

4.7 Hazards and Hazardous Materials

This section describes potential hazards associated with construction and operation of the Proposed Project, excluding the geological hazards discussed in Section 4.6 Geology Soils and Seismicity, however, including hazardous materials use during construction, the likelihood of encountering historical soil or groundwater contamination during construction, and fire hazards. The impacts and mitigation measures, where applicable, are also discussed.

Project components that do not involve ground disturbance; do not feature material use of hazardous materials in construction or operation; or could clearly not materially interact with airports, airstrips, schools or wildland fire considerations; were not assessed. These components include installation of upgraded relay systems and equipment at the Newhall, Chatsworth, and San Fernando Substations and construction support activities.

4.7.1 Existing Setting

4.7.1.1 Hazardous Materials in Surface and Subsurface Soil

Environmental Data Resources' (EDR) EDR OnDemand™ service and the California Environmental Protection Agency, Department of Toxic Substances Control's (DTSC) ENVIROSTOR database were utilized to examine the locations of the Proposed Project where soil disturbance will occur. These consist of the SCE Newhall Substation; the existing SCE 66 kV sub-transmission alignment; the SCE San Fernando Substation; and eight locations within the Storage Field (proposed SCE Natural Substation, the proposed PPL, the proposed Central Compressor Station, the proposed office trailer location, the Porter 32 and Porter 47 staging areas, the Porter 27 soil processing area and the Porter Fee Road staging area). EDR's and DTSC's databases identify locations of hazardous materials and waste storage and release as contained in various Federal, State and local databases. EDR also compiles information from several private and proprietary sources.

The Storage Facility, including the Plant Station, Storage Field, and gathering plants, is identified in various databases as a hazardous material and waste handling location, consistent with the descriptions in the following subsection.

The database search also identified the Storage Facility as the location of four reported releases, as follows:

- A 1996 release of contaminated water when heavy equipment struck an aboveground line.
- The rupture of an aboveground crude oil storage tank during the 1994 Northridge earthquake that spilled a large volume of oil, mostly within the bermed area surrounding the tank.
- A 1996 oil spill resulting from a leaking flange on the Porter #2 well. The oil released was contained in a storm water catch basin.
- A 2007 cleanup at catch basin #3.

All of these releases were cleaned up, and none occurred within an area which will be graded as part of the Proposed Project.

The database search also indicated the presence of a "National Aeronautics and Space Administration (NASA) Area 2" within the Proposed Project vicinity. This is reportedly a former NASA facility located on Oat Mountain, located to the northwest and well away from any area to be disturbed as part of the Proposed Project.

SoCalGas correspondence from 2002 also indicates that there is a potential for contaminated soil near the Sesnon Fee 2 sump (J. Steve Rahon to Public Utilities Commission of the State of California, July 17, 2002). This location is also distant from any of the Proposed Project areas listed above.

Based on historical and operational knowledge of the facility provided by SoCalGas personnel, hazardous materials could potentially be present in subsurface soil at the proposed office trailer location; this was reportedly the location of a tank farm associated with Aliso Canyon oil production. Based on the oil production history of the Aliso Canyon facility, materials could potentially be present in soil at other locations, but there is no specific historical, operational or other knowledge suggesting this.

No hazardous materials or waste storage or release locations were identified within or immediately adjacent to the existing 66 kV sub-transmission alignment.

The Newhall and San Fernando Substations are both identified in the database searches as having generated hazardous wastes in the past under temporary generator identification numbers. Neither existing substation location was identified as a location where a hazardous substance or waste has been released to soil. There are also no abutting properties to either substation where a soil release is recorded in the databases.

In addition to the database searches, current aerial and street level photographs and topographic maps were reviewed for the entire area of the Proposed Project, and a site walkover was performed of several areas including each area within the Storage Facility. These activities were performed to help visually identify areas, conditions or land uses consistent with a potential for surface soil contamination or conditions that would arouse suspicion for potential soil contamination. No such areas were identified.

4.7.1.2 Hazardous Materials Handling and Storage

Table 4.7-1 summarizes the types of hazardous materials and wastes currently used within each area of the Proposed Project; materials which would be utilized or generated during Proposed Project construction activities; and materials and wastes which would be present during Proposed Project operation.

Table 4.7-1 Hazardous Materials and Waste

Proposed Project Area or Activity	Current Hazardous Materials and Wastes Used During Operation	Hazardous Materials and Wastes Used or Generated During Proposed Project Construction	Hazardous Materials and Wastes Anticipated During Proposed Project Operation
VFD for proposed Central Compressor Station	Not Applicable	Diesel fuel and/or gasoline (for vehicles and construction equipment); minor vehicle maintenance and construction chemicals. Soil contaminated with waste oil or gas condensates.	Natural gas (within compressors and piping); lubricating oils (within equipment); minor maintenance chemicals. Waste oil, gas stream condensates, oily debris, minor trash and metal scrap.
Office trailer relocation	Minor household chemicals.	Demolition debris (metal, wood, sheetrock, asphalt/concrete paving.) Fuels, minor vehicle maintenance and construction materials, soil contaminated with waste oil or gas condensates.	Same as current.
Staging areas and soil processing site	Occasional temporary small quantities of corrosion chemical for well servicing.	Diesel fuel and/or gasoline (for vehicles and construction equipment); minor vehicle maintenance and construction chemicals.	Not Applicable (temporary use areas only).
Guard House	none	Demolition debris (asphalt, soil, sheetrock, asphalt/concrete paving.) Fuels, concrete, scrap steel from old poles.	Same as current
Proposed SCE 66 kV sub-transmission modification	none	Fuels, concrete, minor vehicle maintenance and other construction materials. Waste soil, scrap steel from old poles.	Minor maintenance chemicals.
Proposed PPL	none	Fuels, concrete, minor vehicle maintenance and other construction materials. Waste soil, waste treated wood poles/components.	Minor maintenance chemicals.

Proposed Project Area or Activity	Current Hazardous Materials and Wastes Used During Operation	Hazardous Materials and Wastes Used or Generated During Proposed Project Construction	Hazardous Materials and Wastes Anticipated During Proposed Project Operation
SCE Newhall Substation	Transformer oil (electrical transformers; sulfur hexafluoride (SF ₆) (circuit breakers); battery acid (battery backup systems); minor maintenance chemicals (paints, lubricants, gases); waste transformer oil; oily debris; universal wastes (waste batteries, fluorescent lights); minor trash and metal scrap.	Diesel fuel and/or gasoline (for vehicles and construction equipment); minor vehicle maintenance and construction chemicals.	Same as current.
Proposed SCE Natural Substation	Not Applicable	Diesel fuel and/or gasoline (for vehicles and construction equipment); minor vehicle maintenance and construction chemicals; transformer oil.	Transformer oil (electrical transformers; SF ₆ (circuit breakers); battery acid (battery backup systems); minor maintenance chemicals (paints, lubricants, gases); waste transformer oil; oily debris; universal wastes (waste batteries, fluorescent lights); minor trash and metal scrap.
SCE Chatsworth Substation	Transformer oil (electrical transformers; SF ₆ (circuit breakers); battery acid (battery backup systems); minor maintenance chemicals (paints, lubricants, gases); waste transformer oil; oily debris; universal wastes (waste batteries, fluorescent lights); minor trash and metal scrap.	Minor maintenance chemicals.	Same as current.
SCE San Fernando Substation	Transformer oil (electrical transformers; SF ₆ (circuit breakers); battery acid (battery backup systems); minor maintenance chemicals (paints, lubricants, gases); waste transformer oil; oily debris; universal wastes (waste batteries, fluorescent lights); minor trash and metal scrap.	Diesel fuel and/or gasoline (for vehicles and construction equipment); minor vehicle maintenance and construction chemicals.	Same as current, except that the amount of SF ₆ will increase slightly.

4.7.1.3 Applicable Laws, Regulations and Standards

Hazardous material handling and hazardous waste generation at each location are controlled by Federal, State, and local regulations.

Hazardous Materials Handling

The Superfund Amendments and Reauthorization Act (SARA), Title III, of 1986, also known as the Emergency Planning and Community Right-to-Know Act (EPCRA), along with the Clean Air Act of 1990, established a nationwide emergency planning and response program that imposed planning, reporting, and notification requirements for businesses concerning hazardous materials. The requirements apply when specific quantity thresholds are reached.

California's version of EPCRA is implemented by regulations found in CCR Title 19. The primary difference between the Federal and California requirements are the lower California thresholds; in most cases, a business must submit an inventory of hazardous materials present at a location in excess of 55 gallons, 500 pounds, or 200 standard cubic feet for a gas, and must also prepare a Hazardous Materials Business Plan (HMBP), which specifies handling, emergency response and related procedures.

Hazardous materials inventories and hazardous materials business plans are submitted to the local Certified Uniform Program Agency (CUPA). For the Proposed Project areas listed above, the CUPA is governed by either, the Los Angeles County Fire Department, Health Hazmat Division or the City of Los Angeles Fire Department. The CUPAs also impose licensing requirements on hazardous materials (and hazardous waste) handlers.

Certain extremely hazardous materials require more extensive emergency planning procedures under the federal and state regulations. However, except for natural gas – which is exempt from the regulations when being transported or stored incident to transportation – the Proposed Project area facilities do not handle such materials.

Oil Storage and Handling

Storage and handling of petroleum and non-petroleum oils are regulated under SPCC requirements in CCR Title 40 Part 112 (40 CFR 112). These regulations are intended to reduce the threat of spills of oil to navigable waters of the United States. The regulations require development of an SPCC Plan for each applicable facility, which describe measures to prevent and respond to oil discharges.

Due to the oils contained within electrical equipment such as electrical transformers, in other oil-filled operational equipment, or in aboveground containers, each of the electrical substations associated with the Proposed Project, as well as the Storage Facility, are required to prepare and implement an SPCC Plan.

Hazardous Waste Handling

Classification, handling and disposal of hazardous wastes are addressed by the 'cradle-to-grave' regulations found in 40 CFR 260 through 279 and State regulations found in CCR Title 22. The California regulations define a considerably larger universe of wastes as hazardous compared to the federal. Both sets of regulations impose detailed requirements on hazardous waste generators,

transporters and treatment, storage and disposal facilities. Less-stringent requirements apply to several categories of “universal wastes,” including waste batteries and waste fluorescent light tubes, which are generated by virtually every business and represent a comparatively low hazard. Waste oil is not regulated as a hazardous waste under the Federal regulation, but generally is regulated as such by California.

Hazardous waste generators are licensed through the CUPAs, via a license combining hazardous materials handling and hazardous waste generation. The licenses, which are renewed annually, require hazardous waste generators to adhere to Federal and State hazardous waste regulations and allow for the CUPA to periodically inspect the facility for compliance.

Gas compressor station condensates which will be generated by the proposed Central Compressor Station are not required to be managed as a hazardous waste; they are further processed to recover useful gas liquids, and a separated water stream is sent to a permitted underground injection well in the gas storage field.

Treated wood wastes removed from utility service are also not considered hazardous waste, however, are subject to specified handling and disposal requirements under Division 20 of the California Health and Safety Code.

Non-Hazardous Waste Handling

Handling of non-hazardous solid and liquid wastes is regulated by various Federal, State and local laws, regulations and ordinances. In general, solid non-hazardous waste (e.g., trash, garbage, inert wastes) storage and handling requirements are set forth in Los Angeles County Code Titles 11 and 12. These regulations are oriented primarily toward litter and vector control and require the use of covered containers, regular emptying of containers, and forbid abandoning wastes on public or private property.

Disposal requirements for generators of non-hazardous industrial wastes are specified by regulations implemented by the California Integrated Waste Management Board (CIWMB) and the State Water Resources Control Board (SWRCB). The SWRCB’s Land Disposal program regulates waste discharge to land for treatment, storage and disposal in waste management units, including both solid and liquid wastes, in accordance with CCR Title 27. Similar to the hazardous waste regulations, generators of non-hazardous industrial wastes are required to determine the waste’s characteristics, including potential impact on water quality, prior to waste disposal. No waste materials generated by the Proposed Project will be disposed of onto land at any of the Proposed Project areas, with the exception of clean soil.

The Proposed Project does not feature disposal of any liquid industrial wastes to the municipal sewer system. As previously indicated, separated water from processing the gas condensate waste stream from the compressor station is injected, along with other oil extraction-related wastewaters, into a former oil well. Known as a Class II underground injection well, operation of this well is permitted through the California Department of Conservation, Division of Oil, Gas and Geothermal (DOGGR) in accordance with CCR Title 14.

4.7.1.4 Airports and Air Strips

There are no public or public use airports within 2 miles of the Proposed Project. The closest public use airport is Van Nuys Airport, a civil aviation airport located ~ 7 miles south-southeast of the Proposed Project area.

The only private airstrips located in the vicinity of the Proposed Project are several private helipads. The 'Spears' and 'Merle Norman Cosmetics' helipads are located in San Fernando, each lying within approximately 2 miles of the proposed SCE 66 kV sub-transmission modification at approximately its I-5 crossing point, and also within 2 miles of the San Fernando Substation.

4.7.1.5 Wildland Fire

Significant portions of the Proposed Project area, including much of the alignment of the proposed SCE 66 kV sub-transmission modification and the Proposed Project areas located within the Storage Facility are located in areas of significant wildland fire hazard. The California Department of Forestry and Fire Protection has designated these areas as Very High Fire Hazard Severity Zones (SRA, 2007). These areas are characterized by hilly terrain, highly flammable native vegetation, and susceptibility to high winds, particularly during late summer and fall 'Santa Ana' conditions. The October 2008 Sesnon Fire burned portions of the Storage Facility.

Other Proposed Project areas within urbanized locations, such as the Newhall, Chatsworth and San Fernando Substations and nearby transmission line segments, are not subject to wildland fire hazards.

4.7.1.6 Schools

There are a total of three schools located within 0.25-mile of the alignment of the proposed SCE 66 kV sub-transmission modification:

- Rise and Shine Preschool, 25222 Wiley Canyon Road, Newhall
- Wiley Canyon Elementary School, 24240 La Glorita Circle, Newhall
- Santa Clarita Preschool & Infant Center, 25022 Hawkbryn Avenue, Newhall

The only other school located within 0.25-mile of one of the Proposed Project areas where construction will be performed is Bishop Alemany High School, 11111 N Alemany Drive, Mission Hills, which is located just northwest of the San Fernando Substation.

4.7.1.7 Emergency Response Plan

Los Angeles County has adopted an Operational Area Emergency Response Plan (ERP). Under the ERP, the County of Los Angeles serves as the Operational Area Coordinator for all cities within the County's boundaries.

A Standardized Emergency Management System (SEMS) has been adopted by the city of Santa Clarita for managing response to multi-agency and multi-jurisdiction emergencies and to facilitate

communications and coordination among responding agencies. The SEMS was developed to meet requirements of CCR Title 19, Chapter 1, Division 2.

4.7.2 Significance Criteria

According to CEQA significance criteria and the CPUC's PEA checklists, the Proposed Project could cause a potentially significant impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4-mile of an existing or proposed school?
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

4.7.3 Applicant Proposed Measures

The following APMs will be implemented as part of the Proposed Project design:

- APM-HH-01: SCE will consult with the FAA as part of the Proposed Project design phase to ensure that elevated structures such as TSPs will not pose a hazard for air traffic.
- APM-HH-02: Construction phase procedures and the engineering design and operational procedures for the proposed Central Compressor Station will incorporate measures for fire prevention and detection in order to lower the risk of initiating wildland fires.
- APM-HH-03: SoCalGas will inspect and maintain the PPL for the purpose of reducing wildfire hazards.

APM-HH-04: Construction procedures will be implemented in order to minimize the potential for hazardous material spills and releases.

4.7.4 Environmental Impacts

The potential impact to hazards from construction and operation of the Proposed Project was evaluated using the stated CEQA significance criteria and is presented in this section. For the purpose of presenting potential hazards resource impacts, CEQA criteria were evaluated and are discussed separately for construction and operations.

4.7.4.2 Construction Impacts

Would the Proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potential hazards to the public or the environment related to hazardous materials during the construction phase would be related to: 1) inadvertent spills or releases of hazardous materials, or 2) incorrect handling of waste materials.

With the exception of vehicle and equipment fuels and transformer oils, the volumes of hazardous materials associated with the construction work are so small that no significant impacts would be expected even if a release were to occur. Impacts from such incidents would be avoided by thoroughly cleaning up minor spills as soon as they occur. Existing HMBPs and SPCC Plans at the Storage Facility and the existing substations require this, as do standard operating procedures for field construction crews.

During construction, small quantities of fuels may be transported and/or transferred within the alignment of the proposed 66 kV sub-transmission modification and the Storage Facility in order to facilitate fueling of non-road licensed construction equipment. However construction equipment will routinely fuel at the Marshalling Yards and therefore minimize the quantity of temporary fuel storage. Within the Storage Facility, all transfer and storage is controlled by the existing SPCC Plan. The Plan also provides for spill prevention training of applicable personnel and maintaining spill cleanup equipment on hand. Within the alignment of the proposed SCE 66 kV sub-transmission modification, most fueling is expected to be performed from a self-contained service vehicle, or from small (5 gallons and less) portable containers. Standard operating procedures require service vehicles to carry spill containment equipment.

As part of constructing the proposed SCE Natural Substation, several large (~ 1,000-gallon capacity) oil-filled electrical transformers will be placed. This process requires either transporting the filled transformers to the substation, or filling the transformers once they are set into place. If filled on-site, the oil transfer operation will be controlled by the procedures specified in the existing Storage Facility SPCC Plan. Transportation of either the transformer oil, or the filled transformers, to the proposed SCE Natural Substation location, will be controlled by a variety of California and Federal requirements for the transport vehicle, driver and load. Vehicles transporting oil to the site all carry spill control equipment.

Management of wastes generated by the construction process would be performed in accordance with federal, state and local regulations and requirements. The majority of construction-related wastes are generally inert materials (clean soil, vegetation, metal scrap, packaging materials, etc.) which will be

primarily containerized and disposed of off-site. Wooden utility poles and wooden components treated with preservatives would be managed in accordance with California Health and Safety Code requirements for utility wood waste.

At locations where there is believed to be potential for subsurface soil contamination to occur – consisting of two locations within the Storage Facility – a pre-construction investigation will take place consisting of collecting soil samples for laboratory analysis. The analysis results will be used to determine whether the soil must be removed and legally disposed off-site, or the soil is considered clean and suitable for unrestricted re-use. If the soil is contaminated, it will be managed in isolation, separately from clean soils, and stored in compliance with the Storage Facility SWPPP and HMBP. Based on the waste characterization data, an off-site disposal facility will be selected and the material transported to it for disposal. If required, the appropriate regulatory agency will be notified of the soil contamination and sampling and removal will occur in accordance with any specified requirements.

Based on the above, the Proposed Project's impacts are less than significant.

Would the Proposed Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Diesel-fired construction equipment emits hazardous emissions. However, due to the short duration of construction of the Proposed Project, construction equipment emissions do not have a significant impact.

No acutely hazardous materials are associated with the Proposed Project. The generally small quantities of hazardous materials and short duration of construction at the Proposed Project greatly limit the potential for any impact relative to the schools near the northern end of the alignment of the proposed SCE 66 kV sub-transmission modification and proposed San Fernando Substation modifications. Handling of materials handled in larger quantities – fuels and transformer oils – are well-controlled through existing construction standard operating procedures and regulation-required mechanisms including SPCC Plan and HMBP which specify spill prevention and control procedures.

Based on the above, the Proposed Project's impacts are less than significant.

Is the Proposed Project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The Proposed Project in general, and specific areas where soil will be disturbed, are not located on a known hazardous material site based on the search of government agency databases.

A pre-construction investigation will take place at the proposed new office trailer location, consisting of collecting soil samples for laboratory analysis. Soils will also be examined during the geotechnical evaluations performed at other locations and samples collected if contamination is suspected. If soils are contaminated, they will be managed in isolation, separately from clean soils, and stored in compliance with the Storage Facility's existing SWPPP and HMBP. If required, the appropriate regulatory agency will be notified of the soil contamination and further sampling and removal will occur in accordance with any specified requirements. Contaminated soil, if present, will be disposed at an off-site facility in accordance with Federal and State hazardous and solid waste regulations.

Based on the above, the Proposed Project's impacts are less than significant.

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Proposed Project result in a safety hazard for people residing or working in the project area?

The Proposed Project components are not located within an airport land use plan, or within two miles of a public airport or public use airport.

For a project within the vicinity of a private airstrip, would the Proposed Project result in a safety hazard for people residing or working in the project area?

Proposed modifications to the existing SCE 66 kV sub-transmission system may include installation of TSPs with wire heights reaching 200 feet above ground, e.g., on spans between I-5 and the proposed SCE Natural Substation. Based on this, as part of the design process SCE would be required to notify and consult with the FAA under regulations found in CFR 14, Part 77. The Proposed Project would be required to conform to all adopted safety standards and guidelines for airports and airfields.

Based on the above, the Proposed Project's impacts would be less than significant.

Would the Proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Proposed modifications to the two existing SCE 66 kV sub-transmission lines and construction of the loop-in section at the San Fernando Substation include installation of new poles, cable pulling, and re-conductoring; associated construction activities 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 so as not to cause closure of any emergency access route. Flaggers may briefly hold traffic back while conductor is pulled across a roadway, in the event of temporary road closures, emergency vehicles would need to use a designated detour route.. Therefore, emergency access would not be directly impacted by construction of the Proposed Project because detours would be provided, if required. As a result, construction of the Proposed Project would not physically interfere with or impair the implementation of adopted emergency response and evacuation plans.

Based on the above, the Proposed Project's impacts are less than significant.

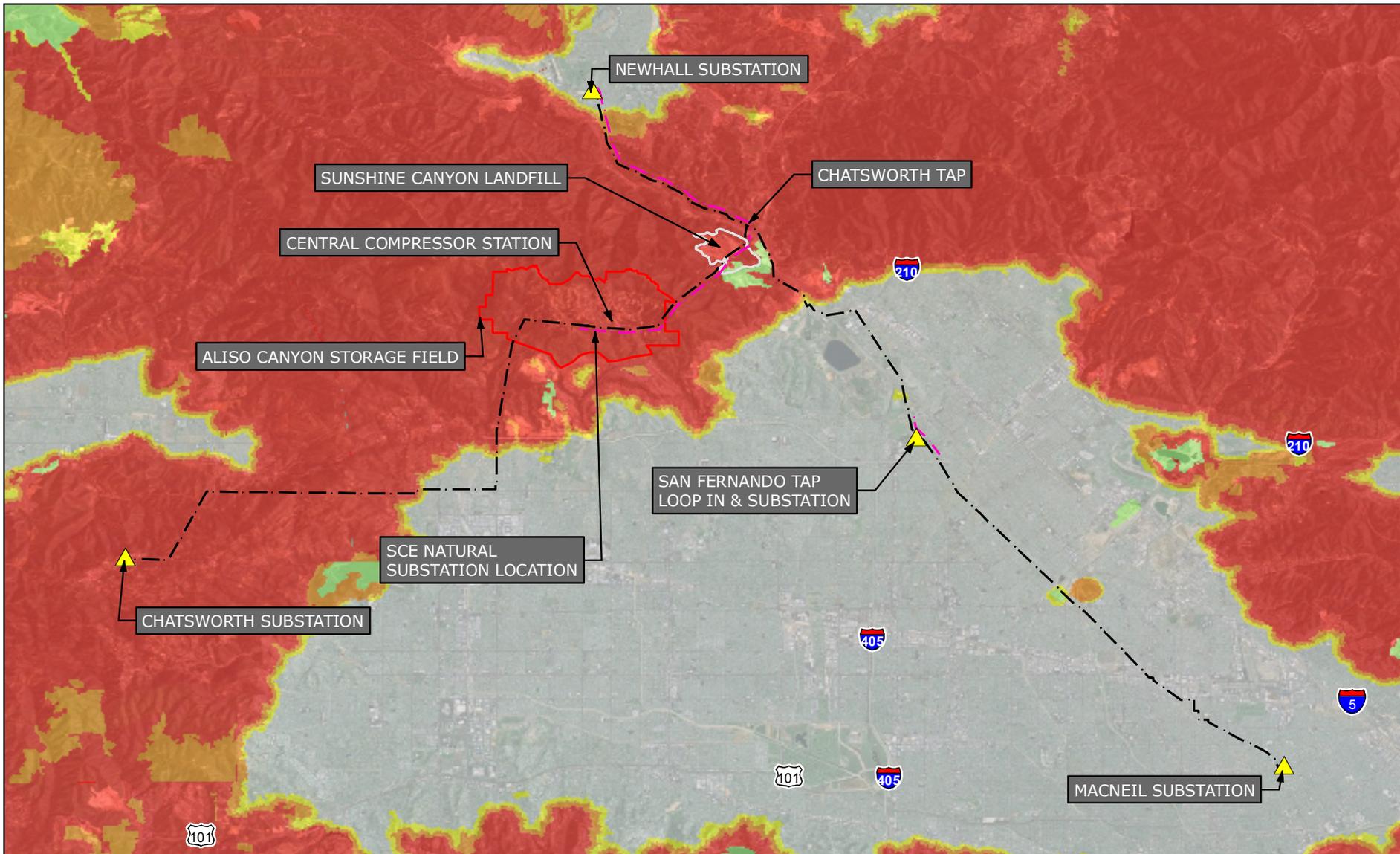
Would the Proposed Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

As shown on Figure 4.7-1, much of the Proposed Project is being built in an area mapped as a moderate to very high fire hazard area. In these areas, and at substation locations, SCE has standard protocols that are implemented when the National Weather Service issues a Red Flag Warning. These protocols check include measures to address smoking and fire rules, storage and parking areas, use of gasoline-powered tools, use of spark arresters on construction equipment, road closures, use of a fire guard, fire suppression tools, fire suppression equipment, and training requirements. Portable communication devices (i.e., radio or mobile telephones) would be available to construction personnel.

Within the Storage Facility, a variety of equipment and operational rules related to fire protection are in place. Fire hydrants, fire monitoring systems, and extinguishers are located throughout each facility. Each facility implements a brush clearance program for keeping active operational areas, including construction locations, and overhead electrical system components, free from excess plant growth. Finally, specified operations are curtailed or shut down during Red Flag Warnings. The Storage Facility has its own fire water system, with a portion of each water storage tank dedicated for fire water storage.

In addition to these protective measures, fire risks during construction would be low because construction areas for the Proposed Project would be grubbed of vegetation and graded prior to the staging of equipment, minimizing the potential for a construction vehicle to start a fire.

As a result, construction of the Proposed Project would have a less than significant impact to risk of loss, injury or death involving wildland fires.



Legend

- Proposed SCE 66 kV Modification
- Existing SCE 66 kV Alignment
- Aliso Canyon Storage Field
- Sunshine Canyon Landfill
- Existing Substation

Fire Hazard Class

- Urban Un Zoned
- Non-Wild Land/Non-Urban
- Moderate
- High
- Very High

1 inch = 3 miles

0 3 6 Miles



Aliso Canyon PEA

Figure 4.7-1
Fire Hazard Areas

Source: CA Department of Forestry and Fire Protection

AECOM

Project: 06205-134
Date: September 2009

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4.7.4.3 Operation Impacts

Would the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

As summarized in Table 4.7-1, hazardous material use associated with the operating electric transmission lines and office trailer location would be minimal. There would be no net change in the current chemical use at any of the existing substation facilities; their potential hazard is low, similar to that for the proposed SCE Natural Substation described below.

Hazardous materials that would be transported to and used at the proposed SCE Natural Substation and the proposed Central Compressor Station consist of lubricants (e.g., gear oil), minor maintenance chemicals, and on occasion transformer oil for substation electrical equipment. Procedures for the transport of hazardous materials are established in accordance with United States Department of Transportation (DOT) and California Department of Transportation (Caltrans) regulations. A qualified transporter would be selected to comply with DOT and Caltrans regulations.

Hazardous materials storage at the proposed SCE Natural Substation and the proposed Central Compressor Station would be in accordance with the HMBP and SPCC Plan developed for each location. These plans provide for both physical and operational spill controls that protect against releases. In addition, both locations are fenced and are distant from residential and public use areas.

Some substation electrical switches contain SF₆ gas, which is recognized as an ozone-depleting substance. SCE utilizes gas handling equipment that minimizes SF₆ leakage, and new switches incorporate sealing designs that virtually eliminate possible sources of leakage. It is expected that the proposed SCE Natural Substation would have a minimal amount of routine SF₆ leakage.

During routine operations small amounts of hazardous waste, such as waste oil and oily rags and other debris, would be generated by substation and compressor station operations. These wastes would be managed in accordance with the County-issued hazardous materials/hazardous waste license and state and local regulations, including secure storage and off-site disposal at an approved facility.

Based on the above, the Proposed Project's impacts are less than significant.

Would the Proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The only potential significant release of material associated with the Proposed Project would be if compressor station equipment or 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.

The proposed Central Compressor Station design will incorporate numerous features designed to detect and prevent natural gas release, similar to the current compressor station. As indicated above, natural gas which moves through the existing compressor station and the proposed Central Compressor Station is subject to numerous safety requirements imposed by Federal and State pipeline safety requirements; the risk or protective measures would not be changed as a result of installation of the proposed Central Compressor Station.

At the substations, SF₆ releases associated with a catastrophic release would not likely be large, as there are only an estimated total of 210 pounds of the material in all the breakers at the proposed SCE Natural Substation, and less than that at the San Fernando Substation. SF₆ is non-toxic and significantly heavier than air, so that its only hazard is relative to asphyxiation if it were to pool in a confined space. As the circuit breakers are all located outdoors within the substation, this is unlikely.

To minimize potential impacts from transformer oil release, substation designs provide containment and/or diversionary structures and equipment to prevent an oil discharge from leaving the substation property. This and other measures are part of the SPCC Plan that is prepared for each substation prior to oil-containing equipment being brought to the substation site.

Based on the above, the Proposed Project's impacts are less than significant.

Would the Proposed Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No acutely hazardous materials are associated with the Proposed Project.

The only operational location in close proximity to a school is the San Fernando substation. At this location there would be no ongoing hazardous emissions associated with the Proposed Project, and most hazardous material and wastes would be handled in very small quantities within the secure facility. Transformer oil is present, but under normal operating conditions is securely contained with the transformer itself. Transformer oil is not a hazardous material under Federal regulations. California does consider transformer oil a hazardous material. However, given the infrequent handling of the material outside of the electrical transformers, its low volatility and relatively low toxicity, and the location of the substation at a slightly lower elevation than the school, even a catastrophic release would be unlikely to affect the school.

Based on the above, the Proposed Project's impacts are less than significant.

Is the Proposed Project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The Proposed Project in general, and specific areas where soil will be disturbed, are not located on a known hazardous material site based on the search of government agency databases.

Based on the above, the Proposed Project's impacts are less than significant.

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Proposed Project result in a safety hazard for people residing or working in the project area?

The Proposed Project components are not located within an airport land use plan, or within 2 miles of a public airport or public use airport.

Based on the above, the Proposed Project's impacts are less than significant.

For a project within the vicinity of a private airstrip, would the Proposed Project result in a safety hazard for people residing or working in the project area?

As indicated previously, the proposed SCE 66 kV sub-transmission modification may include installation of TSPs with wire heights reaching 200 feet above ground (AGL), which could exceed FAA height criteria such that notification and consultation with the FAA would be required. The Proposed Project would be required to conform to all adopted safety standards and guidelines for obstruction marking and lighting.

Based on the above, the Proposed Project's impacts are less than significant.

Would the Proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Operation of the Proposed Project would not affect emergency plans or evacuation routes. None of the locations have the potential to impact traffic, and transmission lines will span all potential emergency response and evacuation routes.

Based on the above, the Proposed Project's impacts are less than significant.

Would the Proposed Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Overall, operation of the Proposed Project does not materially change the existing exposure of persons or structures to wildland fire risk. Both the existing 66 kV sub-transmission alignment and the Proposed Project may pose a fire hazard if vegetation or other obstructions were to come in contact with energized electrical equipment. 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 associated with the 66 kV line, minimizing the potential for fire, where applicable. SoCalGas owned PPL would not be subject to the same CPUC State requirements for brush clearing, however would be inspected and maintained to reduce wildfire hazard in the area.

Within the Storage Facility, a variety of equipment and operational rules related to fire protection are in place and will remain in place after the Proposed Project is constructed. Neither the proposed Central Compressor Station nor the proposed Natural Substation materially change the existing minimal exposure of persons or structures to wildland fire.

Based on the above, the Proposed Project's impacts are less than significant.

4.7.5 Mitigation Measures

The Proposed Project was determined to have **a less than significant impact without mitigation** due to construction and operation; therefore no mitigation is required or proposed.

4.7.6 References

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