils are potentially expansive. This was determined to be less than significant with mitigation.</p>	<p>The Beacon Fault shall be verified and the location and width of the construction area setback shall be adjusted accordingly. Specific mitigation measures for debris flow hazard may consist of avoidance, debris walls or debris basins. Cut-slopes that will expose bedrock disrupted by the Beacon Fault may also require stability fills. The stability of bedding planes shall be analyzed and presented future anticipated loads from water tanks, buildings or other significant structures will also be incorporated into the stability calculations. Any unsuitable materials underlying the fills shall also be removed.</p> <p>Cut and fill slopes should be seeded or planted with proper ground cover.</p> <p>Subdrains implemented in the main drainage areas to receive fill, and backdrains for buttress fills to protect the proposed fills from groundwater infiltration.</p> <p>Water will be directed to the natural slope drainage devices.</p> <p>Special foundation designs and reinforcement to mitigate expansive material.</p>
<b><i>Placerita Canyon Sewer Backbone (City of Santa Clarita)</i></b>	
<p>Construction of the sewer line would require trenching and temporary stockpiling of excavated soil. Stockpiled soils have the potential to be transported to locations on or off the proposed project site by wind or water, which could result in increased sedimentation rates. Impacts were determined to be less than significant with mitigation.</p> <p>The proposed project could result in scouring in Placerita Creek upstream of the bridge in a 50-year storm event. If the sewer line became exposed during a storm event, it could impact rates and patterns of streambed erosion and could lead to pipeline rupture. Impacts were determined to be less than significant with mitigation.</p> <p>The total volume of soil excavated would be 10,000 cubic yards or greater. Impact was determined to be less than significant with mitigation.</p>	<p>Stockpiled soils shall be covered with plastic. Work shall only be performed in the main channel of Placerita Creek during the later part of the dry season.</p> <p>The sewer line at the creek crossing susceptible to scouring during a 50-year storm event will have a minimum design cover of 8 feet. All construction shall be performed in accordance with the LADPW design criteria, Standard Specifications for Public Works Inspection, and other industry standard pipeline design techniques.</p> <p>Suitable excavated soils shall be reused for backfilling the trench. Unsuitable materials shall be disposed off-site according to all applicable regulatory rules and regulations.</p>
<b><i>Hidden Creeks Estates (City of Los Angeles)</i></b>	
Potential impacts related to slope instability,	Conformance with all recommendations of the



**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
landslides, expansive soils, liquefaction, and seismic-related ground failure. However, proper engineering and conformance with California and Los Angeles Building Codes would reduce impacts to a level that is less than significant.	Preliminary Geologic and Geotechnical Engineering Study and California and Los Angeles Building Codes.
<b><i>Antelope-Pardee 500-kV Transmission Line Project (SCE)</i></b>	
<p>Excavation and grading of the proposed project could cause slope instability. Erosion could be triggered or accelerated by construction or disturbance of landforms. Project structures could be damaged by landslides, liquefaction, settlement, lateral spreading, and/or surface cracking resulting from seismic events and also by strong ground shaking. Buried tower and substation foundations could be damaged by corrosive soils. Tower and substation foundations could be damaged by expansive or collapsible soils. Transmission line structures could be damaged by landslides, earth flows, or debris slides. These impacts were found to be less than significant with mitigation.</p> <p>Transmission lines have the potential to be damaged by surface fault ruptures at crossings of active faults. This impact was found to be less than significant with mitigation.</p> <p>Excavation for transmission line structures could damage unique or significant fossils. This impact was found to be less than significant with mitigation.</p>	<p>Measures include protection against slope instability; minimization of soil erosion; geotechnical investigations for liquefaction, slope instability, corrosive soils, problematic soils, and landslides; reduce effects of ground shaking;</p> <p>Structures within active fault zones will be minimized.</p> <p>Protection of paleontological resources is proposed.</p>
<b>HAZARDS AND HAZARDOUS MATERIALS</b>	
<b><i>South Santa Clarita Sphere of Influence Amendment, Annexation and Prezone (City of Santa Clarita)</i></b>	
May expose people or structures to a significant risk of loss, injury or death involving wildland fires.	No development proposal shall be approved unless it can be demonstrated that fire hazard impacts are less than significant, can be avoided through design modifications or mitigated to a level which is less than significant. Any development project located within the fire zone portion of the project area shall be designed to incorporate fire prevention and safety measures. A fuel modification plan shall be required for all hillside plans that abut natural open space or which are within the fire zone portion of the project area.
<b><i>Gate King Industrial Park (City of Santa Clarita)</i></b>	
Several areas on-site potentially have soil and/or groundwater contamination that could pose a risk to	A sampling program will be implemented prior to issuance of grading permits for areas suspected of

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

<b>Summary of Impacts for Cumulative Project (Location)</b>	<b>Summary of Mitigation</b>
<p>human health and safety. Impacts were found to be less than significant with mitigation.</p> <p>Disturbance of oil and gas lines on-site during site grading could potentially result in hazardous conditions for site workers.</p> <p>Implementation of appropriate safety precautions would reduce such impacts to less than significant with mitigation.</p> <p>The project would introduce new industrial park development in the vicinity of the rail line along Pine Street. Although this would incrementally increase the potential for safety conflicts with rail activity, compliance with standard safety requirements would reduce such impacts to less than significant.</p>	<p>being contaminated. If contamination exceeding levels is found, appropriate remediation shall be undertaken.</p> <p>All existing debris and trash on-site and in Newhall Creek will be removed and properly disposed off-site.</p> <p>Pipeline operators shall be notified in advance of any grading activity in the vicinity of an oil or gas pipeline.</p>
<b><i>Placerita Canyon Sewer Backbone (City of Santa Clarita)</i></b>	
<p>Construction equipment would use diesel fuels and spillage of large amounts of fuels could generate possibly significant hazards to human health and the environment.</p> <p>Operational impacts could result if the pipeline was to rupture and discharge raw sewage into Placerita Creek. Earthquakes and scouring could cause pipeline rupture.</p>	<p>All construction equipment shall be maintained and repaired at least 500 feet from Placerita Creek. Refueling will occur on paved areas and require spill containment material around the equipment.</p> <p>The sewer line at the creek crossing susceptible to scouring during a 50-year storm event will have a minimum design cover of 8 feet. All construction shall be performed in accordance with the LADPW design criteria, Standard Specifications for Public Works Inspection, and other industry standard pipeline design techniques.</p>
<b><i>Hidden Creeks Estates (City of Los Angeles)</i></b>	
<p>Project site is located within a high fire danger area; however, impacts were found to be less than significant with mitigation.</p>	<p>Project design features to minimize risk of fire danger; designation of accessible access and evacuation routes; coordination with Los Angeles Fire Department; and annual reporting to the Fire Marshall regarding compliance with fuel management zones.</p>
<b><i>Antelope-Pardee 500-kV Transmission Line Project (SCE)</i></b>	
<p>Soil or groundwater contamination could result due to improper handling and/or storage of hazardous materials during construction activities. The project could result in encountering known and unknown pre-existing soil or groundwater contaminations. Hazardous materials could be released during operation at substations and transmission line maintenance. The project would cause radio or television interference and create induced currents and</p>	<p>The following mitigation measures have been proposed: implement and Environmental Training and Monitoring Program, Hazardous Substance Control and Emergency Response Plan, proper disposal of construction waste, install emergency spill supplies and equipment, conduct a Phase II investigation, observe all exposed soil, and ensure documentation of compliance. Also, limiting the conductor surface electric gradient, document and resolve electronic interference</p>

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
shock hazards in joint-use corridors. These impacts were found to be less than significant with mitigation.	complains, and determine proper grounding measures are proposed.
<b>HYDROLOGY AND WATER QUALITY</b>	
<b><i>Downtown Newhall Specific Plan (City of Santa Clarita)</i></b>	
<p>Development within a 100-year flood hazard area. Impacts were found to be less than significant with mitigation.</p> <p>Alter existing drainage patterns. Impacts were found to be less than significant with mitigation.</p> <p>Disturb soils and pose a risk of releasing hazardous materials. Impacts were found to be less than significant with mitigation.</p> <p>Cumulative: Development will increase impervious surfaces, increasing volume and velocity of runoff and the potential for a reduction in the quality of surface water. Impacts were determined to be less than significant.</p>	<p>Flood prevention measures will be implemented for the project. For property located within the Flood Hazard Area, developers shall provide the City with required documentation, and pay all required fees. Development within designated flood zone will have structures that are elevated at least 1-foot above Flood Hazard Area.</p> <p>A Stormwater Management program will be implemented. Erosion control measures will be required if run-off will impact creeks</p>
<b><i>Hidden Creeks Estates (City of Los Angeles)</i></b>	
<p>Both construction and operation would result in significant impacts to surface water quality and groundwater; however, these impacts can be reduced to less than significant levels with implementation of mitigation measures.</p>	<p>A SWPPP will be prepared.</p> <p>Greased buffer strips, infiltration trenches, and drain inserts and other measures will be included into project design.</p> <p>Efficient and drip irrigation lines will be installed.</p>
<b><i>Antelope-Pardee 500-kV Transmission Line Project (SCE)</i></b>	
<p>Soil erosion and sedimentation caused by construction activities would degrade water quality. Degradation of surface water or groundwater quality would occur from the accidental release of potentially harmful materials during construction activities. Disturbance of existing groundwater resources could occur through project-related excavation activities. Flood and mudflow hazards created through the placement of aboveground structures and flood hazards from placement within a flood hazard area, a flood plain, or a watercourse could occur. These impacts were found to be less than significant with mitigation.</p>	<p>Implementation of erosion and sediment Best Management Practices. Maximum road gradient and surface road treatment will be used. Construction activities will be timed. Dispersion of subsurface drainage from slope construction areas will be used. Side-cast material, right-of-way debris and roadway debris will be controlled. A Groundwater Remediation Plan will be developed. Aboveground structures shall be protected against flood and erosion damage. Dispersion of subsurface drainage from slope construction areas.</p>
<b><i>Gate King Industrial Park (City of Santa Clarita)</i></b>	

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<p>Increase impervious surface and runoff to Newhall Creek, and potential for downstream flooding and stream channel erosion. This impact was found to be less than significant with mitigation.</p> <p>Within the 100-year flood zone. This impact was found to be less than significant with mitigation.</p> <p>With the proposed project, runoff to Newhall Creek could be adversely affected with pollutants such as oil, pesticides, and herbicides. This impact was found to be significant, but mitigable.</p>	<p>The drainage plan for the project shall include post-development designs for detention basins and on-site infiltration.</p> <p>The RCB under Sierra Highway shall be improved to have adequate capacity to accommodate the Capital Flood.</p> <p>On-site drainage facilities for the developed areas shall be designed to convey flood waters.</p> <p>Final design will include provisions for slope protection.</p> <p>Finished floor elevations shall be a minimum of 1 foot above the existing adjacent grade.</p> <p>The applicant shall obtain a revision to the Flood Insurance Rate Map.</p> <p>A SWPPP will be prepared and implemented.</p>
<b><i>Placerita Canyon Sewer Backbone (City of Santa Clarita)</i></b>	
<p>During the wet season or when water is flowing in Placerita Creek, there is the potential for the project to cause temporary impacts to absorption rates, drainage patterns, and the amount and rate of surface runoff as a result of trenching and soil stockpiling on the proposed project site. Impacts to the biological integrity of Placerita Creek and its tributaries could occur due to the potential for increased sediment load from soil stockpiles or the transport of hazardous materials from construction equipment or maintenance facilities. Impacts were determined to be less than significant with mitigation.</p> <p>The proposed project would be located in areas of special flood hazard (FEMA 100-year flood zone) and construction during the rainy season could expose construction workers to flood hazards.</p> <p>The proposed project could result in scouring in Placerita Creek upstream of the bridge in a 50-year storm event. If the sewer line became exposed during a storm event, it could impact rates and patterns of streambed erosion and could lead to pipeline rupture. Impacts were determined to be less than significant with mitigation.</p> <p>If trenches and soil stockpiles are present while surface water is flowing on the project site, significant impacts to water movement could occur. Impacts were determined to be less than significant with mitigation.</p> <p>Impacts to Placerita Creek and its tributaries could</p>	<p>Stockpiled soils shall be covered with plastic. Work shall only be performed in the main channel of Placerita Creek during the later part of the dry season.</p> <p>The sewer line at the creek crossing susceptible to scouring during a 50-year storm event will have a minimum design cover of 8 feet. All construction shall be performed in accordance with the LADPW design criteria, Standard Specifications for Public Works Inspection, and other industry standard pipeline design techniques.</p> <p>All channels that are altered by construction activities shall be restored to their pre-construction course. All stockpiled soils will be outside the creek bed.</p> <p>All maintenance, repair and refueling shall be conducted on paved areas. Standard spill prevention measures will be implemented. All construction materials and hazardous wastes shall be stored and disposed of properly according to all applicable regulations.</p>

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<p>occur if hazardous materials associated with equipment maintenance and repair or refueling were entrained in storm water runoff. The project could increase erosion potential of soils during construction due to the presence of stockpiled soil, which could result in sedimentation of Placerita Creek and its tributaries. Impacts were determined to be less than significant with mitigation.</p>	
<b>NOISE</b>	
<b><i>Downtown Newhall Specific Plan (City of Santa Clarita)</i></b>	
<p>Noise generated by parking garage activity may adversely impact surrounding uses. Impacts were found to be less than significant with mitigation.</p> <p>Project development near the train station may increase exposure to ground vibration and noise. Impacts were found to be less than significant with mitigation.</p> <p>Implementation of the proposed Specific Plan may increase traffic generated noise from streets on the periphery of Downtown core. This impact was found to be significant and unavoidable.</p> <p>Mixed use projects may expose residential land uses to noise from non-residential uses. Impacts were determined to be less than significant with mitigation.</p> <p>Construction activity would temporarily increase ambient noise. This impact was found to be significant and unavoidable.</p> <p>Cumulative: Project development in the City will continue to increase traffic and traffic-related noise along area roadways. Impacts were determined to be less than significant with mitigation.</p>	<p>Noise insulation features shall be incorporated into the design of commercial buildings surrounding parking garages.</p> <p>A detailed acoustical analysis shall be conducted.</p> <p>Outdoor spaces shall generally be designed so that noise from railroad is attenuated through buildings or other intervening structures.</p> <p>Prior to approval of mixed-use projects involving commercial tenants with nighttime activities City shall ensure that noise compatibility has been addressed.</p> <p>Diesel equipment will have closed hoods, exhaust mufflers, and steel muffling sleeves. Noise barriers around construction will be implemented. Electrical power shall be used to run electrical equipment when feasible.</p> <p>A haul route and staging plan will be designated.</p>
<b><i>South Santa Clarita Sphere of Influence Amendment, Annexation and Prezone (City of Santa Clarita)</i></b>	
<p>Depending on the location and design of future development within the project area, may expose persons to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>	<p>No development shall be allowed within 5,000 feet of the I-5 Freeway or 2,500 feet of the CA 14 Freeway within the project area unless it will not result in significant noise impacts.</p>
<b><i>Gate King Industrial Park (City of Santa Clarita)</i></b>	
<p>Construction activity would temporarily generate high noise levels on-site. Because noise could exceed</p>	<p>All diesel equipment will have closed engine doors and mufflers. Electrical power will be used to run air</p>

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<p>thresholds in the City Noise Ordinance, impacts were found to be significant, but mitigable.</p> <p>Daytime operations are not expected to violate the City Noise Ordinance, but noise levels could exceed Noise Ordinance standards for nearby residential uses if on-site truck activity occurs at night. Impacts relating to project operation were found to be significant, but mitigable.</p>	<p>compressors and similar power tools. Noise attenuation techniques will be employed as needed to ensure that noise remains below 80 dBA in commercial/industrial areas and below 65 dBA at residences. Loading dock operations will be oriented away from residential areas. On-site trash pickup services, street and parking lot sweeping, and truck deliveries will be restricted to between the hours of 7:00 AM and 6:00 PM.</p>
<b><i>Placerita Canyon Sewer Backbone (City of Santa Clarita)</i></b>	
<p>Construction of the proposed project would result in short-term elevated noise levels. Single family residences and Master's College could perceive this noise. Impacts are determined to be less than significant with mitigation.</p>	<p>Construction hours will be limited and no construction on Sundays or holidays.</p>
<b><i>Hidden Creeks Estates (City of Los Angeles)</i></b>	
<p>Off-site sensitive receptors in the vicinity of the project would experience increased ambient noise during construction. Increased roadway use from construction-related and operation-related traffic would result in the exceedance of noise thresholds for surrounding roadways.</p>	<p>Compliance with the City of Los Angeles Noise Ordinance, implementation of mufflers and other sound reduction equipment, and temporary sound barriers.</p>
<b><i>Antelope-Pardee 500-kV Transmission Line Project (SCE)</i></b>	
<p>Construction noise levels would violate local standards. Operational corona noise levels at residences would violate Los Angeles County standards. Noise level increases related to routine inspection and maintenance would violate local standards as well as permanently increase noise levels. These impacts were found to be significant and unavoidable.</p>	<p>Nighttime construction noise restriction in Santa Clarita.</p> <p>Provide advanced notification of construction.</p> <p>Provide shields for stationary construction equipment.</p>
<b>TRANSPORTATION AND TRAFFIC</b>	
<b><i>Downtown Newhall Specific Plan (City of Santa Clarita)</i></b>	
<p>Under 2010 Build Alternative, San Fernando/ Railroad intersection would degrade to level-of-service "D" with ICU increase of 0.07. Impacts were found to be less than significant with mitigation.</p> <p>Temporarily closure of Railroad Avenue's outside northbound travel lane in 2010 would impact transit operations. Impacts were found to be less than</p>	<p>A second northbound right-turn lane from San Fernando Road onto Railroad Avenue will be constructed. The northbound Railroad Avenue bus stop will be relocated. The San Fernando/13<sup>th</sup> intersection's western leg/eastbound approach will be reconfigured. A second northbound right-turn lane from San Fernando Road onto Railroad Avenue will be added. Railroad crossing gate assembly and widen San Fernando Road southerly</p>

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
<p>significant with mitigation.</p> <p>Under 2025 Build scenario, San Fernando/13<sup>th</sup> degrade to level-of-service "F" with ICU increase of 0.08. Impacts were found to be less than significant with mitigation.</p> <p>Under 2025 Build alternative, San Fernando/Railroad degrade to level-of-service "D" with an ICU increase of 0.20. Impacts were found to be less than significant with mitigation.</p> <p>Under 2025 Build Alternative, Lyons/Railroad degrades to level-of-service "E" with ICU increase of 0.28. This impact was found to be significant and unavoidable.</p> <p>Construction activities will temporarily disturb traffic patterns and access routes. Impacts were found to be less than significant with mitigation.</p>	<p>will be relocated. The lanes on San Fernando Road will be re-striped. The City will design the intersection at the Dockweiler Drive extension to achieve acceptable levels of service.</p> <p>Construction parking to minimize traffic interference will be configured. Temporary traffic controls during all phases of construction activities to maintain traffic flow will be provided. Construction activities that affect traffic flow on the arterial system to off-peak hours to the degree practicable will be scheduled appropriately. A haul route and consolidation of truck deliveries will be established when possible. Dedicated turn lanes for movement of construction trucks and equipment on- and off-site will be provided.</p> <p>A circulation plan shall be required on a project by project basis if vehicle and pedestrian routes and residential areas conflict with construction activities.</p>
<b><i>South Santa Clarita Sphere of Influence Amendment, Annexation and Prezone (City of Santa Clarita)</i></b>	
<p>The project may: (1) result in increases to hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); (2) result in any change in emergency access; and (3) create any hazards or barriers for pedestrians or bicyclists.</p>	<p>A traffic study shall be required for any new development within the project area which includes any new proposed roadways, or driveways onto the existing Old Road.</p>
<b><i>Gate King Industrial Park (City of Santa Clarita)</i></b>	
<p>The proposed project would generate significant traffic impacts at 13 of 19 study area intersections. These impacts were found to be significant, but mitigable.</p> <p>Significant traffic impacts at 10 of 19 study area intersections under interim year project conditions. These impacts were found to be significant, but mitigable.</p> <p>Installation of traffic signals is warranted at each of the new intersections created by the project as well as at the existing Pine Street/San Fernando Road and SR-14 Southbound ramps/ San Fernando Road intersection. These impacts were found to be significant, but mitigable.</p>	<p>Intersection and roadway improvements will be required in order to maintain acceptable levels of service in the future.</p> <p>In conjunction with project development, traffic signals shall be added at the following intersections: SR-14 SB Ramp and San Fernando Road, Pine Street and San Fernando Road, 'A' Street and San Fernando Road, and Sierra Highway and 'A' Street</p> <p>Bus stop improvements will be implemented for the proposed project including a park-and-ride lot at the intersection of San Fernando Road and 'A' Street.</p>
<b><i>Placerita Canyon Sewer Backbone (City of Santa Clarita)</i></b>	
<p>The proposed project would temporarily disrupt existing traffic flow. Construction of the proposed project would disrupt response time to emergency</p>	<p>A Traffic Management Plan will be developed and reviewed by the Director of Public Works or City Traffic</p>

**Table 4.17-2 Summary of Impacts for Cumulative Projects by Environmental Parameter**

Summary of Impacts for Cumulative Project (Location)	Summary of Mitigation
services to the project area. Impacts were determined to be less than significant with mitigation.	Engineer.
<b><i>Hidden Creeks Estates (City of Los Angeles)</i></b>	
Truck traffic and lane closures associated with construction of the project could occur.  Significant impact at Mason Avenue and Rinaldi Street during the PM peak hour.	Construction Traffic Management Plan will be implemented.  Fair share contribution towards Automated Traffic Surveillance and Control and Adaptive Traffic Control Systems.
<b><i>Antelope-Pardee 500-kV Transmission Line Project (SCE)</i></b>	
Closure of roads to through traffic or reduction of travel lanes would result in substantial congestion. Construction traffic would result in congestion on area roadways. Construction activities could temporarily interfere with emergency response. These impacts were found to be mitigable.	Prepare Traffic Control Plans  Restrict land closures.  Prepare Construction Transportation Plan.
Source: Los Angeles County Department of Regional Planning; City of Los Angeles Department of City Planning; City of Santa Clarita Community Development Department, 2009; and California Public Utilities Commission (2009).	

**4.17.3.1 Aesthetics**

As discussed in Section 4.1 Aesthetics, implementation of the Proposed Project would result in less-than-significant impacts related to aesthetics. During construction, sensitive viewers could see activities such as removal of vegetation, construction of buildings, pole removal, grading and excavation of pole footings, pole replacement, rehabilitation of dirt roads, as well as the use of various types of construction-related heavy-duty equipment (including the potential use of helicopters). These construction-related visual impacts would be considered adverse. However, because the impacts would be temporary rather than permanent, impacts to scenic vistas, scenic resources, and to the visual character and quality of the site during construction would be considered less than significant. There is a possibility that construction will occur at night, and temporary artificial illumination will be required. However, SCE will implement an APM to orient the lights in a manner to minimize their effect on any nearby sensitive receptors. Because impacts related to nighttime lighting would be rare and with implementation of the above identified APM, light and glare impacts related to construction would be considered less than significant.

In addition, through the use of visual simulations, it was determined that no substantial change to existing views/conditions would occur with either the replacement of existing LSTs with new TSPs along the 66 kV sub-transmission alignment or with the addition of new structures at the Storage Field site. With implementation of the Proposed Project, the relatively minor changes to existing views were determined to result in less than significant impacts to scenic vistas, scenic resources, and to the visual character and quality of the site.



As discussed in Section 4.1, both the County of Los Angeles and the city of Santa Clarita have policies related to the protection of the visual quality of scenic areas, which includes ridgelines. The Gate King Industrial Park project would result in an unavoidable adverse impact to aesthetics. The Gate King Industrial Park would significantly alter scenic views of Santa Clarita-designated Primary and Secondary ridgelines, which was determined to be significant and unavoidable. There is one city of Santa Clarita-designated significant ridgeline within the City's jurisdictional boundary that is crossed by the existing 66 kV sub-transmission alignment. However, implementation of the Proposed Project involves replacing existing LSTs with TSPs and therefore would not substantially alter the existing condition at this location. No substantial alteration or grading of the ridgeline profile would occur, as the only construction work required would be foundation work for the footings of the new TSPs and the rehabilitation of existing access roads. The incremental change in the landscape resulting from the replacement of existing LSTs is not a substantial visual change and is not anticipated to result in exacerbation of the existing views beyond the potential visual impacts of the Gate King Industrial Park. The incremental impacts of the Proposed Project do not create a substantial visual change even when considered within the context of the Gate King Industrial Park.

The Proposed Project aesthetic impacts are not substantial, are not significant, have minimal incremental impact to be measurable towards an aesthetic impact even with the significant adverse impacts from other projects. There are no cumulatively considerable aesthetic impacts. Therefore, cumulative impacts related to aesthetics would be considered less than significant.

#### **4.17.3.2 Air Quality**

As discussed in Section 4.3 Air Quality, unmitigated peak daily NO<sub>x</sub> emissions from the Proposed Project exceed the SCAQMD CEQA construction NO<sub>x</sub> emissions significance threshold of 100 lbs/day. However, the construction-related NO<sub>x</sub> emissions will be mitigated by purchasing RTCs for every pound of NO<sub>x</sub> emissions in excess of the threshold. The total amount of NO<sub>x</sub> RTCs that will need to be purchased will be calculated when the construction schedule and operating conditions are finalized. The Proponent will need to purchase and surrender the required RTCs to the SCAQMD prior to the start of construction. Additionally, the Proponent will also be required to track actual daily emissions during construction according to a Mitigation Monitoring Plan, which will require maintaining records of equipment and vehicle usage.

With implementation of the Proposed Project, the proposed Central Compressor Station replaces the existing natural gas driven jet turbines with electric compressors trains. Thus, the operation of the proposed Central Compressor Station will not include any on-site combustion sources. Further, the proposed Central Compressor Station site operation will not increase the existing on-site employee base; thus, no increase in vehicular emission increases are anticipated. Operation of the Proposed Project provides a benefit to air quality from the decommissioning of the jet turbines at the existing compressor site. In addition, implementation of the Proposed Project would result in a net operational decrease in GHG emissions from the decommissioning of the existing natural gas jet turbines.

It should be noted that cumulative projects identified in Table 4.17-2, specifically the Downtown Newhall Specific Plan, South Santa Clarita Sphere of Influence Amendment, Annexation and Prezone, Gate King Industrial Park, the Placerita Canyon Sewer Backbone, and the Hidden Creeks Estates projects, could potentially result in air quality impacts. Mitigation for the South Santa Clarita Sphere of Influence

Amendment, Annexation and Prezone and the Placerita Canyon Sewer Backbone projects identify air quality analyses to be prepared which demonstrate all construction-related impacts can be mitigated to a less than significant level. The Downtown Newhall Specific Plan and Gate King Industrial Park projects provide mitigation for reducing both construction- and operation-related air quality impacts. However, the findings from the analysis indicate that there will be an avoidable significant impact for particulates during construction phase of the projects. For the Hidden Creek Estates project, there is an unavoidable adverse impact for particulates and NOx.

The Proposed Project does result in short term construction impacts for NOx. The Proposed Project is well below the threshold for particulates. Consequently, the Proposed Project will add a minimum of particulates on a local level. For NOx, the Proposed Project mitigation is based on accessing and utilizing a basin-wide NOx allowance with a declining cap that is approved into the State Implementation Plan (SIP) for attaining the regions air quality goals. Therefore, by offsetting any emissions increase using an existing allowance, the Proposed Project is not causing or contributing to any measurable increase that has not been previously regulated by the local air district (SCAQMD) for the purposes of attainment of ozone ambient air quality standards. As a result, the Proposed Project is not expected to add to a cumulatively considerable impact that would exceed the significance threshold. However, because the Proposed Project would mitigate construction-related air quality impacts and would result in a beneficial operation-related air quality impact, no significant cumulative impacts would occur with implementation of the Proposed Project.

#### **4.17.3.3 Biological Resources**

As discussed in Section 4.4 Biological Resources, there is a potential for significant impacts to biological resources, most specifically native habitat. Other biological resource issues such as plant communities, oak tree impacts, riparian/streambeds, wildlife movement and special-status wildlife are anticipated to incur minor or no substantive environmental damage as a result of limited or no encroachment anticipated from the construction limits into the specific habitat. Sensitive aquatic species such as the two-striped garter snake and Coast Range newt are known to occur in Limekiln Canyon Wash, which is in close proximity to the proposed construction within the Storage Field. Because the Proposed Project will not encroach into the drainage and would not result in the removal of riparian vegetation, impacts to these species will likely be less than significant. At the conclusion of the Proposed Project, the percentage of impervious surfaces will be comparable to that of the existing facility. As such, there will be no indirect impacts to sensitive aquatic wildlife resulting from increased runoff from the operation of the facility.

Oak tree impacts will be subject to City and County oak replacement guidelines; providing protection for oaks. For the CNPS 1B.2 Inventory of Rare Plants designated species (Plummer's mariposa lily and slender mariposa lily) there are a number of plants located within the planning/survey area although most of the plants can be avoided during construction. Although there are four reported locations of Plummer's mariposa lily and over a 1,000 locations of the slender mariposa lily, the majority of these can be avoided during construction by flagging and fencing the populations, setting up Environmentally Restricted Areas (ERAs) on construction. Plummer's mariposa lily is endemic to California, inhabiting chaparral, sage scrub, woodland, and grassland habitat on coast and inland hillsides from approximately 300 to 1500 feet. This species occurs in the following counties: Ventura, Los Angeles, San Bernardino, Orange, and Riverside. Slender mariposa lily is also endemic to California occurring in chaparral, sage scrub, and grassland habitat on slopes from approximately 360 to 3000 feet in Ventura and Los Angeles Counties.

Both species are threatened primarily by loss of habitat from development, but are also declining due to fire suppression, foot traffic, mining, and recreational activities. The Proposed Project and Gate King Industrial Park will generate cumulative impacts but the impacts of the Proposed Project would not be considered “cumulatively considerable” because of the overall health of the population /distribution characteristics of these species as well as the on-site mitigation measures proposed.

Cumulative projects in the area do contribute to native habitat removal, upland and riparian impacts, rare plant species impacts and wildlife corridor disruption. In particular the Gate King Industrial Project contributes to significant impacts to native plant communities, oak woodland and wildlife movement. All other biological resource impacts for the Gate King Industrial Project, the South Santa Clarita Sphere of Influence Amendment, annexation and Prezone (City of Santa Clarita), Downtown Newhall Specific Plan (City of Santa Clarita) and the Placerita Canyon Sewer Backbone (City of Santa Clarita), Hidden Creeks Estates resulted in less than significant biological resource impacts after mitigation. However, it is important to note that there is substantial mitigation required for these projects and follow on mitigation monitoring and reporting will need to demonstrate performance standards are met in conjunction with the implementation and operation of the various measures.

In terms of the cumulative projects and the significance findings for native plant communities, rare plant species and wildlife movement, it is important to recognize that the Proposed Project does not result in substantive acreage impacts to upland plant communities, such as those that support the Federally threatened California gnatcatcher, and as the majority of these are temporary due to revegetation of the work area. The Proposed Project has little if any impact to oak woodland as well as for wildlife movement. Although there is some potential for the Federally threatened California gnatcatcher to be present, the plant community composition and habitat and the geographic area of the Proposed Project are not ideal to support the species in significant numbers. This coupled with only minimal likely permanent impacts to sage scrub communities is not expected to substantively or significantly impact local individual California gnatcatcher breeding.

In conclusion, the Proposed Project’s biological resources impacts are avoided, mitigated or are not significant, and are expected to have only a minimal incremental impact towards a biological resources impact even with the significant adverse impacts from other projects. There are no cumulatively considerable biological resource impacts.

#### **4.17.3.4 Cultural Resources**

As discussed in Section 4.5 Cultural Resources, no archaeological resources were identified within the Proposed Project area. The one previously recorded archaeological site was entirely collected. As a result, no further archaeological work would be necessary pursuant to CEQA guidelines and regulations. However, if previously unidentified archaeological resources are unearthed during construction activities, construction would be halted in that area and directed away from the discovery until a qualified archaeologist assesses the significance of the resource. The archaeologist would recommend appropriate measures to record, preserve or recover the resources.

If human remains are encountered during construction or any other phase of development, work in the area of the discovery must be halted in that area and directed away from the discovery. No further disturbance would occur until the County Coroner makes the necessary findings as to origin pursuant to

Public Resources Code 5097.98-99, Health and Safety Code 7050.5. If the remains are determined to be Native American, then the NAHC would be notified within 24 hours as required by Public Resources Code 5097. The NAHC would notify the designated Most Likely Descendants who would provide recommendations for the treatment of the remains within 24 hours.

A low probability of encountering archaeological resources during construction of the Proposed Project exists, and potential impacts from any unknown cultural resources discovered during construction would be avoided with implementation of the identified mitigation measures discussed above. Development of all cumulative projects would not adversely affect any known archaeological resources regionally because of similar mitigation measures or through avoidance, as shown in Table 4.17-2. Therefore, the combined impacts of all other projects and the Proposed Project are less than significant, and there are no cumulatively considerable cultural resource impacts.

It should be noted that SCE identified historic towers along the alignment of the proposed SCE 66 kV sub-transmission modification. The towers are known as “Kern River One” towers manufactured in 1908 using windmill parts of historic significance. In accordance with APM-CR-03, impacts to this potentially historic resource will be minimized through development of a Historic American Engineering Record (HAER), which shall be prepared prior to removal of Kern River One Towers used within the existing SCE 66 kV alignment.

#### **4.17.3.5 Geology, Soils, and Seismicity**

As discussed in Section 4.6 Geology, Soils, and Seismicity, the Proposed Project site is located in a seismically active region and there is a potential for significant impacts since active faults in the region are capable of causing damage to the Proposed Project structures and infrastructure that would be located on-site. In addition, there is the potential for soil instability-related impacts such as soil erosion, landslides, and collapse/settlement.

However, proper engineering design and conformance with the geology and soils-related APMs identified for the Proposed Project, including compliance with current building codes (i.e., UBC) as required by the City and County, would reduce all potential geotechnical impacts to a level that is less than significant. It should also be noted that the Proposed Project involves replacing older structures that are more susceptible to seismic events with newer structures.

Geotechnical impacts are considered site-specific; any new development in the region would also be required to be constructed to withstand probable geology and soils-related impacts, and therefore, cumulative projects and their potential impacts listed in Tables 4.17-1 and 4.17-2 would similarly have to comply with current building codes and regulations. Each of the specific projects listed in Tables 4.17-2 under the Geology, Soils and Seismicity title do result in significant adverse impacts for ground rupture, landslides, or expansive soils. However, each of the projects includes their respective engineering design, project design features and mitigation measures to manage the geologic risk and result in no residual unavoidable adverse impacts. Since the geotechnical parameter is required to be addressed by engineering controls, each project is essentially self-mitigating and materially avoids cumulative impacts. As such, with the inclusion of the projects in Table 4.17-2 and the Proposed Project’s geologic impacts included, there are no anticipated cumulatively considerable impacts.

#### **4.17.3.6 Hazards and Hazardous Materials**

As discussed in Section 4.7 Hazards and Hazardous Materials, with the exception of vehicle and equipment fuels and transformer oils, the volumes of hazardous materials associated with Proposed Project construction are so small that no significant impacts are expected to occur. Implementation of the required SPCC Plan and HMBP would reduce impacts related to any other type of spill to a level that is considered less than significant. In addition, the management of wastes generated during the construction process would be performed in accordance with Federal, State and local regulations and requirements.

At locations where there is believed to be potential for subsurface soil contamination to occur, a pre-construction investigation will take place to determine whether the soil must be removed and legally disposed off-site. If the soil is contaminated, it will be managed in isolation, separately from clean soils, and stored in compliance with the Proponent's SWPPP and HMBP, such that impacts are considered less than significant.

The height of conductors within the alignment of the proposed 66 kV sub-transmission modification could reach 150 feet, e.g., on spans between I-5 and the proposed Natural substation. Based on this, as part of an APM, SCE will notify and consult with the FAA under regulations found in 14 CFR Part 77 to ensure that wires and elevated structures such as TSPs will not pose a problem to air traffic. The Proposed Project would be required to conform to all adopted safety standards and guidelines for obstructions.

Work associated with placing proposed conductors and poles along the alignment of the existing 66 kV sub-transmission route and at the San Fernando substation will require pulling conductor across roads and/or possibly require a lane closure. In these situations, construction activities would be coordinated with the local jurisdiction. If it becomes necessary to close a thoroughfare, a suitable detour will be provided to ensure there is an emergency access route. Flaggers may briefly hold traffic back while conductor is pulled across a roadway. Impacts would be considered less than significant.

The only potential significant release of material associated with operation of the Proposed Project would be if equipment associated with the proposed Central Compressor Station or the proposed Natural Substation electrical transformers or switches were damaged from a seismic event, fire or other unforeseen incident. Such an event could have the potential to release natural gas or transformer oil. However, the existing SWPPP; SPCC Plan; and HMBP for the Storage Facility will be updated to incorporate the operational changes introduced by proposed Central Compressor Station and other facilities. These plans will reduce potential impacts from hazardous materials handled during operation, such that impacts are considered less than significant.

Regarding fire risk during operation, the Proposed Project would be constructed and maintained in a manner consistent with CPUC GO 95 and CPUC GO 165. Consistent with these and other applicable Federal and State laws, SCE would maintain an area of cleared brush around energized electrical equipment, minimizing the potential for fire where required.

The Gate King Industrial Park and Placerita Canyon Sewer Backbone cumulative projects identified in Table 4.17-2 have the potential to result in similar impacts related to possible hazardous spills and/or unknown soil contamination. However, spill prevention measures and pre-construction soil investigations for those projects would also reduce impacts to less-than-significant levels for those projects. Therefore, no significant cumulative hazards and hazardous materials impacts are anticipated from the Proposed

Project. Since the projects listed in Table 4.17-2 all have addressed their hazards and hazardous materials impacts with preventive measures or pre construction investigations and there are no residual significant impacts identified, the Proposed Project and any minimal increment impact is not expected to result in cumulatively considerable impacts.

#### **4.17.3.7 Hydrology and Water Quality**

Due to the placement of facilities and built structures associated with the Proposed Project, the incremental impact to both hydrology and water quality will not add substantive flow or pollutant loads that would result in measurable cumulative impacts. The Proposed Project is not expected to add measurably to the downstream receiving waters in terms of water quality and pollutant loading or due to higher velocities created by increased unmitigated impervious surfaces. Construction activities related to the Proposed Project would include clearing, excavation, stockpiling of materials and other disturbances of the Proposed Project site. All of these activities have the potential to impact water quality and the overall rate of runoff from the Proposed Project site. However, the combined footprint of the project components within the Storage Field including the: proposed Central Compressor Station; proposed SCE Natural Substation, and related transmission infrastructure; and the proposed office trailer and guard house relocation is very small compared to the overall footprint of Limekiln Canyon and therefore would not lead to significant impacts to drainage patterns or erosion during construction of the Proposed Project. The Proposed Project would be subject to a General Permit during construction in which a SWPPP and associated BMPs would be required. Adherence to the required SWPPP and the implementation of standard BMPs during construction would reduce the potential for increased siltation, erosion and hazardous materials spills such that potential impacts would be considered less than significant. In addition, potential impacts related to storm water runoff would be reduced to a level that is less than significant. As with the Proposed Project, cumulative projects in the region would be developed in compliance with existing regulations, and all local and regional plans regulating water quality, including NPDES permits. These measures and regulatory compliance requirements are expected to manage storm water run-off as well.

The projects listed in Table 4.17-2 have various potential environmental impacts including encroachment into the 100-year floodplain, increase of impervious surfaces, water quality impacts, groundwater impacts, stream channel erosion and changes in absorption rates. Each of the potentially significant adverse impacts was determined to be mitigable and less than significant with mitigation in place. It is important to note that there is substantial mitigation required for these projects and follow on mitigation monitoring and reporting will need to demonstrate performance standards are met in conjunction with the implementation and operation of the various measures.

Implementation of regulatory requirements by the other projects coupled with the implementation of the Proposed Project's regulatory requirements will assure that impacts to hydrology and water quality will be less than cumulatively considerable.

#### **4.17.3.8 Noise**

Cumulative noise impacts related to construction activities have the potential to occur due to other projects that may be scheduled for construction at the same time as the Project or located in close proximity to the Proposed Project site. The cities of Los Angeles and Santa Clarita limit construction

activities through time restrictions and a variance would need to be obtained from either jurisdiction should construction activities plan to occur outside of the allowable timeframes. Los Angeles County also controls construction noise through time restrictions; however, the restrictions are quantified by type and land use. Based on this quantified methodology, it was determined in Section 4.11 Noise, that a Noise Control Plan (NCP) would be implemented during pole replacement within 50 to 100 feet of residential uses within a Los Angeles County, in compliance with the County time restrictions. Implementation of the NCP would reduce cumulative impacts related to construction of the Proposed Project in combination with the other cumulative projects to a level that is less than significant. Construction activities would be temporary in nature and would not result in permanent increases in noise levels.

As discussed in Section 4.11, based on the noise levels predicted for the proposed SCE Natural Substation and proposed Central Compressor Station site, noise levels at the nearest residences would be below 45 dBA  $L_{eq}$  at any time and would therefore comply with the Los Angeles City and County noise ordinances. Improvements proposed at the San Fernando Substation would not be substantial and would not increase the noise levels at local sensitive receptors. The alignment of the proposed 66 kV sub-transmission modification would be located within an existing transmission corridor when in proximity to noise sensitive receptors. The noise levels generated by the proposed 66 kV sub-transmission system modification would be similar to the existing 66 kV sub-transmission system. Operation of the transformers at the proposed Natural Substation could produce groundborne vibration, but it would be perceptible only in the immediate vicinity of the transformer pad. Similarly, operation of the proposed Central Compressor Station and associated VFD motors would generate vibration in the immediate vicinity of the equipment. However, due to the distance to the nearest vibration sensitive receiver, vibration levels would attenuate below the level of perception.

Based on the traffic analysis the Proposed Project would not result in an increase in traffic noise levels. As a result, the Proposed Project would not cause a substantial permanent increase in ambient noise levels in the Proposed Project vicinity above levels existing without the Proposed Project. It is appropriate to note that the traffic along the roadways is forecast with existing and planned projects considered. Consequently, cumulative traffic noise impacts are already incorporated into the analysis, and the percent contribution of traffic on the local network is negligible and not cumulatively considerable. Similar types of noise impacts of each cumulative project would be required to comply with its respective jurisdiction's Municipal Code Noise Ordinance and appropriate mitigation measures, thus reducing impacts to a level that is less than significant. Implementation of the Proposed Project would not result in a cumulatively considerable noise increase when considering other locally adopted or planned projects listed in Table 4.17-2. Potentially significant impacts are temporary and have been mitigated to a less than significant designation during construction activities. The Proposed Project noise exposure does not impact residents, and has a very minimal contribution or institutes a noise control plan for the pole replacement; consequently the incremental impact is minimal to the surrounding community and will not result in a cumulatively considerable noise impact. In addition, permanent noise impacts would not result from the operation of the facility. Therefore no cumulatively considerable noise impacts are anticipated from the Proposed Project.

#### **4.17.3.9 Transportation and Traffic**

It is appropriate to note that the traffic analysis for the Proposed Project already considers cumulative growth through the use of the city of Santa Clarita's accepted ambient growth (3 percent) model, as well

as additional consideration for future traffic from planned and proposed projects (Table 4.17-2) in the vicinity of the Proposed Project site.

As discussed in Section 4.15 Transportation and Traffic, the Proposed Project is expected to shuttle approximately 150 construction workers from an off-site parking area to the site. The increase in traffic associated with these additional trips has been evaluated at the intersection of Tampa Avenue/Sesnon Boulevard. Based on the intersection operations, this location is anticipated to operate at acceptable service levels with the additional trips. In addition, there would be approximately 1 to 2 delivery truck trips and 5 to 10 construction vehicle trips visiting the Proposed Project site on a daily basis. Based on the intersection operations, the intersection of Tampa Avenue/Sesnon Boulevard is anticipated to operate at acceptable service levels with the additional trips. A temporary lane closure on Wiley Canyon Road may be required as part of construction activities. However, an APM to prepare and utilize a traffic control plan would be implemented. Based on the level of service analysis, the intersection of Wiley Canyon Road/Lyons Avenue is expected to operate at acceptable levels in conjunction with the lane closure. Parking during construction of SoCalGas's Proposed Project components, including construction of the proposed Central Compressor Station and proposed PPL, and proposed relocation of the trailer facility and guard shack, would occur at a designated off-site parking lot in accordance with APM-TT-02.

One of the Projects listed in Table 4.17-2, Hidden Creek Estates, is located to the west of the intersection of Tampa Avenue/Sesnon Boulevard, and north of Mason Avenue overcrossing of SR 118. The traffic that would ultimately access the Hidden Creek Estates project site does not substantively use Tampa Avenue or the Tampa Avenue/Sesnon Boulevard intersection. Consequently, there is no substantive cumulative contribution to the arterial system used by the Proposed Project. Therefore, implementation of the Proposed Project and the percent contribution of traffic on the local network is negligible and not cumulatively considerable.

#### **4.17.4 Applicant Proposed Measures**

There are no applicant proposed measures associated with cumulative impacts.

#### **4.17.5 Mitigation Measures**

There are no significant cumulative impacts as a result of the Proposed Project and other past, present and probably future projects. Therefore no mitigation measures are proposed or required to offset implementation of the Proposed Project.

#### **4.17.6 References**

Crawford, Multari & Clark, Associates, 2005. *City of Santa Clarita Downtown Newhall Specific Plan Environmental Impact Report, SCH# 2005021021*. June 2005. [http://www.santa-clarita.com/cityhall/cd/ed/redevelopment/newhall\\_deir.pdf](http://www.santa-clarita.com/cityhall/cd/ed/redevelopment/newhall_deir.pdf) (accessed on 1 May 2009)

Crawford, Multari & Clark, Associates, 2009. *Initial Study for the North Newhall Specific Plan Stage I: Lyons Avenue At-Grade Crossing*. April 2008. <http://www.santa-clarita.com/cityhall/cd/planning/northnewhall/docs/InitialStudy.Rev.4.21.08.Library.pdf> (accessed on 1 May 2009)



City of Los Angeles, Department of City Planning, 2009. <http://cityplanning.lacity.org/> Accessed June 2009.

City of Santa Clarita, Community Development Department, 2009. <http://www.santa-clarita.com/cityhall/cd/> Accessed June 2009.

Los Angeles County, Department of Regional Planning, 2009. <http://planning.co.la.ca.us/> Accessed June 2009.

Willdan. *Environmental Impact Report for The South Santa Clarita Sphere of Influence Amendment, Annexation and Prezone, State Clearinghouse Number 2007081014*. March 2009.