

# INITIAL STUDY

## POWER PLANT 1 AND POWER PLANT 2 TRANSMISSION LINE CONVERSION PROJECT

### LOS ANGELES DEPARTMENT OF WATER AND POWER

Environmental Affairs  
111 North Hope Street, Room 1044  
Los Angeles, California 90012

WITH ASSISTANCE FROM

#### **DUDEK**

38 North Marengo Avenue  
Pasadena, California 91101

JANUARY 2018



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## ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
amsl	above mean sea level
AQMP	Air Quality Management Plan
BMP	best management practices
CAAQS	California Ambient Air Quality Standards
CEQA	California Environmental Quality Act
CH <sub>4</sub>	methane
CMP	congestion management program
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
County	Los Angeles County
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
GHG	greenhouse gas
I-	Interstate
IS	Initial Study
kV	kilovolt
LACM	Natural History Museum of Los Angeles
LADWP	Los Angeles Department of Water and Power
MRCA	Mountains Recreation Conservation Authority
MRZ	Mineral Resource Zone
Mya	million years ago
NAAQS	National Ambient Air Quality Standards
NERC	North American Electric Reliability Corporation
N <sub>2</sub> O	nitrous oxide
NPDES	National Pollutant Discharge Elimination System
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	oxides of nitrogen
O <sub>3</sub>	ozone
PCB	polychlorinated biphenyl
PM <sub>10</sub>	particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter)
PM <sub>2.5</sub>	particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter)
PP1	Power Plant 1
PP2	Power Plant 2
PPV	peak particle velocity
RWQCB	Regional Water Quality Control Board

INITIAL STUDY  
PP1 AND PP2 TRANSMISSION LINE CONVERSION PROJECT

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Acronym/Abbreviation	Definition
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SOx	oxides of sulfur
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
VOC	volatile organic compound

# 1 INTRODUCTION

## 1.1 Project Overview

The Power Plant 1 (PP1) and Power Plant 2 (PP2) Transmission Line Conversion Project (proposed project) is a transmission line replacement project proposed by the Los Angeles Department of Water and Power (LADWP). The project would be located within a linear alignment in northwestern Los Angeles County that generally extends from Haskell Canyon to the community of Sylmar, located south of the City of Santa Clarita. The project would involve replacing a 12-mile segment of an existing 115 kilovolt (kV) double circuit transmission line with a new 230 kV double circuit transmission line (hereafter referred to as the “115 kV line” and the “230 kV line,” respectively). This process would involve demolishing the existing 115 kV line and constructing an approximately 12-mile segment of 230 kV lines and associated transmission structures generally adjacent to the existing 115 kV line. The 115 kV line and its associated transmission towers would be removed after the 115 kV line is terminated at Haskell Canyon Switching Station from the north. The existing line that would be replaced is located within an alignment that extends from Haskell Canyon Switching Station in the north to Olive Switching Station in the south. The proposed new line would also originate at Haskell Canyon Switching Station but would instead terminate at Sylmar Switching Station. The project alignment is approximately 12 miles long and consists of LADWP-owned land and private properties within an LADWP right-of-way. The purpose of this project is to increase the transmission capacity between Haskell Canyon Switching Station and Sylmar Switching Station so that additional renewable energy supplies can be transmitted to the Los Angeles basin.

## 1.2 California Environmental Quality Act

The California Environmental Quality Act (CEQA) applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed project constitutes a project as defined by CEQA (California Public Resources Code, Section 21065). LADWP, as a public municipal utility, would fund, implement and operate the proposed project and is therefore the lead agency for the purposes of CEQA compliance.

LADWP has prepared an Initial Study (IS) in accordance with the CEQA guidelines to determine if the proposed project could have the potential to cause significant adverse environmental impacts. Based on the conclusions of the Initial Study evaluation (contained in Section 3 of this document), LADWP has determined that the proposed project may have a significant impact and, therefore, will prepare an Environmental Impact Report (EIR) pursuant to CEQA. Since some impacts evaluated in the Initial Study would not be potentially significant, LADWP proposes to eliminate them from detailed evaluation in the EIR.

## 1.3 Project Location

### Proposed Alignment

The proposed 230 kV line would be located within the same corridor as the existing 115 kV line. As such, the linear area in which the proposed and existing lines are located will be referred to herein as the “project alignment.” The project alignment extends from Haskell Canyon Switching Station in the north to Sylmar Switching Station in the south. The southern extent of the alignment is located within the Granada Hills–Knollwood Community Plan area within the City of Los Angeles, immediately west of Interstate 5 (I-5), near the interchange of I-5 and I-210 and approximately 825 feet south-southeast of the intersection of San Fernando Road and Sepulveda Boulevard. The alignment then extends east for approximately 0.6-mile, crossing I-5 and entering the Sylmar Community Plan area within the City of Los Angeles, paralleling San Fernando Road. The alignment then angles north, crosses I-210, and extends through an industrial area in Sylmar before exiting the City of Los Angeles and extending through an undeveloped mountainous area in the San Gabriel Mountains, north of Sylmar and within an unincorporated area of Los Angeles County (County). The portion of the alignment that crosses the San Gabriel Mountains extends between State Route 14 (SR 14) to the west and the Angeles National Forest boundary to the east. This area is comprised of rugged, hilly terrain. Next, the alignment descends into the Santa Clara River basin in the City of Santa Clarita. It extends through the City of Santa Clarita for approximately 7 miles, crossing the SR 14, the Santa Clara River, and single-family residential neighborhoods and commercial areas within the City of Santa Clarita. The alignment extends for approximately 2 miles through an area with single-family residential neighborhoods and undeveloped hillside areas in Haskell Canyon. The alignment then terminates at the Haskell Canyon Switching Station, which is located just south of the Angeles National Forest (Figure 1).

### Existing Conditions

The project would be located within an established transmission corridor and within two existing electrical switching stations (Haskell Canyon Switching Station and Sylmar Switching Station). The transmission corridor has been used for electricity transmission since the early 1900s. The corridor is an LADWP right-of-way, consisting of LADWP-owned land and private property that is 250 feet in width and contains three existing transmission lines: a 500 kV DC line, the 115 kV line that is proposed for replacement as part of this project, and 230 kV lines supported by 4-circuit towers. All three existing transmission lines are supported by lattice transmission towers. Representative images of the existing right-of-way are shown in Figure 2.

The existing 115 kV line is supported by approximately 85 lattice transmission towers, each of which have a footprint that is approximately 20 feet in width by 20 feet in length. Each tower has 4 concrete foundations that are approximately 2 feet in diameter each. The existing towers range in height from 56 feet to 130 feet.



## **Surrounding Land Uses**

The land uses surrounding the transmission corridor and the two switching stations range from industrial areas to open space. Surrounding land use designations are shown in Figure 3.

### **1.4 Environmental Setting**

The project area falls within the northwestern portion of Los Angeles County and generally straddles the San Gabriel Mountains, the Santa Clara River Valley, and the Sierra Pelona Mountains. The southern terminus of the alignment is located within the San Fernando Valley and parallels Grapevine Canyon. The alignment then crosses the Elsmere, Whitney, and Placerita Canyons, extending through the San Gabriel Mountains and then descending into the Santa Clara River Valley, where it crosses neighborhoods, undeveloped hilly areas, and commercial areas within the City of Santa Clarita. The alignment then crosses the Santa Clara River and then ascends through hillside neighborhoods before ascending north through an undeveloped, hilly area within Haskell Canyon. The alignment terminates just outside of the Angeles National Forest boundary. Elevations along the alignment range from approximately 1,300 feet above mean sea level (amsl) along the Santa Clara River to approximately 2,320 feet amsl in the hillside regions of the project area.

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## 2 PROJECT DESCRIPTION

### 2.1 Background

The 115 kv San Francisquito PP1 and PP2 transmission lines were built between 1917 and 1925 for the purpose of carrying power generated by water flow through the newly constructed Los Angeles Aqueduct. These lines are part of the first electrical power generation and transmission system constructed to provide electricity to the City of Los Angeles. The purpose of the proposed project is to increase the transmission capacity between Haskell Canyon Switching Station and Sylmar Switching Station to accommodate increasing renewable energy supplies from the desert areas to the north. Under current conditions, the existing transmission lines extending south from Haskell Canyon Switching Station do not have sufficient capacity to transfer these renewable energy supplies to the highly populated Los Angeles basin.

### 2.2 Construction

Construction of the proposed project would involve the following general sequence of events: (1) surveying activities to complete the project design; (2) identifying access roads to be used and improving/repairing access roads as necessary; (3) clearing the right-of-way; (4) removing existing structures and conductors associated with the 115 kV line; (5) installing new transmission structures; (6) installing ground wires and conductors for the new 230 kV line; (7) installing counterpoise/grounding for the new 230 kV line; (8) switching station tie-in; and (9) site rehabilitation. Each of these activities is described in greater detail below. Note that while these activities are described separately, multiple activities may occur simultaneously. For example, access road grading, removal of existing 115 kV line facilities, installation of new transmission structures, and conductor stringing could all occur simultaneously at different segments of the alignment.

Construction is expected to take approximately 2 years, beginning in 2020 and ending in 2022. While the number of workers along the alignment would vary based on the construction phase, the work force would generally consist of 7 construction crews working simultaneously on multiple segments of the alignment. Each crew would have approximately 12 workers, equating to a maximum total of 84 workers per day throughout construction. Construction working hours would vary from 8 hours to 15 hours or more, if necessary. Construction would generally occur on weekdays during the daytime, with a number of exceptions: weekend construction would occur during removal of the existing 115 kV facilities, installation of new transmission structures, and conductor stringing. If necessary, weekend construction may also occur during other construction phases. Nighttime construction would be required for major roadway, freeway, and railroad crossings.

Best management practices (BMPs) would be used to minimize the risk of potential impacts during construction and would be communicated to employees prior to the start of work. Safety requirements and procedures to be followed during construction are provided in the LADWP Power Distribution safety rulebook.

### **Surveying Activities**

The proposed activities would take place on LADWP-owned lands and on privately owned lands. Prior to surveying on private lands, LADWP would negotiate rights-of-entry with landowners. Once survey permits are obtained, construction survey work would commence. Whenever possible, the location of the right-of-way and proposed facilities would be planned to avoid identified sensitive resources. Additional geotechnical investigations may also be required based on site conditions.

### **Access Road Improvements and New Spur Roads**

The proposed construction activities would require heavy vehicles and construction workers to travel to and from work areas for transmission structure installation, transmission structure removal, and staging along the alignment. Because the proposed alignment is within an existing transmission line corridor with transmission lines that are operated and maintained by LADWP, it is anticipated that existing access roads would be used for transporting workers and equipment to the work areas. However, some of the existing access roads may require improvements or repairs in order to ensure adequate access and safe conditions along the road. Additionally, wherever possible, existing spur roads would be rerouted, or new spur roads would be constructed, to establish access to new transmission structures at locations where there is no existing access. (Some existing 115 kV line transmission structures are not accessible by vehicle. New reliability standards require that transmission structures are to be accessible by vehicle, or by foot where vehicle access is not possible, for workers and equipment to perform repairs and maintenance.) Equipment required for access road improvements and construction or rerouting of spur roads would generally include motor graders, backhoes, dump trucks, and pickups.

### **Right-of-Way Clearing**

The clearing of some natural vegetation may be required prior to and during construction. However, selective clearing would be performed only when necessary for surveying, electrical safety clearances, line reliability, and maintenance. Trimming or removal of mature vegetation, under or near the conductors, would be done to provide adequate electrical clearance as required by the National Electrical Safety Code, the North American Electrical Reliability Corporation, and California Public Utilities Commission General Order 95 standards.

Trees that are at risk for falling onto the lines or for otherwise affecting the lines during wind-induced line swing would be removed. Normal clearing procedures consist of topping or removing large trees. Smaller

trees are generally left undisturbed. Where there is a direct conflict between trees and clearance standards, the removal of trees would be jointly reviewed and agreed upon between LADWP and the owners or managers of the property.

### **Staging Area Establishment**

Several staging areas would be established along the proposed alignment for equipment storage, materials storage, and mobile offices. The locations of the staging areas are currently unknown; however, they would be confined to LADWP's right-of-way and would be situated on flat terrain. Each area would be approximately one acre in size. Staging areas would be used throughout the duration of construction and would be returned to their previous site conditions during the site rehabilitation phase.

### **Removal of Existing 115 kV Line**

The existing 115 kV line and associated infrastructure would be removed. The removal process would take approximately 12 months, would require approximately 30 workers, and would involve several pieces of construction equipment including tensioners, line trucks, wire trailers, tractors, pullers, and sag cats (i.e., the same equipment that would be required for stringing the new conductor), as well as man lifts, cranes, and medium- or heavy-duty helicopters. The removal process would entail the following activities: installing equipment pads, removing conductors and ground wires, removing transmission structures, and removing transmission structure footings.

**Installing Equipment Pads.** Equipment pads would be required for conductor and ground wire removal. As such, pads of approximately 150-feet by 150-feet would be installed at approximately 1-mile intervals along the alignment. Because the alignment is 12 miles long, it is anticipated that approximately 12 equipment pads would be installed for the purposes of wire removal, equating to a total temporary disturbance area of 6 acres. Most of these pads would later be used for stringing the new conductor for the 230 kV line.

**Removing Conductors and Ground Wires.** The old conductors and ground wires would be removed with the same types of equipment that would be required for stringing new conductors for the 230 kV line (i.e., tensioners, line trucks, wire trailers, tractors, pullers, and sag cats). The wire would first be placed in travelers on each tower and would then be pulled out using empty reels. This process would be staged from the equipment pads described above.

**Removing Transmission Structures.** Existing towers would be removed by crane and workers in man lifts. Heavy-duty helicopters would be used where feasible. Where helicopter use is not feasible, a crane and man lift would be used. Removal would require two temporary construction pads to allow for the operation of a crane and a man lift. Each pad would be approximately 60 feet by 30 feet in size, for a total temporary disturbance area of 3,600 square feet at each tower removal site. (Because there would be 85 tower removal

sites, the total temporary disturbance area associated with the crane and man lift pads required for tower removal would be approximately 7 acres along the alignment.) The pads would be graded flat and compacted for equipment support and would be located on opposite sides of the tower, where feasible. First, workers in a man lift would unbolt tower sections. Either a crane or a helicopter would then remove and tower segments. When a crane is used for removal, the removed tower segments would be placed on the ground and later transported to one of the staging areas or to a construction salvage location. In instances where a helicopter is used for removal, the tower segments would be transported to a predetermined location for steel salvage.

**Removing Tower Footings.** The existing footings would be removed to approximately 2 feet below grade using jackhammers.

### **Transmission Structure Installation**

Construction of the proposed project would involve installation of approximately 75 transmission structures within the proposed alignment. The majority of the new structures would be double-circuit steel monopole structures. Steel lattice structures will be used where deemed necessary for safety and reliability reasons. The new structures would range in height from 80 feet to 180 feet. Each installation would require approximately 30 workers, would take 25 days to complete, and would involve several pieces of construction equipment including a crane, a man lift, a power auger or drill, materials trucks, ready-mix concrete trucks, a dump truck, pile drivers, and a water truck. A heavy helicopter may be used for erection of poles and transportation of materials. Each installation would involve several steps: preparing the work area, establishing foundations, assembling the tower, and installing the tower, as described below.

**Preparing the Work Area.** Structure installation activities would begin with establishing construction pads. For each structure installation site, two construction pads would be installed to allow for the operation of the crane and the man lift. Each pad would be approximately 60 feet by 30 feet in size, for a total disturbance area of 3,600 square feet at each installation site. At each new structure site, one pad would be permanently established (for maintenance purposes) and one would be temporary (for construction only).

**Establishing Foundations.** Once the work area has been prepared with the construction pads, tower foundations would be established. Monopole structures would require one foundation ranging from 4 feet to 10 feet in diameter and 15 feet to 40 feet in depth. Lattice structures would require four concrete foundations, each of which would be approximately 4 feet in diameter and 35 feet in depth. The total footprint for each lattice structure would be approximately 1,024 square feet (32 feet in width by 32 feet in length). Holes for the foundations would be bored using truck- or track-mounted excavators equipped with various diameter augers to match diameter and depth requirements of the foundation sizes. Each foundation would extend 0.5 feet to 4 feet above the ground line. (In locations with extremely sandy soils, the soil may be stabilized using water or a gelling agent prior to excavating the holes, and steel casings may

be used for the excavation. In locations with high groundwater levels, dewatering may be required to ensure a dry construction area during foundation drilling. Any construction dewatering would occur pursuant to the Regional Water Quality Control Board's Permit for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters.) Excavated materials would be spread around the installation site. Following excavation of the foundation holes, each footing would be constructed by placing formwork, reinforcing steel, and a bolt ring or stub into the foundation hole (bolt rings are used for monopole structures and stubs are used for lattice towers). Next, the bolt ring or stub would be positioned and encased in concrete. Reinforcing steel cages would be assembled at the staging areas and delivered to each installation site by flatbed truck. A typical foundation installation would require approximately 24 to 40 cubic yards of concrete.

**Assembling and Installing Poles.** Each monopole transmission structure would consist of 3 to 4 tubular segments and arms that would be transported to installation sites by a flatbed truck or a heavy helicopter. At the site, the pole segments and arms would be assembled and bolted to the foundation by a crane or helicopter. The equipment used for assembly and installation (either a crane or a helicopter) would depend on the terrain and the site's proximity to other energized transmission lines.

**Assembling and Installing Towers.** Lattice transmission tower would be assembled at each site, then installed and bolted to the foundations. Bundles of steel members and associated parts would be transported to each installation site by truck. Steel members would be assembled into subsections of convenient size and weight on the ground. Assembly would be facilitated with a crane and/or helicopter. The assembled subsections would be erected into place by a crane or helicopter and the fastened together in the air to form a complete tower.

### **Conductor Stringing**

Once the new transmission structures are in place, conductors would be strung between the structures. Conductor stringing activities would last for approximately 12 months, would require 70 workers, and would involve several pieces of construction equipment including tensioners, line trucks, wire trailers, tractors, pullers, sag cats, and a helicopter.

Conductor stringing activities would begin with the establishment of stringing pads situated at intervals along the alignment. Each stringing pad would be approximately 150 feet by 150 feet in size, for a total footprint of 22,500 square feet (0.5 acre) per pad. Many of these stringing pads would also be used for removal of the conductor from the 115 kV line. The crane and man lift pads that were constructed at the transmission structure installation sites would also be used for staging of conductor stringing activities. The equipment listed above would be staged at the stringing pads and at the structure installation work area pads.

The process of conductor stringing involves multiple steps. First, the materials required for conductor stringing would be delivered to each work area. Materials would include insulators, the conductor, shield wire, hardware, and stringing sheaves. Transmission structures would then be rigged with insulator strings and stringing sheaves at each ground wire and conductor position. (Sheaves are rollers that are temporarily attached to the lower end of the insulators to allow the conductor to be pulled, or strung, along the line.) Pilot lines would then be strung between transmission structures by a medium- or heavy-duty helicopter and threaded through the stringing sheaves at each tower location. The pilot line enables stringing of a “pulling line,” which is stronger and larger in diameter relative to the pilot line. The pilot line can also be used to pull in the ground wire. The pulling line would then be attached to the conductors and used to pull them onto the transmission structures. This process would be repeated until the ground wire or conductor is pulled through all sheaves. Bundled conductors would be pulled together with the assistance of a running board, which attaches the bundled conductor to the pulling line. Ground wire and conductors would be strung using powered pulling equipment at one end and powered braking or tensioning equipment at the other end of a conductor segment. After installing the conductor ground wire, sagging, clipping, and dead-ending activities would be performed. This process would involve adjusting the position of the conductors and shield wires, removing stringing sheaves, and permanently attaching the conductor to the insulators with specialized hardware.

For public protection during the wire installation process, temporary guard structures may be built at major freeway crossings, railroad crossings, major transmission line crossings, and major highway and distribution crossings, as necessary. Guard structures would consist of H-frame poles placed on either side of the obstacle. These structures would prevent ground wire, conductor, or equipment from falling on a freeway, another transmission line, or other obstacle. Equipment for installing guard structures would include augers, line trucks, pole trailers, and cranes. The amount of ground disturbance for each guard structure would be approximately 200 feet by 300 feet. The guard structures would be left in place until conductors and ground wires are strung, tensioned, and clipped. Guard structures may not be necessary for small roads. In those cases, other safety measures such as barriers, construction workers with flags, or other traffic control measures would be used.

### **Counterpoise Installation and Grounding Practices**

Part of standard construction practice prior to wire installation would involve measuring the resistance of tower footings and installing counterpoise (grounds) as needed. To determine whether a tower requires counterpoise, ground resistance measurements would be taken at tower sites after the foundations and tower structures are installed. These measurements would be evaluated to determine the number and location of any tower structures requiring counterpoise. If the resistance to remote earth for each transmission structure is greater than 30 ohms, counterpoise (grounds) would be installed to lower the resistance to 30 ohms or less. Counterpoise would consist of bare copper-clad or galvanized steel cable buried a minimum of 12 inches deep, extending horizontally from one or more tower legs for approximately



200 feet. Typical counterpoise installation would include two installations per tower structure on opposite tower legs. Four counterpoise installations may be required in some circumstances.

In addition to counterpoise installation, standard grounding practices during construction would include both temporary and permanent grounding of equipment and structures, such as fences or pipelines, as necessary to reduce any potential magnetically induced voltages to harmless levels. Such practices could include electrical isolation of equipment or structures and the installation of grounding wires.

### **Switching Station Tie-Ins and Upgrades**

The proposed transmission line would extend between the Sylmar Switching Station and the Haskell Canyon Switching Station. At each switching station, the new line would be connected into and out of the switching station through dedicated station structures within the switching station, commonly referred to as “buses.” Upgrades at the Sylmar Switching Station would be required for the new line. Upgrades would involve installation of new high voltage electrical equipment supported by reinforced concrete foundations. (These foundations may either be shallow spread foundations or deep pile foundations, depending on the soil parameters.) Construction of the new foundations would require excavation and soil compaction. Work would also be required at the Olive Switching Station to remove the existing conductor for the 115 kV line. The equipment that would be required for the switching station upgrades would include backhoe loaders, bulldozers, drilling machines, pile drivers, compaction roller vehicles, trucks, and cranes.

### **Site Rehabilitation**

Site rehabilitation activities would be undertaken to return the construction areas to their original condition to the extent feasible. In open space and naturalized areas, site rehabilitation may include replanting and/or hydroseeding with appropriate native seed.

## **2.3 Operations and Maintenance**

Regular inspection and maintenance of overhead facilities is crucial for maintaining uniform, adequate, safe, and reliable service. As with the existing 115 kV line, the 230 kV transmission line would be inspected several times annually by both ground and air patrols. Maintenance would be performed as needed. When access would be required for non-emergency maintenance and repairs, LADWP would adhere to the same precautions and procedures that were taken during the construction.

### **Emergency Maintenance Activities**

Emergency maintenance may be required for the existing 115 kV line. Such maintenance activities may also be required for the new line, once it has been installed. As with existing conditions, emergency maintenance would involve prompt movement of maintenance crews to repair or replace any damaged equipment or

infrastructure. Crews would be instructed to protect plants, wildlife, and other resources of significance. Restoration procedures following completion of repair work would be similar to those prescribed for normal construction activities. Effects to nearby sensitive receptors, such as residents, would be minimized by limiting noise, dust, and vehicle traffic.

### **Vegetation Management**

Vegetation management is required along transmission line right-of-ways by the North American Electric Reliability Corporation (NERC), California Public Utilities Commission General Order 95, the Los Angeles County Fire Code, California Public Resources Code (Sections 4292-4296), and the California Code of Regulations (Title 14, Article 4, Sections 1250-1256). As such, vegetation management is currently conducted along the project alignment and would continue to be carried out during operation of the new 230 kV line. An upgrade from 115 kV to 230 kV would not require additional clearances other than those that are currently being maintained along the alignment. In compliance with NERC's Standard FAC-003-1, LADWP has a Vegetation Management Plan for the transmission corridor. After project implementation, vegetation management would continue to occur pursuant to this plan. Vegetation management consists of routine tree trimming to maintain the required minimum 10-foot clearance from conductors to vegetation that is required by California Public Resources Code Section 4293, clearance of flammable vegetation within a 10-foot radius around the base of transmission structures in accordance with California Public Resources Code Section 4292, and clearance immediately adjacent to access roads to permit adequate access to the facilities.

### **Access Road Maintenance**

Ongoing access road maintenance would be conducted in accordance with existing road authorizations issued to LADWP. Access road maintenance would consist of those activities necessary to allow continued access to the right-of-way and/or each tower structure. These activities may include grading and maintenance of drainage systems, bridges, culverts, fences, gates, and signs. Motor graders, backhoes, dump trucks, and pickups are used to maintain access roads. Access road maintenance would occur in a manner generally consistent with existing access road maintenance activities that are conducted for the 115 kV line.

### **Safety Practices**

The new transmission line would be protected with power circuit breakers and related line replay protection equipment. If conductor failure occurs, power would be automatically removed from the line. Lightning protection would be provided by overhead ground wires along the line. Electrical equipment and fencing at the switching station would be grounded. All fences, metal gates, pipelines, and other metal components that cross or are within the transmission line right-of-way would be grounded to prevent electrical shock. If applicable, grounding outside of the project alignment may also occur.

## 2.4 Discretionary Approvals Required for the Project

The following discretionary permits and approvals may be required for the proposed project:

### Federal Permits

- U.S. Army Corps of Engineers, Clean Water Act Section 404 Permit (individual or Nationwide) (proposed project may include discharge of dredged or fill materials into Waters of the United States and/or wetlands)
- Federal Highway Administration Permit to cross a Federal Aid Highway (proposed construction and operation may occur across or within federal highway rights-of-way)

### State Permits

- California Department of Fish and Wildlife Streambed Alteration Agreement (proposed construction may involve the alteration of a river, stream, or lake)
- California Department of Transportation Encroachment Permits (proposed construction and operation may occur across or within state highway rights-of-way)
- State Water Resources Control Board, Federal Clean Water Act Section 401 Water Quality Certification (proposed project may result in discharge of dredged or fill materials into waters of the state)
- State Water Resources Control Board, Notice of Intent to comply with the General Construction Activity National Pollutant Discharge Elimination System (NPDES) Permit, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002 (proposed construction may involve storm water discharges to surface waters of the state)
- Los Angeles Regional Water Quality Control Board, Notice of Intent to comply with the NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters, Order No. R4-2013-0095, NPDES No. CAG994004 (proposed construction may involve temporary dewatering of groundwater and discharges of the groundwater)

### Local Permits

- Roadway encroachment permits from local jurisdictions (City of Los Angeles, County of Los Angeles, and City of Santa Clarita)

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### 3 INITIAL STUDY CHECKLIST

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the CEQA Guidelines (2017) to determine if the proposed project may have a significant effect on the environment.

**1. Project title:**

Power Plant 1 and Power Plant 2 Transmission Line Conversion Project

**2. Lead agency name and address:**

Los Angeles Department of Water and Power  
Environmental Affairs  
111 North Hope Street, Room 1044  
Los Angeles, California 90012

**3. Contact person and phone number:**

Eduardo Cuevas  
Environmental Planning and Assessment  
Los Angeles Department of Water and Power  
213.367.6376

**4. Project location:**

The proposed project is within a linear alignment extending approximately 12 miles from the community of Sylmar in the City of Los Angeles to Haskell Canyon, located north of the City of Santa Clarita and just south of the Angeles National Forest boundary.

**5. Project sponsor's name and address:**

Los Angeles Department of Water and Power  
111 North Hope Street  
Los Angeles, California 90012

**6. City Council Districts:**

District 7 and District 12

7. **Neighborhood Council Districts:**

Sylmar Neighborhood Council and Granada Hills North Neighborhood Council

8. **General plan designation:**

Refer to Section 1.3 of this Initial Study

9. **Zoning:**

Refer to Section 1.3 of this Initial Study

10. **Description of project:**

Refer to Chapter 2.0 of this Initial Study

11. **Surrounding land uses and setting:**

Refer to Section 1.3 of this Initial Study

12. **Other public agencies whose approval is required:**

- U.S. Army Corps
- Federal Highway Administration
- California Department of Fish and Wildlife
- State Water Resources Control Board
- California Department of Transportation
- Los Angeles Regional Water Quality Control Board
- Los Angeles County Department of Public Works
- City of Santa Clarita

13. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

Consultation is underway. Refer to Section 3.17 of this Initial Study for further details.

*Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural*

*resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.*

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED


The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklists on the following pages.

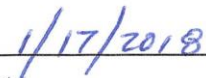
- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agriculture and Forestry Resources   | <input checked="" type="checkbox"/> Air Quality        |
| <input checked="" type="checkbox"/> Biological Resources               | <input checked="" type="checkbox"/> Cultural Resources        | <input checked="" type="checkbox"/> Geology and Soils  |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards and Hazardous Materials      | <input type="checkbox"/> Hydrology and Water Quality   |
| <input type="checkbox"/> Land Use and Planning                         | <input type="checkbox"/> Mineral Resources                    | <input checked="" type="checkbox"/> Noise              |
| <input type="checkbox"/> Population and Housing                        | <input type="checkbox"/> Public Services                      | <input type="checkbox"/> Recreation                    |
| <input checked="" type="checkbox"/> Transportation and Traffic         | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance |   |  |

## DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature

  
Date



## EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

### 3.1 Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project have a substantial adverse effect on a scenic vista?***

**Potentially Significant Impact.** The proposed project extends across open space and mountainous areas. The proposed project would replace an existing transmission line within an existing transmission corridor with a new line. The project would not introduce any new land uses to the area, nor would the project introduce development with the potential to obstruct a vista. However, the new transmission line and transmission structures would differ in appearance, size, and massing relative to the existing transmission line and structures that the project would replace. Additionally, the new line or portions of the new line may be placed in a slightly different location within the transmission corridor relative to the existing line. Transmission structures associated with the new line would potentially be visible from public vantage points in the Santa Clarita Valley and Angeles National Forest. As such, the project would represent a visual change in the project area, which may be observed from scenic vistas. While it is unlikely that the project would cause a substantial adverse

change in a scenic vista, the EIR will include a review of the applicable land use plans in the area to determine the presence of scenic vistas in the project area. The EIR will then evaluate the potential for the project to affect these scenic vistas.

**b) *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

**No Impact.** The nearest officially designated State Scenic Highway is a portion of State Highway 2 that extends through the San Gabriel Mountains, beginning just north of the City of La Cañada Flintridge (Caltrans 2011). The portion of State Highway 2 that is officially designated as a State Scenic Highway is located approximately 20 miles east of the project alignment and is physically separated from the project site by the San Gabriel Mountains. Due to this distance, the project alignment is not within the viewshed of this State Scenic Highway. Therefore, no impact on scenic resources within a state scenic highway would occur as a result of the proposed project. This issue will not be further analyzed in the EIR.

**c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?***

**Potentially Significant Impact.** As described in Section 3.1(a), the new transmission line and transmission structures would differ in appearance, size, and massing relative to the transmission line and structures that the project would replace. Additionally, the new line or portions of the new line may be placed in a slightly different location within the transmission corridor relative to the existing line, and equipment would be added to the existing Sylmar Switching Station to support the new line. However, because the project would replace a transmission line within an existing transmission corridor that is already developed with a variety of transmission lines, the project is not expected to substantially alter the visual character or quality of the project alignment and its surroundings. Nevertheless, the EIR will include visual simulations that will show the anticipated change in the appearance of the project area, as viewed from a number of key observation points along the alignment. An analysis of the before-project and after-project images will lead to a determination of whether the proposed project is expected to substantially degrade visual character or quality.

**d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

**Potentially Significant Impact.** The proposed project would replace an existing transmission line with a new transmission line. The replacement transmission line would not be associated with any new daytime or nighttime lighting in the project area. However, some of the materials used for the new transmission line would be potentially reflective during the day and may produce glare. The EIR

will include a discussion of these materials and will evaluate any potential impacts that may occur to daytime views in the area as a result of glare.

**References**

Caltrans (California Department of Transportation). 2011. California Scenic Highway Mapping System. Last updated September 7, 2011. Accessed August 26, 2015. [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm).

**3.2 Agriculture and Forestry Resources**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**Less Than Significant With Mitigation Incorporated.** As shown on the Los Angeles County Important Farmland map, the project area primarily extends through land that is mapped as Urban and Built-Up Land or Grazing Land (FMMP 2016). However, the project alignment traverses a small area of designated Prime Farmland within the City of Santa Clarita, north of the Santa Clara River and south of Bouquet Canyon Road. The majority of this Prime Farmland area is currently developed as a solar energy facility and does not appear to be in agricultural production. The project traverses the Prime Farmland area at its northeastern edge, which is currently a vacant field consisting of non-native grassland. It is not developed with solar panels, nor does it appear to be in active agricultural production. This vacant field is currently traversed by transmission lines, and several transmission towers are located within and immediately adjacent to the field. During construction, this vacant field may be used as a construction pad for conductor stringing, transmission structure installation, and/or transmission tower removal. Two transmission structures are expected to be installed in this area. One would be located adjacent to the southern edge of the field, and the other would be located within the field, near its northern boundary. Tower removal activities may also occur within and adjacent to this field. Because the field is not currently in agricultural production, construction of the project within and/or near this field would not interfere with any active agricultural operations. However, construction may involve grading activities on the vacant field, which could have the potential to remove and/or disturb agricultural soils. In order to ensure that prime agricultural soils are preserved on this site, MM-AG-1 would be implemented. Implementation of MM-AG-1 would ensure that site rehabilitation activities would return any construction areas that are established within this vacant field to their original conditions.

Permanent impacts to Prime Farmland would be limited to the transmission structure foundations and work pads for the two structures that would be installed in this area. Each structure would require one foundation ranging from 4 feet to 10 feet in diameter. The total area of permanent impacts for the foundations would be approximately 160 square feet, assuming 10-foot-diameter foundations for the poles. Each structure would also have a permanent work pad for maintenance purposes that would be approximately 60 feet by 30 feet in size, for a total impact area of 3,600 square feet. These areas of permanent impact are minor in size and would not interfere with or preclude future agricultural use of the area, nor would they substantially decrease the amount of potential Farmland available in this area. Furthermore, several transmission towers are already present within and adjacent to this field, including two towers associated with the exiting 115 kV line that would be removed as part of this project. As such, the proposed monopole structures would

not substantially hinder agricultural activities relative to existing conditions. While a small portion of the project would occur on Prime Farmland, the Farmland would not be permanently converted to a new land use that would preclude agricultural use of the Farmland, and impacts would be less than significant with mitigation incorporated. This issue will not be further discussed in the EIR.

**MM-AG-1** Construction activities occurring within farmland that is designated by the Farmland Mapping and Monitoring Program as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, shall adhere to the following specifications: prior to grading or site disturbance, topsoil within the impact areas shall be salvaged and stockpiled (salvage depths shall be determined by a qualified professional). The stockpiled soils shall be covered by an anchored tarp or watered down until the site is ready for the soil to be replaced. Once construction activities are completed, the salvaged topsoil shall be replaced.

*b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** As shown on the Los Angeles County Williamson Act Fiscal Year 2015/2016 map, no areas that are under a Williamson Act contract exist in the project area or in the vicinity of the project area (California Department of Conservation 2016). The proposed project would occur within an existing transmission corridor and within two electrical switching stations. For these reasons, implementation of the proposed project would not conflict with existing zoning for agricultural use, nor would it conflict with a Williamson Act contract, as none exist within the project alignment. No impact to Williamson Act contract lands or land zoned for agricultural uses would occur. This issue will not be further analyzed in the EIR.

*c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

**No Impact.** The proposed project would be located within an existing transmission corridor and within two electrical switching stations that are generally surrounded with residential uses, commercial uses, and open space. No areas zoned for forest land, timberland, or Timberland Production are located within the project alignment or the switching stations. The project alignment consists of a transmission corridor and is subject to vegetation clearing requirements. Therefore, the proposed project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the re-zoning of such lands. No impact to forest land or timberland zoning would occur. This issue will not be further analyzed in the EIR.

*d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

**Less Than Significant Impact.** The proposed project would be located within an existing transmission corridor and within two electrical switching stations. The project area extends across a variety of land uses, including open space. While the open space within the project area is generally arid and semi-arid, some areas support tree cover. For example, several areas of the project alignment extend across eucalyptus groves and oak woodlands. However, the project would not result in permanent land use changes. The proposed 230 kV line would be installed within an existing transmission corridor. While some tree trimming and tree removals may occur during construction and operation of the project, no existing forest lands would be converted to non-forest uses; as such, impacts related to loss or conversion of forest land to non-forest uses would be less than significant. (Note that impacts related to trimming and/or removal of native trees will be addressed in the biological resources analysis in this Initial Study and in the EIR.) Impacts related to loss or conversion of forest land will not be further analyzed in the EIR.

*e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

**No Impact.** A small area of Farmland is located along the project alignment, and some forest lands may be located in the project area as well. However, as characterized above, no Farmland or forest land would be converted to non-agricultural or non-forest uses as a result of the project. The project is located within an existing transmission corridor and existing electrical switching stations and would not, therefore, result in land use conversions. Temporary construction effects may occur outside of the corridor; however, once construction is complete site rehabilitation activities would be undertaken to return the construction areas to their original condition. For these reasons, no farmland or forest land would be converted or otherwise affected by the proposed project, and no impact would occur. This issue will not be further analyzed in the EIR.

## References

- California Department of Conservation. 2016. "Los Angeles County Williamson Act FY 2015/2016" [map]. 1:120,000. Sacramento, CA: California Department of Conservation, Division of Land Resource Protection. 2016. Accessed July 5, 2017. <http://www.consrv.ca.gov/dlrp/lca/Pages/Index.aspx>.
- FMMP (Farmland Mapping and Monitoring Program). 2016. "Los Angeles County Important Farmland 2012" [map]. 1:120,000. Sacramento, CA: Farmland Mapping and Monitoring Program. April 2016. Accessed July 5, 2017. [http://www.conservation.ca.gov/dlrp/fmmp/Pages/county\\_info.aspx](http://www.conservation.ca.gov/dlrp/fmmp/Pages/county_info.aspx).

### 3.3 Air Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?***

**Potentially Significant Impact.** The proposed project is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The most recent applicable air quality plan is the SCAQMD 2016 Final Air Quality Management Plan (AQMP), which includes reduction and control measures that are outlined to mitigate emissions based on existing and projected land use and development. The AQMP is designed to meet applicable federal and state requirements for ozone (O<sub>3</sub>) and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM<sub>2.5</sub>). The proposed project would generate short-term air quality emissions during construction activities with the use of construction equipment and vehicle trips to and from the project alignment. Operational emissions may also occur in association with maintenance activities. The EIR will evaluate the project's consistency with the SCAQMD 2016 AQMP.

**b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

**Potentially Significant Impact.** Construction of the proposed project would generate short-term criteria air pollutant emissions associated with entrained dust (earth movement) and internal



combustion engines used by on-site construction equipment and from off-site worker vehicles and truck trips. Criteria air pollutants associated with construction of the proposed project include volatile organic compounds (VOCs), oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), particulate matter with an aerodynamic diameter equal to or less than 10 microns (PM<sub>10</sub>), and PM<sub>2.5</sub>. Activities that would generate air pollutant emissions include site preparation, installation and removal of transmission structures, conductor stringing and conductor removal, workforce travel, construction material transport, and site rehabilitation. Project-generated maximum daily construction emissions would potentially exceed the SCAQMD regional daily construction emissions significance thresholds and localized significance thresholds. Construction activities would be short-term in nature and would not add to long-term air quality degradation; however, the impacts are potentially significant and will be analyzed further in the EIR. Operational activities may also generate VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions, although operational activities are expected to be minimal and would not differ substantially from current maintenance activities for the 115 kV line that would be replaced by the project. Nevertheless, both construction and operational emissions will be further discussed in the EIR.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

**Potentially Significant Impact.** An area is designated as in attainment when it is in compliance with the National Ambient Air Quality Standards (NAAQS) and/or the California Ambient Air Quality Standards (CAAQS). The SCAB is a nonattainment area for O<sub>3</sub>, nitrogen dioxide (NO<sub>2</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> under the NAAQS and/or CAAQS as a result of cumulative emissions from motor vehicles, off-road equipment, commercial and industrial facilities, and other emission sources. Projects that emit these pollutants or their precursors (e.g., VOC and NO<sub>x</sub> for O<sub>3</sub>) can potentially contribute to poor air quality.

As discussed under Section 3.3(b), construction activities associated with the proposed project would result in short-term increases in pollutant emissions, and operational activities may also result in pollutant emissions. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. If a project does not exceed thresholds and is determined to have less-than-significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality. The basis for analyzing the project's cumulatively considerable contribution is if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact) as well as

consistency with the SCAQMD 2016 AQMP, which addresses the cumulative emissions in the SCAB. Criteria air pollutant emissions anticipated to result from construction and operation of the proposed project will be quantified as part of the EIR. This analysis will evaluate whether the proposed project would result in a cumulatively considerable net increase in criteria air pollutants for which the SCAB has been designated nonattainment.

**d) *Would the project expose sensitive receptors to substantial pollutant concentrations?***

**Potentially Significant Impact.** Sensitive receptors in proximity to the project alignment primarily consist of residential neighborhoods along the project alignment in Sylmar and Santa Clarita. Due to the proximity of sensitive receptors to the project alignment and the potential for the project to produce pollutants during the construction phase, this issue will be further analyzed in the EIR.

**e) *Would the project create objectionable odors affecting a substantial number of people?***

**Potentially Significant Impact.** Construction-related odors that would potentially be detected during construction of the project would include diesel exhaust, petroleum products used in motor vehicles, and freshly graded earth. Operational maintenance activities may also involve grading and use of diesel and petroleum products. However, the operation of transmissions lines is not typically associated with odor complaints. Nevertheless, the potential for the project to create objectionable odors will be further discussed in the EIR.

**References**

None.

**3.4 Biological Resources**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INITIAL STUDY  
PP1 AND PP2 TRANSMISSION LINE CONVERSION PROJECT

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

**Potentially Significant Impact.** The proposed project would traverse numerous habitat areas, some of which may have the potential to support special-status species. The proposed project (particularly construction activities) may have the potential to disturb such species and/or their habitat. As part of the EIR, a detailed biological resources report will be prepared that would describe the habitat types within the project area and will identify any special-status species that occur or have the potential to occur in the project area. The report will also describe any potential impacts that may occur to such species as a result of the project.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

**Potentially Significant Impact.** The project alignment traverses riparian habitat, including the Santa Clara River. As described in Section 3.4(a), the EIR would include a detailed biological resources report. The report would describe sensitive natural communities in the project area, including riparian habitats. The report will also describe any potential impacts resulting from the project that may occur to sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**Potentially Significant Impact.** The project alignment traverses riparian areas, such as the Santa Clara River. As described in Section 3.4(a), the EIR would include a detailed biological resources report. The report will evaluate whether there are any federally protected wetlands within the project area. In the event that such wetlands are present, they could be affected during construction of the project, due to increased ground disturbance, human activity, and vehicle activity in the vicinity. In the event that federally protected wetlands are identified within the project area, the biological resources report would also evaluate the project's potential to affect such resources. In the event that effects are identified, applicable protection measures and permits would be described in the report and in the EIR.

- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

**Potentially Significant Impact.** The project alignment traverses numerous open space areas, portions of which may serve as a wildlife corridor. Some open spaces areas also support riparian and woodland habitat, which can be used by fish and birds for migration and/or nursery areas. As described in Section 3.4(a), the EIR would include a detailed biological resources report. The report will evaluate the potential for the project area to support wildlife corridors and/or nursery sites. In the event that corridors and/or nursery sites are identified, the report will discuss the potential for the project to affect the movement of native species within the corridors and/or the use of nursery sites by native species. In the event that effects are identified, applicable protection measures would be described in the report and in the EIR.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**Potentially Significant Impact.** The project alignment extends across three local jurisdictions: City of Los Angeles, unincorporated County of Los Angeles, and City of Santa Clarita. As described in Section 3.4(a), the EIR would include a detailed biological resources report. The report will include a description of local policies and/or ordinances protecting biological resources, including tree preservation policies. It will also evaluate the project’s consistency with those policies and ordinances. The findings will be summarized in the EIR.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

**No Impact.** The project alignment City is not within a habitat conservation plan or natural community conservation plan (CDFW 2017). Therefore, implementation of the proposed project would not conflict with the provisions of an adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat plan, as none apply to the project area. No impacts would occur as a result of the proposed project. This issue will not be further analyzed in the EIR.

**References**

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**3.5 Cultural Resources**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

**Potentially Significant Impact.** The proposed project would traverse areas that may have historical resources. As part of the EIR, a records search and pedestrian survey will be conducted and a detailed cultural resources report will be prepared that would describe any historical resources within the project area and any potential impacts that may occur to such resources as a result of the project.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

**Potentially Significant Impact.** The proposed project would traverse areas that may have archaeological resources. As part of the EIR, a records search and pedestrian survey will be conducted and a detailed cultural resources report will be prepared that would describe any archaeological resources within the project area and any potential impacts that may occur to such resources as a result of the project.

- c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Less Than Significant With Mitigation Incorporated.** Portions of the project area are considered highly sensitive for paleontological resources. A paleontological records search requesting an inventory of paleontological resources within a one-mile-buffer was sent to the Natural History Museum of Los Angeles (LACM) on August 25, 2017, and the results were received on September 19, 2017 (McLeod 2017). The paleontological records search results are discussed below within the context of the geological units present onsite. Based on geological mapping by Dibblee (1991, 1996a, 1996b) at a scale of 1:24,000, the project alignment is underlain by seven geological units ranging in age from recent to Cretaceous (~ 145 – 65 million years ago [Mya]). From youngest to oldest, these units include Holocene (< 12,000 years ago) terrestrial surficial gravels and

alluvium (map units Qg and Qa); Pleistocene (~ 2.6 Mya – 12,000 years ago) terrestrial older surficial sediments (map units Qog and Qoa); Pliocene to Pleistocene (~ 5.3 Mya – 12,000 years ago) terrestrial and marine Saugus Formation (map units Qts and Ts); Pliocene (~ 5.3 Mya – 2.6 Mya) shallow marine Pico Formation (map unit Tps); late Miocene to early Pliocene (~ 12 Mya – 3.6 Mya) terrestrial to shallow marine Towsley Formation (map units Ttoc, Ttos, and Ttog); late Miocene (~ 12 Mya – 5.3 Mya) marine Castaic Formation (map unit Tc), and middle Miocene (~ 16 Mya – 12 Mya) terrestrial Mint Canyon Formation (map unit Tmc). In addition to these geological units, McLeod (2017) reported the alignment possibly affecting minimal exposures of Cretaceous (~ 145 Mya – 65 Mya) or older metamorphic rocks in northeastern Grapevine Canyon. These metamorphic rocks would not yield recognizable fossils and have no paleontological sensitivity. The paleontological sensitivities of the sedimentary geological units within the alignment are presented below.

### **Surficial Holocene Gravels and Alluvium**

Because of its young age, surficial Holocene gravels and alluvium have low paleontological sensitivities; however, the paleontological sensitivity increases to high with depth where young alluvium transitions into Pleistocene old alluvium (terrestrial older surficial sediments of Dibblee [1991, 1996a, 1996b]).

### **Older Surficial Gravels and Alluvium**

Pleistocene older surficial sediments have yielded a multitude of “Ice Age” vertebrates throughout southern California including fishes, amphibians, reptiles, birds, and mammals (Jefferson 1991).

According to the records search results, no fossil localities are documented from older Quaternary deposits within the project area; however, specimens of mastodon (*Mammut*) and horse (*Equus*) were reported from older surficial sediment fill (McLeod 2017). Additional nearby older surficial sediment localities reported by the LACM include fossil bison (*Bison*) and mammoth (*Mammuthus*) from the Van Norman Reservoir to the south of the project area (McLeod 2017). Older surficial sediments are assigned high paleontological sensitivity.

### **The Saugus Formation**

The Pleistocene to Pliocene Saugus Formation has yielded marine invertebrate fossils (Groves 1991) and terrestrial vertebrates (Jefferson 1991) in northern Los Angeles County.

According to the records search results, no fossil localities are documented from the Saugus Formation within the project area; however, nearby localities produced fossil specimens of finch (Fringillidae), pocket mouse (Heteromyidae), squirrel (Sciuridae), pocket gopher (*Thomomys*), and deer mouse (*Peromyscus hagermanensis*) (McLeod 2017). These specimens were collected through

sediment screening. Additional Saugus Formation fossil specimens documented near the project area include camel (Camelidae), horses (*Equus*), and dog (Canidae) (McLeod 2017). The Saugus Formation is assigned high paleontological sensitivity.

### **The Pico Formation**

The Pliocene Pico Formation has produced many significant vertebrate and invertebrate fossils in Los Angeles County. Squires et al (2006) documented 53 species of fossil invertebrates from the Pico Formation of the Valencia area, and fossil fishes have been identified in and around the greater Los Angeles area (Fierstine et al. 2012).

According to the records search results, no fossil localities are documented from the Pico Formation within the project area; however, nearby localities yielded bat ray (*Myliobatis*), guitarfish (*Rhinobatos*), requiem shark (*Carcharhinus*), basking shark (*Cetorhinus*), bonito shark (*Isurus planus*), white shark (*Carcharodon sulcidens*), sheephead (*Semicossyphus*), and undetermined sea lion (Otariidae) (McLeod, 2017). The Pico Formation is assigned high paleontological sensitivity.

### **The Towsley Formation**

The Pliocene to late Miocene, marine Towsley Formation has yielded significant paleontological resources in the Los Angeles County. Kern (1973) documented 141 species of fossil invertebrates as well as teeth of the sharks, *Isurus planus*, *Carcharodon sulcidens*, and *Carcharodon megalodon* (now known as *Carcharocles megalodon*) from Towsley Formation localities in Grapevine and Elsmere canyons.

According to the records search results, no fossil localities are documented from the Towsley Formation within the project area; however, nearby fossil localities produced fossil specimens of dugong (*Dusisiren jordani*), baleen whale (*Nannocetus*), and undetermined seal or sea lion (Pinnipedia) (McLeod 2017). The Towsley Formation is assigned high paleontological sensitivity.

### **The Castaic Formation**

The late Miocene Castaic Formation crops out within the project alignment and has produced marine invertebrates and vertebrates. Stanton (1960) documented an extensive invertebrate fauna in his thesis on the paleoecology of the Castaic Formation. Kellogg (1925) and Reppenning and Tedford (1977) documented a pinniped flipper from near Humphreys, California.

According to the records search results, no fossil localities are documented from the Castaic Formation within the project area; however, nearby localities produced fossil specimens of sea turtles (Cheloniidae and *Psephophorus*), baleen whale (Mysticeti), tapir (Tapiridae), and carnivore (Carnivora) (McLeod 2017). The Castaic Formation is assigned high paleontological sensitivity.



## The Mint Canyon Formation

The terrestrial, middle Miocene Mint Canyon Formation is mapped within the project alignment and is known to have yielded abundant vertebrate fossil remains. The middle Miocene age of the Mint Canyon Formation is based on the occurrence of the horse species, *Merychippus*, being found in the bottom of the section and *Hipparion* on the top (Durham et al. 1954). According to the UCMP online database, the UCMP has four Mint Canyon localities that have produced vertebrate fossils, and one that has produced over 1,000 plant fossils. Mount (1971) reported a locality between Placerita and Solemint Canyons that produced eight plant species and a snail. Maxson (1928) documented 11 vertebrate species from the formation, including four types of horse.

According to the records search results, no fossil localities are documented from the Mint Canyon Formation within the project area; however, the LACM contains numerous Mint Canyon Formation localities that are near the project area. Fossil specimens from these localities include tortoise (Testudinidae), rabbit (*Hypolagus apachensis*), elephant (*Gomphotherium*), rhinoceros (Rhinocerotidae), horses (*Hipparion*, *Pliobippus fossulatus*, and *Cormohipparion occidentale*), camel (*Alticamelus*), pronghorn antelope (*Merycodus necatus*), peccary (*Prosthenops*), and dog (Canidae) (McLeod 2017). The Mint Canyon Formation is assigned high paleontological sensitivity.

Construction activities associated with the proposed project would involve ground disturbance in areas of high paleontological sensitivity. Adverse effects to paleontological resources can occur if significant resources are uncovered during ground disturbance and subsequently destroyed, otherwise harmed, and/or not properly preserved. As such, mitigation measure MM-CUL-1 would be implemented to ensure that potential impacts to paleontological resources are reduced to a level below significance.

**MM-CUL-1** Prior to commencement of any grading activity on-site, LADWP shall retain a qualified paleontologist. The qualified paleontologist shall attend the preconstruction meeting and prepare a mitigation plan that outlines monitoring protocols to be followed during all rough grading and other significant ground-disturbing activities in geological units with high paleontological sensitivity. These units include previously undisturbed older surficial gravels and alluvium, Saugus Formation, Pico Formation, Towsley Formation, Castaic Formation, and Mint Canyon Formation. Paleontological monitoring shall not be required for excavations into rock units with no to low paleontological sensitivity, including Cretaceous or older metamorphic rocks, Holocene surficial sediments, previously disturbed deposits, or artificial fill. Paleontological monitoring shall be conducted by a qualified paleontological

monitor. A qualified paleontological monitor is defined as having (equivalent experience acceptable as appropriate):

“A BS or BA degree in geology or paleontology and one year experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in geology or paleontology is preferable, but is less important than documented experience performing paleontological monitoring...” (SVP 2010)

In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 25-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. If sedimentological indicators conducive to the preservation of microvertebrates (as defined by SVP [2010]) are encountered, test sediment samples shall be collected to determine the presence of microvertebrate fossils.

Following the paleontological monitoring program, a final report detailing the monitoring activities and any fossil specimens recovered, along with associated geological and paleontological data, shall be prepared.

*d) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

**Less Than Significant Impact.** As described under Section 3.5(b), portions of the project area are considered sensitive for previously uncovered cultural resources, which include human remains. Previously undiscovered human remains have the potential to be uncovered during ground-disturbing activities, which would be required for construction of the proposed project. If proper evaluation and protection of the human remains are not conducted, such remains could be disturbed, resulting in a potentially significant effect. In the unlikely event that human remains are unexpectedly encountered during construction activities for the new transmission lines and structures, there are laws and required procedures that would preclude potentially significant effects to human remains. These laws include State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which provide guidance with regard to the accidental discovery of human remains. In accordance with Section 7050.5 of the California Health and Safety Code, if

human remains are found during construction, the County coroner would be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains would occur until the County coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County coroner determines that the remains are, or are believed to be, Native American, he or she must notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains. Should remains be unearthed during any construction activities involved with the proposed project, required compliance with these laws would reduce any potential impact to less than significant. This issue will not be further analyzed in the EIR.

## References

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### 3.6 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

**Potentially Significant Impact.** Several major active earthquake fault zones and smaller earthquake faults are located within the general region of the proposed alignment (Division of Mines and Geology 1997, 1998a, 1998b). The San Gabriel Fault Zone is located approximately 0.5 miles west of the proposed alignment in the Santa Clarita Valley. At the southern end of the alignment, the transmission line corridor crosses the San Fernando Fault Zone. Portions of the San Fernando Fault, including the portion that is traversed by the alignment, are contained in an Alquist-Priolo Earthquake Fault Zone. The faults within the San Fernando Fault Zone ruptured in February 9, 1971, during the San Fernando Earthquake (Division of Mines and Geology 1998b). As such, portions of the immediate project area are susceptible to impacts related to surface rupture. A geologic report will be prepared for the proposed project, the results of which will be incorporated into the EIR. The report will evaluate the potential for the proposed project to expose people or structures to potential substantial adverse effects related to fault rupture. In the event that effects are identified, applicable seismic design measures would be described in the report and incorporated into the EIR analysis.

ii) *Strong seismic ground shaking?*

**Potentially Significant Impact.** The proposed project is located within the seismically active Southern California area and, like all locations within the region, the project area is potentially subject to strong seismic ground shaking. As discussed above in Section 3.6(a)(i), several major active earthquake fault zones are located within the general region of the proposed alignment. Numerous smaller active faults are also located within the general region. The proposed project would replace a 12-mile segment of an existing 115 kV transmission line with a new 230 kV transmission line within an existing transmission line corridor. The design of the proposed project facilities would be based on a comprehensive pre-construction geotechnical analysis and would conform to the latest version of the California Building Code, the Uniform Building Code, and all other applicable federal, state, and local codes relative to seismic design criteria. Although the project is not expected to increase the exposure of people or structures to potentially adverse effects from strong

ground shaking, this issue will be evaluated in the EIR once the results of the detailed geologic report are available.

*iii) Seismic-related ground failure, including liquefaction?*

**Potentially Significant Impact.** According to state hazard zone mapping data, the alignment passes through multiple liquefaction hazard zones (California Geological Survey 1998, 1999a, 1999b). These include areas where historical occurrence of liquefaction, or local geological, geotechnical, and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. As described in Section 3.6(a)(i), a detailed geologic report will be prepared for the project. The report will evaluate the potential for the proposed project to expose people or structures to potentially adverse effects due to seismic-related ground failure and liquefaction. In the event that impacts are identified, applicable design measures would be described in the report and incorporated into the EIR analysis.

*iv) Landslides?*

**Potentially Significant Impact.** According to state hazard zone mapping data, the alignment passes through multiple earthquake-induced landslide zones (California Geological Survey 1998, 1999a, 1999b). These include areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. As described in Section 3.6(a)(i), a detailed geologic report will be prepared for the project. The report will evaluate the potential for the proposed project to expose people or structures to potentially adverse effects related to landslides. In the event that impacts are identified, applicable design measures would be described in the report and incorporated into the EIR analysis.

*b) Would the project result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact.** Construction of the proposed project would result in ground surface disturbance during excavation and grading that could create the potential for erosion to occur. For example, ground disturbance would occur while preparing work areas for transmission structure installations and while excavating holes for foundations and pole installations. Ground disturbance also would occur during the decommissioning and removal of existing transmission line infrastructure. Although site rehabilitation activities would be undertaken to return construction areas to their original condition (see Section 2.2 of this Initial Study), construction activities would have the potential to result in soil erosion or loss of topsoil. Under the provisions of the California State Water Resources Control Board Storm Water Program, Storm Water General Construction

Permit BMPs, including the preparation of erosion control plans and a Storm Water Pollution Prevention Plan (SWPPP), would be employed to control any potential erosion or sedimentation impacts related to the proposed project construction and operation. Upon preparation of and compliance with the SWPPP and the associated stormwater BMPs, project would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

- c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

**Potentially Significant Impact.** See discussion under Sections 3.6(a)(iii) and 3.6(a)(iv).

- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

**Potentially Significant Impact.** Soils with high shrink swell potential could potentially occur in areas of temporary and permanent disturbance. Foundation failure as a result of soil expansion could expose people or structures to risks including loss, injury, or death from a falling power line or structure, resulting in a significant impact. This issue will be further evaluated in the geologic report and incorporated into the EIR analysis.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

**No Impact.** The proposed project would replace an existing transmission line and no septic tanks or alternative wastewater disposal systems are proposed. Therefore, no impact associated with the use of alternative wastewater disposal systems would occur.

## References

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### 3.7 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

**Potentially Significant Impact.** Principal greenhouse gases (GHGs) to be evaluated include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), O<sub>3</sub>, and water vapor. GHG emissions during project construction activities would occur primarily from the operation of off-road construction equipment and on-road trucks with internal combustion engines and the use of motor vehicles by construction employees travelling to and from the work sites. The EIR will further analyze GHG emissions to quantify and evaluate potential impacts.

- b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

**Potentially Significant Impact.** The proposed project would emit GHGs, and its potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs will be included in the EIR.

## References

None.

## 3.8 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
with an adopted emergency response plan or emergency evacuation plan?				
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** Implementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction activities would be temporary in nature and would involve the limited transportation, storage, usage, and disposal of hazardous materials. Such hazardous materials could include on-site fueling/servicing of construction equipment, and the transport of fuels, lubricating fluids, and solvents. Additionally, construction debris such as scrap metals and treated wood from removal of the existing 115 kV lines and associated transmission towers would be generated during construction. Improper storage, handling, and/or disposal of construction-related hazardous materials could pose a hazard to the public or the environment. However, all storage, handling, and disposal of such hazardous materials are regulated by the California Department of Toxic Substances Control, the U.S. EPA, the Occupational Safety & Health Administration, and the Los Angeles County Fire Department. Construction debris would be removed from the work sites, sorted, characterized, and disposed of or recycled by an LADWP waste management contractor. The transport, use, and disposal of construction-related hazardous materials would occur in conformance with applicable federal, state, and local regulations governing such activities. Construction impacts would be less than significant and will not be further analyzed in the EIR.

Once construction is complete, the operational activities along the transmission line corridor would not substantially change. Transmission line maintenance activities would continue to involve fuels and fluids for equipment and herbicides for vegetation control. As with existing conditions, use of hazardous materials would be subject to federal, state, and local health and safety requirements. Because no substantial changes in operational use of hazardous materials within the project area

would occur as a result of the proposed project, operational impacts would be less than significant and will not be further analyzed in the EIR.

- b) *Would the 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?*

**Less Than Significant Impact.** See the discussion under 3.8(a). Hazardous materials (namely, petroleum products for equipment, herbicides, and construction debris) would be used during construction and operation of the project. An upset or accident involving such hazardous materials could result in the release of such materials, which could pose a hazard to the public or the environment. However, the transport, storage, use, and handling of such materials would be required to occur in accordance with applicable federal, state, and local health and safety requirements. Compliance with regulations would minimize the likelihood of an upset and accident condition involving the release of hazardous materials used for construction or operational activities in the project area. Furthermore, use of such materials during construction would be temporary, and operational use of hazardous materials within the transmission corridor and the switching stations would not substantially change after construction of the proposed project is complete. As such, project activities are unlikely to involve the use of hazardous materials in a manner that would result in a significant hazard to the public or the environment.

Portions of the transmission corridor pass by commercial and industrial sites that may currently or previously have used hazardous materials. While unlikely, hazardous materials from these land uses could have entered soil or groundwater and migrated to the transmission line corridor. In the event that contaminated soils or groundwater is present within the project alignment, ground-disturbing activities during construction could uncover a contamination site. Additionally, the Sylmar Switching Station is the site of a release of electrical insulating oil (the oil was released during the 1994 Northridge earthquake). As such, soil contamination could be uncovered during construction activities at the Sylmar Switching Station. Uncovering of contamination sites may result in the release of contaminated soils or water to the environment, which could potentially create a hazard to the public or the environment. However, in the event that contaminated soils or groundwater are encountered during construction, workers would be required to adhere to existing state and federal requirements pertaining to safe handling and proper disposal of such wastes. Due to the unlikelihood of encountering a hazardous materials site and compliance with existing regulations that would protect workers and the environment from hazardous materials that may be used for the project or uncovered as a result of project activities, impacts would be less than significant and will not be further analyzed in the EIR.

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

**Less Than Significant Impact.** There are several schools within 0.25 mile of the project alignment, including Canyon Vista Children’s Academy (27757 Bouquet Canyon Road, Santa Clarita) and Golden Valley High School and William S. Hart Fire Academy (27051 Robert C. Lee Parkway, Santa Clarita) (California Department of Education 2014).

As discussed in Section 3.8(a), construction activities associated with the proposed project would involve relatively small amounts of commonly used hazardous substances such as fuels, lubricating fluids, and solvents. Construction may also involve handling, transport, and disposal of debris and scrap materials associated with removal of the existing 115 kV lines and transmission towers. Construction debris and chemicals such as fuels, fluids, and solvents used for construction would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials, which would reduce the likelihood that hazardous materials would be released to the environment. Consequently, upon compliance with applicable safety regulations, the use and handling of the materials involved with project construction would not pose a significant risk to nearby schools.

As discussed in Section 3.8(b), construction activities associated with the proposed project would involve ground disturbance. In the unlikely event that soil or groundwater contamination is encountered in the areas of ground disturbance, workers would be required to adhere to existing state and federal requirements pertaining to safe handling and proper disposal of such wastes. Adherence with regulations for safe handling and proper disposal of such wastes would minimize the likelihood of a release of hazardous materials and of adverse effects to nearby schools. For these reasons, construction effects are expected to be less than significant and will not be further analyzed in the EIR.

During operation, hazardous materials such as petroleum and herbicides may be periodically used for maintenance purposes along the project alignment and at the switching stations. However, these operational activities would occur within an existing transmission corridor and within existing switching stations that are currently maintained by LADWP. The activities and materials that are currently used to operate and maintain the facilities along the transmission corridor and within the switching stations would remain generally the same as existing conditions. As such, post-construction activities are not expected to introduce new sources of hazardous materials to the project area that could adversely affect nearby schools. As with existing conditions, use of hazardous materials during operation and maintenance activities would continue to be subject to federal, state, and local health and safety requirements. Compliance with applicable safety regulations would reduce the likelihood that hazardous materials would be released to the environment. Because no

substantial changes would result in operational use of hazardous materials within the project area, operational impacts would be less than significant and will not be further analyzed in the EIR.

- d) ***Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

**Less Than Significant Impact.** Several properties adjacent to the project alignment are listed on the California Department of Toxic Substances Control's EnviroStor database and the State Water Resources Control Board's GeoTracker site. For example, an oil well located approximately 300 feet northeast of a planned new transmission structure site is under investigation by the Los Angeles Regional Water Quality Control Board (RWQCB) for potentially injecting fluids produced by oil and gas extraction activities into the aquifer (RWQCB 2016). While the alignment passes through several industrial and commercial areas with sites that have reports of current and/or historical contamination, the alignment itself is not listed as a hazardous materials site on hazardous waste site lists (including the EnviroStor database, GeoTracker site, the Cortese list, the Superfund Site list, or other lists compiled pursuant to Section 65962.5 of the Government Code) (CalEPA 2017a, 2017b, 2017c, 2017d; DTSC 2007; DTSC 2017a; SWRCB 2017a; U.S. EPA 2017a, 2017b). An exception is the Sylmar Switching Station, which is identified as the site of voluntary cleanup action in the EnviroStor database. This site is owned and operated by LADWP and is the southern terminus of the project alignment. During the 1994 Northridge earthquake, on-site transformers at the Sylmar Switching Station were damaged and electrical insulating oil was spilled. Soil samples conducted after the earthquake revealed the presence of polychlorinated biphenyls (PCBs) in the soil. Subsequently, LADWP entered into a Voluntary Cleanup Agreement with the California Department of Toxic Substances Control. Remedial investigations began and are still underway at the time of this writing (DTSC 2017b). As such, the Sylmar Switching Station may contain soil contamination that has not yet been addressed. In the event that contaminated soils are encountered during work at the Sylmar Switching Station, workers would be required to adhere to existing state and federal requirements pertaining to safe handling and proper disposal of any contaminated soils. Additionally, as described above, a number of hazardous wastes sites lie outside of, but adjacent to, the project alignment. A majority of these sites consist of commercial or industrial properties with chemical spills or leaking underground storage tanks. Many sites are listed as "completed – case closed," indicating that the leak, spill, cleanup, and/or investigation has been addressed. Case closure is given when corrective action at the site has been completed and any remaining petroleum constituents from the release are considered to be low threat to human health, safety, and the environment (SWRCB 2017b). Nevertheless, contamination from these sites could have entered soil or groundwater and migrated to the transmission line corridor. In the unlikely event that soil or groundwater contamination is encountered in the areas of ground disturbance for the project, workers would be required to adhere to existing

state and federal requirements pertaining to safe handling and proper disposal of contaminated soils or water. Adherence to regulations for safe handling and proper disposal of contaminated soils or water would minimize the likelihood that significant hazards would occur to the public or to the environment as a result of ground disturbing activities within or near contamination. For these reasons and upon required compliance with laws concerning hazardous materials, impacts would be less than significant, and this issue will not be further addressed in the EIR.

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

**Less Than Significant Impact.** The nearest airport to the project alignment is the Whiteman Airport, which is located approximately 5 miles southeast of the southern terminus of the project alignment (Caltrans 2017). The project alignment is located well outside of the airport influence area of this airport (County of Los Angeles 2017). As such, the project area is not located within a 2-mile radius of any public airport, and no airport land use plans apply to the project alignment. Therefore, the proposed project would not create an airplane safety hazard for people residing or working in the project area. Construction of the proposed project may involve temporary, intermittent use of helicopters to install transmission structures for the new 230 kV line, to remove the existing transmission towers for the 115 kV line, and to string new conductors. Helicopter flight paths will generally be limited to the existing transmission corridor. Helicopter use would occur in accordance with all applicable federal, state, and local aviation rules and regulations, and will not create any new hazards. In addition, LADWP would coordinate with local airports regarding helicopter operations and flight plans, as necessary. For these reasons and upon compliance with applicable aviation rules and regulations, helicopter use would not result in a safety hazard for people residing or working in the area. Impacts related to airports and aviation hazards would therefore be less than significant, and this issue will not be further analyzed in the EIR.

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

**No Impact.** The project area is not located within the vicinity of a private airstrip (Airnav.com 2017). As such, no impact would occur related to safety hazards associated with private airstrips, and this issue will not be further analyzed in the EIR. See the discussion under Section 3.8(e) for information and analysis regarding the project's use of helicopters during construction.

*g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**Less Than Significant Impact.** There are several emergency response plans and emergency evacuation plans that apply to the project area. The Los Angeles County All-Hazards Mitigation Plan prepared by the County Chief Executive Office – Office of Emergency Management sets strategies for both natural and human-caused hazards in the County. The All-Hazards Mitigation Plan, which has been approved by the Federal Emergency Management Agency and the California Emergency Management Agency, includes a compilation of known and projected hazards in the County and describes historical disasters in the County. The plan is a County-wide compilation of future mitigation strategies and programs and addresses all major natural and human-caused disasters that fall within the responsibility of the County departments within the geographic County, including earthquakes, fires, utility loss, hazardous materials, dam failure, and landslides. The plan specifically addresses the unincorporated areas of the County; however, many of the strategies and mitigation apply to incorporated areas as well. The Office of Emergency Management also prepares the Operational Area Emergency Response Plan, which establishes the County’s emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts among the various emergency departments, agencies, special districts and jurisdictions that comprise the Los Angeles County Operational Area (County of Los Angeles 2015). The City of Los Angeles has a Local Hazard Mitigation Plan, which includes a thorough hazard vulnerability analysis, community disaster mitigation priorities, and plans for mitigation strategies and projects. The City of Los Angeles is currently in the process of updating its Local Hazard Mitigation Plan, and a draft of the revised plan was made available for review in June 2017 (City of Los Angeles 2017). The City of Santa Clarita also has a Hazard Mitigation Plan and is in the process of updating the plan. As with the County and City of Los Angeles, the City of Santa Clarita’s Hazard Mitigation Plan contains provisions to reduce risks and effects from natural hazards (City of Santa Clarita 2017). Additionally, the Los Angeles County Department of Public Works designates disaster routes throughout the County. The project alignment crosses several designated “Primary Disaster Routes” and “Secondary Disaster Routes.” From north to south, the project alignment would cross over the following County-designated disaster routes: Copper Hill Drive, an east–west trending Secondary Disaster Route located along the northern boundary of the City of Santa Clarita; Bouquet Canyon Road, a northeast–southwest trending Secondary Disaster Route within the northern portion of the City of Santa Clarita; Soledad Canyon Road, an east–west trending Secondary Disaster Route extending across the City of Santa Clarita; Golden Valley Road, a Secondary Disaster Route in the City of Santa Clarita that connects Soledad Canyon Road to SR 14; Sierra Highway, a northeast–southwest trending Secondary Disaster Route within the southeastern portion of the City of Santa Clarita; SR 14, a Primary Disaster Route that extends through the



southeastern portion of the City of Santa Clarita; and, Interstate 210 and Interstate 5, Primary Disaster Routes in the City of Los Angeles (County of Los Angeles 2012).

During construction of the proposed project, temporary road closures may be periodically required, which could interfere with use of an emergency evacuation route and/or implementation of an emergency response or evacuation plan, in the unlikely event that an emergency coincided with a road closure. LADWP would prepare and implement traffic control plans for the project. The traffic control plans would define the locations of road closures and would define the use of flag persons, warning signs, lights, barricades, cones, etc. that would be used to safely direct vehicles around road closures. The traffic control plans would set forth construction practices that would help avoid disruptions or delays in access for emergency service vehicles. The traffic control plans would also include provisions for coordination between local emergency service agencies and LADWP or its construction contractor. Local police departments, fire departments, ambulance services, and paramedic services would be notified in advance of each road closure. Upon preparation and compliance with traffic control plans, project construction is not expected to interfere with implementation of an adopted emergency response plan or emergency evacuation plan.

Operation of the proposed project would involve maintenance of a 230 kV transmission line within an existing transmission corridor, in place of the existing 115 kV line that would be removed under the project. LADWP already conducts operational and maintenance activities within this existing transmission corridor. Converting an existing 115 kV line to a 230 kV line would not result in any land use changes or substantial changes in LADWP's operational activities. In the event of an emergency, the evacuation and response plans for the County of Los Angeles, City of Santa Clarita, and City of Los Angeles would be implemented and would proceed in the same manner with or without the proposed project. For these reasons, impacts would be less than significant, and this issue will not be further analyzed in the EIR.

- h) Would the 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?*

**Less Than Significant With Mitigation Incorporated.** The proposed project extends across several wildland areas and areas where wildlands converge with residential neighborhoods. As such, the project is located in an area that is susceptible to wildfire, and the project alignment is primarily located within areas that have been designated as Very High Fire Hazard Severity Zones, as shown in the County of Los Angeles General Plan (County of Los Angeles 2015). During construction of the project, heat or sparks from construction equipment, vehicles, tools, and helicopters, as well as the use of flammable hazardous materials, have the potential to ignite adjacent vegetation and start a

fire, especially during weather events that include low humidity and high wind speeds. In the event that construction were to cause ignition of a wildland fire in the project area, and the fire is not properly contained, potentially significant risk of loss, injury, or death could occur. As such, MM-HAZ-1 is set forth to ensure that the potential risk of wildfire ignition and spread associated with construction of the proposed project is reduced.

Operations and maintenance activities for the proposed project would resemble those currently administered by LADWP and activities are not expected to increase in duration, intensity, or frequency. The project would continue to be maintained in accordance with clearance requirements for safe operation and use of overhead lines. Therefore, impacts related to wildland fire hazards due to operations and maintenance activities would be less than significant; however, mitigation would be required during construction to reduce impacts to below a level of significance. Therefore, upon implementation of MM-HAZ-1, impacts would be less than significant with mitigation incorporated. This issue will not be further analyzed in the EIR.

**MM-HAZ-1** Prior to construction, the Los Angeles Department of Water and Power shall develop a Fire Risk Management Plan that addresses training of construction crews and provides details of fire suppression and reporting procedures and equipment to be maintained on site during construction. The Los Angeles Department of Water and Power shall monitor construction activities to ensure implementation and effectiveness of the Fire Risk Management Plan. The final plan shall be implemented during all construction activities. At minimum, the plan will include the following:

- Requirements for workers to park away from dry vegetation.
- Requirements for flammable materials to be properly handled and stored.
- Procedures for minimizing potential ignition, including, but not limited to, helicopter operations, vegetation clearing, parking requirements/restrictions, idling restrictions, smoking restrictions, proper use of gas-powered equipment, use of spark arrestors, and hot work restrictions.
- Work restrictions during Red Flag Warnings and High to Extreme Fire Danger days.
- Detailed information for reporting started or observed fires to appropriate fire agencies.
- Worker training for fire prevention, initial attack firefighting, and fire reporting.
- Emergency communication, response, and reporting procedures.

- Coordination with local fire agencies to facilitate emergency access to the project alignment, if necessary.
- Emergency contact information.
- Requirements for fire-suppression equipment and materials to be kept in vehicles and adjacent to all work areas and staging areas and to be clearly marked.
- Requirements for all vehicles to carry fire suppression equipment.

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### 3.9 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project violate any water quality standards or waste discharge requirements?*

**Less Than Significant Impact.** The project is not anticipated to violate any water quality standards or waste discharge requirements during construction or operation, for the reasons described below.

**Stormwater Runoff During Construction**

During construction, stormwater runoff could potentially violate applicable water quality standards by introducing pollutants to stormwater runoff. There are two primary ways that construction activities could adversely affect water quality:

- **Land disturbances:** Land disturbances such as vegetation removal, compaction, grading, and temporary soil stockpiling could potentially increase sediment levels in stormwater runoff by eroding soils that have been loosened or newly exposed by construction activity. Land disturbances can also decrease the infiltration capacity of soils in the work area through compaction of native soils from foot traffic, heavy machinery, and equipment laydown. Depending on the pattern, magnitude, and extent of construction activities, stormwater flows that would otherwise not be erosive can become both channelized and accelerated, leading to soil loss, rilling, and/or gullying on site or downgradient.
- **Spill and/or leaks:** Materials that could spill or leak include diesel fuel, gasoline, lubrication oil, cement slurry, hydraulic fluid, antifreeze, transmission fluid, lubricating grease, and construction-related trash and debris. Due to the nature of the proposed construction activities, only minor quantities of these materials would be required in any one work area along the project alignment. The amount used would be the minimum necessary to fuel vehicles, power equipment, and complete activities. Improper management of hazardous materials could result in accidental spills or leaks, which could locally contaminate either shallow groundwater or the closest surface water body.

Potential water quality impacts associated with construction would be temporary and highly localized, because all work areas would be restored to preconstruction conditions to the extent practicable and in accordance with the project-specific SWPPP, which is further described below. In some cases, small streams may need to be crossed to access work areas during construction. However, this work would be performed in accordance with the requirements of federal and state permits under Clean Water Act Sections 404 and 401 and California Fish and Game Code Section 1602, as applicable (see Section 2.4 of this document for a list of the required permits that are anticipated for this project). In addition, small quantities of fuels, lubricants, and solid and liquid wastes could temporarily be stored within work areas. It should be noted that hazardous materials impacts are addressed in Section 3.8, Hazards and Hazardous Materials, and direct impacts on

jurisdictional waters are addressed in Section 3.4, Biological Resources. (As described in Section 3.4, impacts to jurisdictional waters will be further analyzed in the EIR.)

Nearly all temporary work areas would overlap with LADWP's existing right-of-way, existing roads, or locations that have been previously disturbed due to routine operation and maintenance activities along the transmission corridor. However, in certain locations, new land disturbances may be required to establish or rehabilitate access roads and to prepare work pads for construction and maintenance purposes. The required land disturbances would be highly dispersed both geographically and over time. This means that at any one time, disturbance areas would be minor, and construction activities would proceed incrementally along the project alignment. However, because land disturbances associated with the project would cumulatively be greater than one acre in size, LADWP and/or its contractor would be required to submit a Notice of Intent to the State Water Resources Control Board (SWRCB) in order to obtain approval to carry out construction activities under the Construction General Permit. This permit includes a number of design, management, and monitoring requirements for the protection of water quality and the reduction of construction-phase impacts related to stormwater (and some non-stormwater) discharges. Compliance with the Construction General Permit requires that a SWPPP be developed and implemented by qualified individuals, as defined by the SWRCB. The SWPPP includes BMPs for preventing water quality degradation, identifying stormwater collection and discharge points, and maintaining drainage patterns across the project area. The exact type and location of construction site BMPs in the final SWPPP would be based on site-specific conditions and receiving water risk. At a minimum, BMPs would include erosion controls (e.g., mulches, soil binders, erosion control blankets/mats, outlet projection/energy dissipation devices), sediment controls (e.g., silt fences, fiber rolls, gravel bags), tracking controls (e.g., stabilized construction entrance/exit, entrance/outlet tire wash), wind erosion controls, non-stormwater management, and materials and water management (cleanup and containment of trash and debris, stockpile management, spill prevention and control, hazardous waste management). Implementation of these BMPs included in the SWPPP would protect water quality due to construction-induced erosion and sedimentation within the project alignment, and would include hazardous materials BMPs necessary to prevent or contain spills or leaks associated with construction equipment and materials.

Although construction activities have the potential to adversely affect water quality, required coverage under the statewide Construction General Permit would be adequate to ensure that potential construction-related impacts on water quality are avoided or substantially minimized. It would also ensure that the project would not violate any SWRCB or RWQCB standards or waste discharge requirements. Following construction, all work areas would be restored to pre-construction conditions to the extent practicable, as described in Section 2.2 of this Initial Study. For

these reasons, construction impacts on stormwater quality would be less than significant, and this issue will not be further analyzed in the EIR.

### **Non-Stormwater Impacts During Construction**

Construction activities may involve dewatering discharges of groundwater to allow for dry working conditions in areas of the alignment that have high groundwater. While unlikely, there could be pollutants present in the groundwater. If contaminated groundwater is discharged into the stormwater drainage system or into a waterway, it could affect the quality of the receiving water. However, such discharges are governed under the General National Pollutant Discharge Elimination System (NPDES) Permit for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters (Order No. R4-2013-0095, NPDES No. CAG994004). This permit requires permittees to conduct monitoring of dewatering discharges and adhere to effluent and receiving water limitations set forth in the permit so that the water quality of surface waters is protected. Compliance with the dewatering permit would minimize the potential effects of dewatering discharges. Compliance with RWQCB permit requirements for the discharge of groundwater during construction is expected to reduce any potential water quality impacts to a less than significant level. This issue will not be further analyzed in the EIR.

### **Operation and Maintenance**

Stormwater runoff during operation and maintenance activities would be similar to the existing conditions, because the new transmission line would remain aboveground and would generally be situated along the same alignment as the existing transmission line that is being replaced. Although the location of transmission structures would change slightly, the footprints of the proposed transmission structures are insufficient to cause any appreciable or measurable change in stormwater drainage or flow patterns. Operation and maintenance activities would not involve any permanent non-stormwater discharges. For these reasons, the operation and maintenance impacts of the project on water quality would be less than significant, and this issue will not be further analyzed in the EIR.

- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

**Less Than Significant Impact.** The project would not involve construction, alteration, or removal of any groundwater wells. As such, no direct impacts to groundwater would occur as a result of the project. The project would not result in a land use change that would lead to a substantial increase in



water use, having the potential to substantially lower groundwater levels. Any amount of water used for workers or for cleaning activities during construction and/or operations and maintenance activities would be minor and would be commercially sourced. Construction water use would be temporary, and operational water use for maintenance activities would be generally the same as existing conditions. As such, the proposed project would not result in water consumption that would substantially lower groundwater levels.

Some dewatering may be required during construction. Dewatering activities could potentially result in temporary and localized fluctuations in the depth of groundwater near the site of dewatering. However, such fluctuations would not substantially deplete groundwater supplies. They would be limited in duration and scope and would not permanently lower the groundwater table.

The location of transmission structures for the replacement 230 kV line would slightly change upon project implementation relative to the location of the existing towers for the 115 kV line. However, the footprints of the new transmission structures would not cause any appreciable or measurable change in groundwater infiltration. For these reasons, impacts related to groundwater would be less than significant, and this issue will not be further analyzed in the EIR.

- c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

**Less Than Significant Impact.** Crossing existing drainages may be necessary to access some of the work areas. Any work in such areas would be performed in accordance with the requirements of applicable federal and/or state permits under Clean Water Act Sections 404 and 401 and California Fish and Game Code Section 1602, as applicable. Minor temporary grading would be performed in select locations to improve project access or to establish work areas to accommodate equipment; however, this grading would be limited in scope and would not substantially alter site drainage or result in substantially increased erosion or siltation. Work areas would be restored after completion of work, as described in Section 2.2 of this document. Additionally, as described in Section 3.9(a), BMPs that would be required in accordance with the SWPPP would minimize the potential for erosion to occur as a result of project construction. Once construction is complete, disturbed areas would be restored to pre-construction conditions to the extent practicable, thereby minimizing any permanent changes to existing drainage patterns along the project alignment. Operation and maintenance activities would occur consistent with current LADWP operation and maintenance activities along the existing transmission corridor and at the switching stations. As such, operation and maintenance of the project is not expected to increase erosion or siltation in the project area. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

- d) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

**Less Than Significant Impact.** For the same reasons discussed in Sections 3.9(a) and 3.9(c), the project's impacts on flooding from altered drainage patterns would be less than significant. This issue will not be further analyzed in the EIR.

- e) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

**Less Than Significant Impact.** Portions of the project alignment are located within open space areas where municipal or otherwise developed stormwater collection systems are not established. The stormwater conveyance systems that are present in these undeveloped areas typically consist of open stormwater ditches and waterways along the alignment. Where the project crosses more urbanized areas, the commercial and/or residential areas adjacent to the transmission corridor are typically supported by developed stormwater collection systems. Impacts related to stormwater drainage systems could occur if the project causes runoff volumes to increase to the extent that the capacity of drainage systems are exceeded or if the project causes a substantial new source of polluted runoff. Construction impacts would include temporary ground disturbance and potential small-scale, highly localized changes in the existing drainage patterns due to the establishment of construction pads and the rehabilitation and/or establishment of access roads. Temporary impacts would be spread out along the linear footprint of the project work areas; therefore, no one area would have drainage patterns significantly altered. Construction activities would have the potential to create a temporary source of polluted runoff by introducing sediments or construction-related chemicals to stormwater. Dewatering may also occur at select work areas. In the event that any contaminated groundwater were encountered, discharges of the groundwater during dewatering could also introduce a source of polluted runoff. However, BMPs to minimize stormwater volumes and pollutants would be implemented during construction in accordance with the required SWPPP (see Section 3.9(a) for more details on BMPs that would be required during construction in accordance with the SWPPP). Additionally, compliance with the NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters would minimize the potential for dewatering to cause adverse effects to water quality. Once construction is complete, disturbed areas would be restored to pre-construction conditions to the extent practicable. This practice would minimize any permanent changes to existing drainage patterns along the project alignment.

Operation of the proposed project is not anticipated to substantially increase stormwater volumes such that the capacity of existing drainage systems are exceeded, nor is it anticipated to create a substantial additional source of polluted runoff. This is because the proposed project would not involve land use changes that would increase stormwater runoff or polluted runoff from the project area. The footprints of the new transmission structures would be located within the existing transmission corridor and would be insufficient in surface area to cause any appreciable or measurable change in stormwater drainage volume or flow patterns. The upgrades and tie-ins at the Haskell Canyon Switching Station and the Sylmar Switching Station would occur within the existing boundaries of the switching stations, which are already paved and developed with existing electrical equipment. As such, the project is not anticipated to substantially alter existing drainage patterns in the project area during operation. Operation and maintenance activities would occur consistent with current LADWP operation and maintenance activities in the project area. As such, operation and maintenance of the project is not expected to increase stormwater volumes or stormwater pollutants in the project area. For the reasons described above, construction and operational impacts would be less than significant, and this issue will not be further analyzed in the EIR.

*f) Would the project otherwise substantially degrade water quality?*

**No Impact.** There are no reasons, other than those already discussed in the preceding sections, that the project would degrade water quality. No impact would occur, and this issue will not be further analyzed in the EIR.

*g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

**No Impact.** The project does not involve housing. Therefore, no impact would occur, and this issue will not be further analyzed in the EIR.

*h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

**Less Than Significant Impact.** Portions of the alignment extend across areas designated as 100-year floodplains, such as the Santa Clara River (DWR 2017). However, the project would not affect or be affected by flooding. Where the new 230 kV line crosses 100-year floodplains, it would be replacing an existing 115 kV line that currently crosses the same floodplains. Therefore, the new line would not alter existing conditions. Although the locations of new transmission structures may differ slightly from the location of the existing 115 kV line's transmission towers, the footprint of each new structure would be insufficient in size to result in measurable changes in the volume,

velocity, or extent of flood hazards, due to the small cross-sectional area that the transmission structure footings would occupy. Transmission structures are designed to withstand loads from a variety of natural disasters, including earthquakes and strong wind events. As such, the new transmission structures would not affect or be damaged by a 100-year flood flow. Given these factors, the project would have a less than significant impact with regard to impeding or redirecting flood flows, and this issue will not be further analyzed in the EIR.

*i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

**Less Than Significant Impact.** As described in Section 3.9(h), the project alignment extends across several areas that may be susceptible to 100-year floods. Additionally, there are levees in the project area that are associated with the Santa Clara River. Castaic Lake is located approximately 5 miles northwest of the project site. In the unlikely event of dam or levee failure, areas south of Castaic Lake and the Santa Clara River, including the project area, could potentially be affected. However, as described in Section 3.9(h), the project is not expected to be damaged by flood flows, due to the design requirements for transmission structures. The project does not involve any habitable structures; as such, it would not introduce additional inhabitants of areas that are at risk for flooding, including flooding as a result of levee or dam failure. Impacts would therefore be less than significant, and this issue will not be further analyzed in the EIR.

*j) Inundation by seiche, tsunami, or mudflow?*

**Less Than Significant Impact.** The project alignment is located over 20 miles north of the Pacific Ocean; as such, it is not expected to be susceptible to inundation by tsunami. The project alignment is approximately 5 miles south/southeast of Castaic Lake. In the unlikely event of a seiche, portions of the Santa Clarita Valley could be affected. However, as explained in Section 3.9(h), the project is not expected to be damaged by flood flows, due to the design requirements for transmission structures. (This would include flooding as a result of a seiche.) The project alignment crosses a number of steep, hilly areas, which could be subject to mudflow. However, as described in Section 3.9(h), transmission structures are generally designed to withstand a variety of natural hazards. As such, substantial damage from mudflow is not anticipated. For these reasons, impacts would be less than significant, and this issue will not be further analyzed in the EIR.

## References

DWR (Department of Water Resources). 2017. "Best Available Maps." Accessed August 29, 2017.  
<http://gis.bam.water.ca.gov/bam/>.

### 3.10 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) *Would the project physically divide an established community?***

**No Impact.** The project would involve replacing an existing 115 kV transmission line with a new 230 kV transmission line within an existing transmission corridor. While the existing transmission corridor extends through neighborhoods and commercial areas, this existing transmission corridor would remain in place with or without the proposed project. The location of the new 230 kV line would be slightly different from that of the existing line. However, the new line would still be situated within the existing transmission corridor, which has been used for such purposes for nearly 100 years. The project would also involve switching station tie-ins and upgrades to an existing electrical switching station. However, this work would occur within the boundaries of the existing switching stations. As such, the project would not result in any land use changes that would introduce a physical division within an established community.

**b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?***

**No Impact.** The proposed project would involve replacing an existing transmission line within an existing transmission corridor, upgrading an existing electrical switching station, and switching station tie-ins. As such, the project would not result in a land use change that could conflict with existing land use policies or plans adopted by agencies with jurisdiction over local land uses. No impact would occur, and this issue will not be further analyzed in the EIR.

c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Impact.** The project alignment is not within a habitat conservation plan or natural community conservation plan (CDFW 2017). Therefore, implementation of the proposed project would not conflict with the provisions of an adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat plan, as none apply to the project area. No impacts would occur as a result of the proposed project. This issue will not be further analyzed in the EIR.

**References**

CDFW (California Department of Fish and Wildlife). 2017. “California Regional Conservation Plans” [map]. July 2017. Accessed July 7, 2017. <https://www.wildlife.ca.gov/Conservation/Planning/NCCP>.

3.11 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

**No Impact.** Within the community of Sylmar, the project alignment extends through areas mapped by the Division of Mines and Geology as Mineral Resource Zone (MRZ) 3 for aggregate resources. Mineral Resource Zone 3 is defined as “areas containing mineral deposits the significance of which cannot be evaluated from available data” (Division of Mines and Geology 1979). North of Sylmar, within the City of Santa Clarita and unincorporated areas, the project alignment extends through areas designated primarily as MRZ 3. However, small portions of the alignment also extend through

areas designated as MRZ 1 and MRZ 2. MRZ 1 is defined as “areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.” MRZ 2 is defined as “areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists” (Division of Mines and Geology 1979, 1983). As such, the project alignment extends through areas where mineral deposits are present or may be present. However, the project is located within an existing transmission corridor that has been used for electricity transmission purposes for nearly 100 years and within existing electrical switching stations. The proposed project involves replacing an existing 115 kV line with a new 230 kV line within the existing corridor, upgrading equipment at an existing electrical switching station, and switching station tie-ins. The project does not involve acquisition of additional right-of-way. As such, the project would not involve any land use changes that would affect availability of mineral resources. As such, no impact would occur, and this issue will not be further examined in the EIR.

**b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

**No Impact.** See the discussion under Section 3.11(a). As described above, the project alignment extends through areas that may contain mineral resources. However, the project would occur within an existing transmission corridor and within existing electrical switching stations. As such, the project would not involve any land use changes that would affect availability of mineral resources. No impact would occur, and this issue will not be further examined in the EIR.

## References

Division of Mines and Geology. 1979. “Mineral Land Classification Map – Aggregate Resources Only” [map]. San Fernando Quadrangle. May 25, 1979. Accessed September 1, 2017. <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>.

Division of Mines and Geology. 1983. “Mineral Land Classification and Index to Detailed Zone and Sector Maps for the Saugus – Newhall and Palmdale Production–Consumption Regions” [map]. Accessed September 1, 2017. <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>.

3.12 Noise

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Potentially Significant Impact.** The project alignment is adjacent to several residential neighborhoods and recreational areas and also passes within one-quarter mile of several schools. As such, proposed project construction and operation would occur in the vicinity of a variety of noise-sensitive receptors. (Noise-sensitive receptors are typically land uses such as residences, schools, hospitals, religious facilities, theaters, concert halls, libraries, and parks). The proposed project (particularly construction activities) may have the potential to generate noise in excess of standards that have been established by the local jurisdictions through which the alignment passes (namely,



County of Los Angeles, City of Santa Clarita, and City of Los Angeles). As part of the EIR, a detailed noise study will be conducted that will describe applicable noise standards and characterize the noise that is expected to be generated by the project during construction and operation. The noise analysis will then determine whether the project has the potential to exceed applicable standards and will assess whether a potentially significant impact could result.

**b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

**Potentially Significant Impact.** Temporary sources of groundborne vibration would be present during construction of the project. Operation of conventional heavy construction equipment such as drill rigs, bulldozers, and loaded haul trucks are potential sources of construction vibration. Typical peak particle velocity (PPV) levels for drill rigs and bulldozers measured at 25 feet from the source are approximately 0.085 inches per second. Typical levels from loaded haul trucks are 0.076 inches per second at 25 feet (FTA 2006). These vibration levels are below the Federal Transit Administration's threshold of potential damage for normal structures (0.20 peak particle velocity in inches per second). As such, the vibration produced during construction of the project would not normally be high enough to cause structural damage to nearby buildings and would not be considered excessive. Groundborne vibration and groundborne noise associated with construction would occur almost exclusively during daytime hours and would be of short duration at any one point along the project alignment. Further, project construction would not involve blasting, which is a significant source of groundborne vibration. However, project construction may require the use of pile drivers in certain areas along the alignment due to rough terrain, and upgrades at the Sylmar Switching Station may also involve pile drivers to establish foundations for new electrical equipment. Pile drivers can create a significant source of groundborne vibration; as such, construction-related vibration effects would be evaluated in the EIR. The noise study that would be conducted as part of the EIR would include an analysis of construction vibration and will determine whether the proposed use of pile drivers would create excessive groundborne vibration. During operation, the operational and maintenance activities for the project would not be substantially different from those that currently occur in the project area. Thus, no operational impacts related to vibration or groundborne noise would occur as a result of the project. For these reasons, operational impacts related to vibration and groundborne noise would be less than significant, and operational vibration will not be further analyzed in the EIR.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Potentially Significant Impact.** See the discussion under Section 3.12(a). As stated in that section, the project alignment is adjacent to several residential neighborhoods and recreational areas and also passes within one-quarter mile of several schools. As such, the project would occur within the vicinity of a variety of noise-sensitive receptors. In the event that the project resulted in a substantial permanent increase in ambient noise levels in the project vicinity, significant effects may occur. As part of the EIR, a detailed study will be conducted that will characterize permanent noise that may be associated with the project, if any. The noise analysis will then determine whether the project has the potential to cause a substantial permanent increase in ambient noise levels in the project vicinity and will assess whether a potentially significant impact could result.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Potentially Significant Impact.** See the discussion under Section 3.12(a). As stated in that section, the project alignment is adjacent to several residential neighborhoods and recreational areas and also passes within one-quarter mile of several schools. As such, the project would occur within the vicinity of a variety of noise-sensitive receptors. The proposed project (particularly construction activities) may have the potential to result in temporary, intermittent noise levels that are above the existing ambient noise levels in the project vicinity. As part of the EIR, a detailed study will be conducted that will characterize noise that would be caused by project construction activities. The noise analysis will then determine whether the temporary and periodic increases in noise that would be associated with project construction are considered significant.

- e) *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** As described in Section 3.8(e), the project area is not located within a 2-mile radius of any public airport or public use airport, and no airport land use plans apply to the project alignment. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with a nearby airport. No impact would occur, and this issue will not be further analyzed in the EIR.

- f) *Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** As described in Section 3.8(f), the project area is not located within the vicinity of a private airstrip. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with a nearby airport. No impact would occur, and this issue will not be further analyzed in the EIR.

**References**

FTA (Federal Transit Administration). 2006. *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. May 2006.

**3.13 Population and Housing**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

**No Impact.** The proposed project would replace an existing 115 kV transmission line with a new 230 kV transmission line within the same transmission corridor, would involve equipment upgrades within an existing electrical switching station, and would involve tie-ins of the new line at two existing switching stations. The proposed project would not include construction or operation of any new residential or commercial land uses and, therefore, would not result in a direct population

increase from construction of new homes or businesses. During the proposed construction activities, construction personnel would be required. The need for these workers would be accommodated within the existing and future labor market in the City of Los Angeles, City of Santa Clarita, and the nearby Los Angeles metropolitan area. When the new transmission line is operational, the proposed project would be unmanned, requiring only periodic maintenance, and would therefore not require permanent employees for operation. As such, implementation of the proposed project would not result in a direct increase in the permanent population of the area due to increases in employment opportunities.

The proposed project would involve replacement of an existing transmission line within an existing transmission corridor, equipment upgrades within an existing electrical switching station, and switching station tie-ins. The project would not extend electrical service to areas that are not currently served. Rather, the project would replace and upgrade an existing line that has been in place since the early 1900s. While the portion proposed for replacement would increase in voltage relative to existing conditions, the increased transfer capacity is required to accommodate the increasing renewable power sources that are being developed to the north of Haskell Canyon Switching Station. Although the system upgrades included in the proposed project would accommodate increased load growth in the service area, which could accommodate additional development and population in the area served, growth in the study area is planned and regulated by applicable local planning and zoning ordinances. The proposed project would result in no change in zoning or land use in the project area. Rather, the project would allow for additional renewable energy supplies to be delivered to the Los Angeles basin. The proposed project would not induce population growth beyond that which is already anticipated and allowable under existing, adopted plans and land use regulations. Accordingly, the proposed project would not indirectly induce population growth and impacts would be less than significant. This issue will not be further analyzed in the EIR.

**b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

**No Impact.** The proposed project would be constructed entirely within the existing transmission corridor and within the existing footprints of LADWP substation facilities and would result in no displacement of existing housing in the project area. No dwelling units would be demolished or otherwise made unusable as a result of the proposed project. Therefore, the proposed project would result in no impact associated with displacement of existing housing. This issue will not be further analyzed in the EIR.

c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact.** As discussed above, the proposed project would result in no displacement of existing dwelling units. The proposed project would be constructed entirely within an existing transmission corridor and existing substation facilities and includes no components that would displace housing or people from any area along the alignment. The proposed project would have no impact associated with the displacement of people or the construction of replacement housing, and this issue will not be further analyzed in the EIR.

**References**

None.

3.14 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

**Fire Protection**

**No Impact.** The need for new or altered fire facilities is typically associated with an increase in population. As described under Section 3.13(a), the proposed project would not alter population in the project area. As such, the proposed project would not substantially alter service ratios, response times, or other performance objectives to the extent that new or expanded fire protection facilities,

equipment, or staff would be required. No impacts would occur, and this issue will not be further analyzed in the EIR.

### ***Police Protection***

**No Impact.** The need for new or altered police facilities is typically associated with an increase in population. As described under Section 3.13(a), the proposed project would not alter population in the project area. As such, the proposed project would not substantially alter service ratios, response times, or other performance objectives to the extent that new or expanded police protection facilities, equipment, or staff would be required. No impacts would occur, and this issue will not be further analyzed in the EIR.

### ***Schools***

**No Impact.** The need for new or altered schools is typically associated with an increase in population. As described under Section 3.13(a), the proposed project would not alter population in the project area. As such, the proposed project would not substantially alter the ability of existing schools to accommodate students to the extent that new or expanded school facilities, materials, or staff would be required. No impacts would occur, and this issue will not be further analyzed in the EIR.

### ***Parks***

**No Impact.** The need for new or altered parks is typically associated with an increase in population. As described under Section 3.13(a), the proposed project would not alter population in the project area. As such, the proposed project would not substantially alter the ability of parks to serve the region to the extent that new or expanded parks would be required. No impacts would occur, and this issue will not be further analyzed in the EIR.

### ***Other Public Facilities***

**No Impact.** Other public facilities include libraries and government administrative services. The need for new or altered libraries or administrative services is typically associated with an increase in population. As described under Section 3.13(a), the proposed project would not result in the need for libraries or other government administrative services to the extent that new or expanded facilities would be required. No impacts would occur, and this issue will not be further analyzed in the EIR.

## **References**

None.

3.15 Recreation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

**Less Than Significant Impact.** The proposed project is located within an existing transmission corridor and within existing substation facilities. Recreational resources located in the vicinity of the alignment include Copper Hill Park (approximately 350 feet east of a proposed transmission structure site), Caraway Park (approximately 900 feet west of a proposed transmission structure site), and Bouquet Canyon Park (approximately 1,000 feet east of a proposed transmission structure site); however none of these facilities would be affected by the project. In the southern portion of the alignment, the corridor passes through the Elsmere Canyon Open Space Preserve and Whitney Canyon Park. These open space preserves are managed by the Santa Monica Mountains Conservancy and the Mountains Recreation Conservation Authority (MRCA). Public hiking trails are located along a portion of the transmission line corridor. During construction in this segment, temporary recreational impacts would occur if trail closures or detours are required for laydown or stringing activities. For example, a proposed stringing pad may occupy a small segment of an existing trail within the Elsmere Canyon Open Space Preserve. To ensure public safety, a portion of the trail would potentially be closed during stringing activities at this site. Warning signs would be placed on the trail, and construction workers may be stationed near the trail to ensure that the public does not enter the temporarily blocked areas. Impacts to recreational users would be brief (less than one week) and the trail would be returned to its existing condition upon completion of stringing activities. The project would not otherwise overlap with an existing park or recreational facility such that deterioration of facilities would occur or be accelerated as a result of the proposed project. As

discussed in Section 3.13(a), the proposed project would not result in population increases resulting in an increased need for park facilities. Effects to recreational facilities would be temporary and minor. For these reasons, impacts would be less than significant, and this issue will not be further addressed in the EIR.

**b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

**No Impact.** The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse impact on the environment. As such, no impact would occur.

**References**

None.

**3.16 Transportation and Traffic**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

**Potentially Significant Impact.** Measures of effectiveness for the performance of the circulation system in the project area are established by the local jurisdictions through which the project alignment extends (i.e., the County of Los Angeles, the City of Santa Clarita, and the City of Los Angeles). State and federal regulations may also apply to the proposed project, since the project alignment traverses several state and federal transportation facilities (I-5, I-210, and SR 14).

**Proposed Project Construction**

Construction of the project is expected to take approximately 2 years, beginning in 2020 and ending in 2022. The number of construction workers along the project alignment would vary based on the construction phase and crews working simultaneously on multiple segments of the alignment. Each crew would have approximately 12 workers, equating to a maximum total of 84 workers per day throughout construction. Construction working hours would vary from 8 hours to 15 hours or more, if necessary. Construction would generally occur on weekdays during the daytime; however, weekend construction may also occur during some of the phases. Nighttime construction would be required for major roadway, freeway, and railroad crossings. Construction-related vehicle trips would consist of worker vehicle trips, truck trips, and trips required to transport construction equipment to and from work areas. The EIR will include a construction traffic analysis to determine whether construction-related trips could exceed standards or policies established by the City of Santa Clarita, the City of Los Angeles, and/or the County of Los Angeles for the effectiveness of their respective circulation systems.

Portions of the project would be constructed over roadways. Guard structures may be installed to minimize roadway interferences and allow safe roadway operations while crews are removing and replacing electrical conductor. Temporary lane and road closures could also be required in some locations to ensure public safety. The EIR will include a discussion of these roadway and/or lane closures and will identify any potential permitting requirements associated with construction work that is planned to occur near or over roadways.

### **Proposed Project Operation**

Operation of the project would require regular inspection and maintenance activities of overhead facilities. As with the existing 115 kV line, the 230 kV transmission line would be inspected several times annually by both ground and air patrols. Maintenance would be performed as needed and would include emergency maintenance activities, vegetation management, access road maintenance, and safety practices.

Since the proposed 230 kV line would be located within the same corridor as the existing 115 kV lines, the proposed project would not be changing land uses or adding new land uses that would generate additional traffic. Vehicle trips required for operation and maintenance of the proposed project are anticipated to be similar to those required for operations and maintenance of the existing 115 kV line. As such, operation of the project is not anticipated to result in an increase in vehicle trips. Furthermore, as with existing conditions, operational and maintenance activities would occur periodically and intermittently throughout the lifetime of the project. As such, operation and maintenance of the proposed project would not cause an increase in daily vehicle trips in the project area. Therefore, operation of the project would not change traffic conditions in the project area, and the proposed project would not create any conflicts with applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system in the project area. Operational traffic impacts will not be further analyzed in the EIR.

- b) *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

**Potentially Significant Impact.** The applicable congestion management program (CMP) for the project area and the surrounding metropolitan area is the Los Angeles County Metropolitan Transportation Authority's 2010 CMP. This program monitors and sets performance indicators for a transportation network of numerous highway segments, freeways, and key roadway intersections throughout Los Angeles County (called the CMP Highway and Roadway System). Along the project alignment, I-5, I-210, and SR-14 are part of the CMP Highway and Roadway System. During the

construction of the project, there could be impacts to the CMP highway and roadway system due to the traffic generated by trucks and construction workers. The EIR will include a construction traffic analysis to determine whether construction-related trips could exceed thresholds established in the CMP.

Since the operation and maintenance of the proposed project would be similar to that of the existing project, it would not exceed CMP thresholds. Therefore, conflicts with congestion management programs would not occur during operation. No impact would occur, and operational impacts related to conflicts with the CMP will not be further analyzed in the EIR.

c) ***Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

**Less Than Significant Impact.** Project construction would employ helicopters for installation and removal of transmission lines and structures. (Generally, helicopters would be employed in particularly steep and/or environmentally sensitive areas.) As such, air traffic would temporarily and intermittently increase in the project area during construction. However, helicopter flight paths would generally follow the existing transmission corridor alignment. As such, helicopters used for construction along the alignment are not expected to substantially interfere with existing air traffic in the project area, since their paths would be confined to the project alignment, which consists of an existing transmission corridor. LADWP would be required to comply with all applicable Federal Aviation Administration (FAA) regulations for helicopter construction activities. For example, the FAA requires a Helicopter Lift Plan for operating a helicopter within 1,500 feet of residential dwellings. Additionally, LADWP's helicopter pilots would coordinate helicopter air operations with local airports before and during project construction. Compliance with FAA regulations and coordination with nearby airports would minimize the potential for safety risks to occur as a result of helicopter use during construction.

Substantial growth in residential populations can lead to an increase in air traffic; however, the project would not increase the population of the area (see Section 3.13(a) for details). Air safety risks can result when an obstruction to air traffic is introduced by a project. However, the proposed project would replace an existing transmission line within an existing transmission corridor that currently supports three transmission lines of varying heights. The new transmission structures would range in height from 80 to 180 feet. LADWP would coordinate with FAA to determine whether markings would be required to warn aircraft of the transmission lines and/or structures. As described in Section 3.8(e), the project alignment is not within an airport land use plan area. Because the project would occur within an existing transmission corridor that already supports transmission towers, and because LADWP would implement any marking requirements that are identified through coordination with FAA, the project is not expected to cause a

substantial safety risk related to air traffic. For these reasons, impacts would be less than significant, and this issue will not be further analyzed in the EIR.

**d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

**Less Than Significant Impact.** Most of the roads have been previously used for maintenance of existing lines. The project would identify new access roads to be used, and existing access roads would be improved or repaired as necessary. Construction of the project would include truck deliveries of materials, components, and supplies to the site. For oversize loads, permits specifying route and time limits, as well as any necessary traffic control measures, would be required from Caltrans or applicable jurisdictions. No incompatible uses on public roads would occur from either construction or operation of the project. Therefore, the impact due to incompatible uses on roadways or hazardous roadway design features would be less than significant. This issue will not be further discussed in the EIR.

**e) *Would the project result in inadequate emergency access?***

**Less Than Significant Impact.** The project would not hinder emergency access along the project alignment. Emergency access routes would be maintained along the project alignment during construction as well as operation of the project. Truck routes and access routes would be established along the project alignment to access various construction pads via paved, dirt, or gravel roads. Heavy-duty helicopters would also be used for installation and removal of transmission structures, where feasible. Helicopter use would minimize potential effects to roadways in the project area. Any road closures required would be consistent with applicable regulations, and would be coordinated with Caltrans, the local jurisdiction or the property owner, and access for emergency vehicles would be ensured. Therefore, the potential impacts related to emergency access would be less than significant. This issue will not be further evaluated in the EIR.

**f) *Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

**Less Than Significant Impact.** The project would not conflict with public transit, bicycle, or pedestrian facilities. Construction activities would take place primarily within LADWP right-of-way and would not remove, alter, or otherwise affect nearby alternative transportation facilities, such as bus stops, bicycle lanes, or sidewalks. Similarly, operational activities would take place along the project alignment and would not preclude the use of nearby non-vehicular transportation facilities. The project would not conflict with adopted policies, plans, or programs adopted for transit, bicycle,

or pedestrian facilities. Impacts would be less than significant, and this issue will not be further evaluated in the EIR.

**References**

None.

**3.17 Tribal Cultural Resources**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

**Potentially Significant Impact.** The project would involve ground-disturbing activities that would have the potential to disturb tribal cultural resources, in the event that any are present within project work areas. Outreach to local tribes in the vicinity of the proposed project is

currently being undertaken by LADWP. If any issues related to tribal cultural resources are identified as a result of LADWP’s ongoing outreach activities, this issue will be further discussed in the EIR. If no tribal cultural resources are identified, no further analysis will be required. Records from the tribal outreach process are available at LADWP’s office (Environmental Affairs Division).

- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)*

**Potentially Significant Impact.** See the discussion in Section 3.17(a)(i).

**References**

None.

**3.18 Utilities and Service Systems**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) ***Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

**No Impact.** The proposed project would involve replacing an existing 115 kV transmission line with a 230 kV transmission line within the same transmission corridor. Construction activities required for the project would include removing existing transmission towers and conductors, installing new transmission structures and conductors, establishing work pads along the project alignment for staging these activities, establishing or rehabilitating access roads, upgrading electrical equipment at an existing switching station, and switching station tie-ins. A discussion of treatment requirements for construction-related discharges is provided in Section 3.9(a). As explained in Section 3.13(a), the proposed project would not result in population increases that could generate additional wastewater with the potential to cause existing facilities to exceed wastewater treatment standards. Because the project would not involve sanitary wastewater discharges, wastewater treatment requirements of the RWQCB are not applicable. For these reasons, no impact would occur, and this issue will not be further analyzed in the EIR.

b) ***Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

**No Impact.** The proposed project would involve replacing an existing 115 kV transmission line with a 230 kV transmission line, within the same transmission corridor. Construction activities required for the project would include removing existing transmission towers and conductors, installing new transmission structures and conductors, establishing or rehabilitating access roads, upgrading electrical equipment at an existing switching station, and switching station tie-ins. These activities would not increase the amount of water used or wastewater generated at the work areas. As described in Section 3.13(a), the proposed project would not alter population in the project area. As such, the project would not generate a permanent change in water demand or wastewater generation

that could result in a need for new or expanded facilities. Any water associated with the proposed project would consist of water used for dust control during construction and maintenance activities. Water for dust control may be obtained from local municipal sources, trucked in by a water supply vendor, or derived from local wells. Water of suitable quality for the intended use would be obtained from the nearest feasible and available source, meaning that the project's water needs would not require additional treatment capacity or new treatment facilities. For these reasons, no impact would occur, and this issue will not be further analyzed in the EIR.

**c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

**No Impact.** The proposed project would involve replacing an existing 115 kV transmission line with a 230 kV transmission line, within the same transmission corridor. Construction activities required for the project would include removing existing transmission towers and conductors, installing new transmission structures and conductors, establishing construction pads along the project alignment for staging these activities, establishing or rehabilitating access roads, upgrading electrical equipment at an existing switching station, and switching station tie-ins. As described in Section 3.9(e), portions of the project alignment are located within open space areas where municipal or otherwise developed stormwater collection systems are not established. The stormwater conveyance systems that are present in these undeveloped areas typically consist of open stormwater ditches and waterways along the alignment. Where the project crosses more urbanized areas, the commercial and/or residential areas adjacent to the transmission corridor are typically supported by developed stormwater collection systems. New storm drain facilities or the expansion of existing facilities could be required if the project were to increase permeable surfaces in the project area such that stormwater flows exceed the capacity of the current stormwater drainage systems. However, any changes to existing drainage patterns attributable to the project would be minor and localized and would be spread out along the linear footprint of the project alignment. Furthermore, construction BMPs would be implemented in accordance with the required SWPPP, which would minimize stormwater runoff volumes from construction work areas. After construction, disturbed areas would be restored to pre-construction conditions to the extent practicable, which would minimize any permanent changes to existing drainage patterns along the project alignment. As such, minor changes in drainage patterns during construction would not increase stormwater runoff to the extent that new or expanded stormwater drainage facilities would be required.

After construction is complete, stormwater runoff would occur similar to existing conditions, as the proposed transmission line would be located aboveground and along the same transmission corridor as the line that is proposed for removal. Although the location of replaced poles would slightly



change, the footprints of the proposed transmission structures are insufficient to cause any appreciable or measurable change in stormwater drainage or flow patterns. The upgrades and tie-ins at the Haskell Canyon Switching Station and the Sylmar Switching Station would occur within the existing boundaries of the switching stations, which are already paved and developed with existing electrical equipment. As such, the project would not cause substantial changes in the stormwater drainage or flow patterns at the switching stations. Operation and maintenance activities would occur consistent with current LADWP operation and maintenance activities in the project area. As such, operation and maintenance of the project is not expected to increase stormwater volumes in the project area. Accordingly, the project would not trigger the need for construction or expansion of stormwater drainage facilities. Implementation of the proposed project would have no impact with regard to construction or expansion of permanent stormwater drainage facilities. For these reasons, no impact would occur, and this issue will not be further analyzed in the EIR.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**No Impact.** Any water associated with the proposed project would consist of water used for dust control during construction and maintenance activities. Water for dust control may be obtained from local municipal sources, trucked in by a water supply vendor, or derived from local wells. LADWP would not require or seek expanded entitlements to water for temporary construction-related purposes. Rather, LADWP would purchase water for dust control from the nearest feasible and available source of suitable quality. Construction and operational water demands would be minimal, as they would occur temporarily and intermittently. Furthermore, water demands during operation would be similar to existing conditions, since LADWP's operational and maintenance activities in the project area would not substantially change after project implementation. For these reasons, no impact would occur, and this issue will not be further analyzed in the EIR.

- e) *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**No Impact.** As described under Section 3.18(a), the proposed project includes electrical utility upgrades and would result in no permanent increase in population that would generate additional wastewater. As such, the project would not cause or exacerbate a wastewater treatment capacity issue. For this reason, no impact would occur, and this issue will not be further analyzed in the EIR.

- f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

**Less Than Significant Impact.** Construction of the proposed project would generate solid waste, particularly in association with removal of the existing 115 kV line. Removal of the line would require recycling or disposal of removed transmission tower segments, concrete from removed transmission tower footings, and conductors. State regulations (i.e., Integrated Waste Management Act) require diversion (i.e., recycling/reuse) of at least 50% of construction and demolition debris. As such, LADWP would require its employees and/or contractors to comply with these regulations or to contract with a local franchise waste hauler. The remaining construction material that is not recycled or reused would be disposed of at an approved solid waste facility with available capacity. Any construction debris that are considered hazardous wastes would be recycled or disposed of at a landfill that is permitted to handle hazardous wastes. Compliance with the state's construction and demolition debris requirement would substantially reduce solid waste associated with project construction. During operation, the proposed project would intermittently generate nominal quantities of solid waste associated with normal maintenance activities and would result in little to no change in the existing conditions. For these reasons, impacts during construction and operation would be less than significant, and this issue will not be analyzed in the EIR.

- g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

**No Impact.** See the discussion under Section 3.18(f). All solid waste generated by the proposed project during and following construction would be handled in accordance with federal, state, and local statutes and regulations and hauled to an approved solid waste facility with permitted capacity to accept the waste materials. Implementation of the proposed project would have no impact regarding solid waste statutes and regulations. As such, this issue will not be further analyzed in the EIR.

## References

None.

### 3.19 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

**Potentially Significant Impact.** As described in Section 3.4 of this Initial Study, further biological resource investigations will be conducted as part of the EIR to determine any potential impacts that the proposed project would have on wildlife or fish habitats, plant and animal communities, and rare or endangered plants and animals. As such, these issues will be further analyzed in the EIR.

As described in Section 3.5 of this Initial Study, the proposed project would traverse areas that may have historical and archaeological resources, some of which could serve as examples of the major periods of California prehistory or history. Further cultural resource investigations will be conducted as part of the EIR to determine any potential impacts that the proposed project would have on resources that may be considered important examples of major periods in history or prehistory. As such, these issues will be further analyzed in the EIR.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

**Potentially Significant Impact.** The proposed project would have the potential to result in significant cumulative impacts if the independent impacts of the project were to combine with the impacts of related projects in the area such that the combined effects are considered significant. The project alignment is located in an existing transmission corridor that extends through several jurisdictions and a variety of land uses. It is currently unknown whether there are any nearby or related projects whose effects could combine with those of the proposed project to create a significant impact. The EIR will identify nearby and/or related projects that could lead to a cumulatively considerable impact (if any) and will analyze whether the proposed project would considerably contribute to any such impacts.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

**Potentially Significant Impact.** As discussed in this Initial Study, the project could result in potentially significant impacts in the categories of aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, noise, transportation/traffic, and tribal cultural resources. Some of these impacts could have potentially adverse effects on human beings. As such, further analysis of these impacts will be provided in the EIR.

## References

None.

## 4 REPORT PREPARERS

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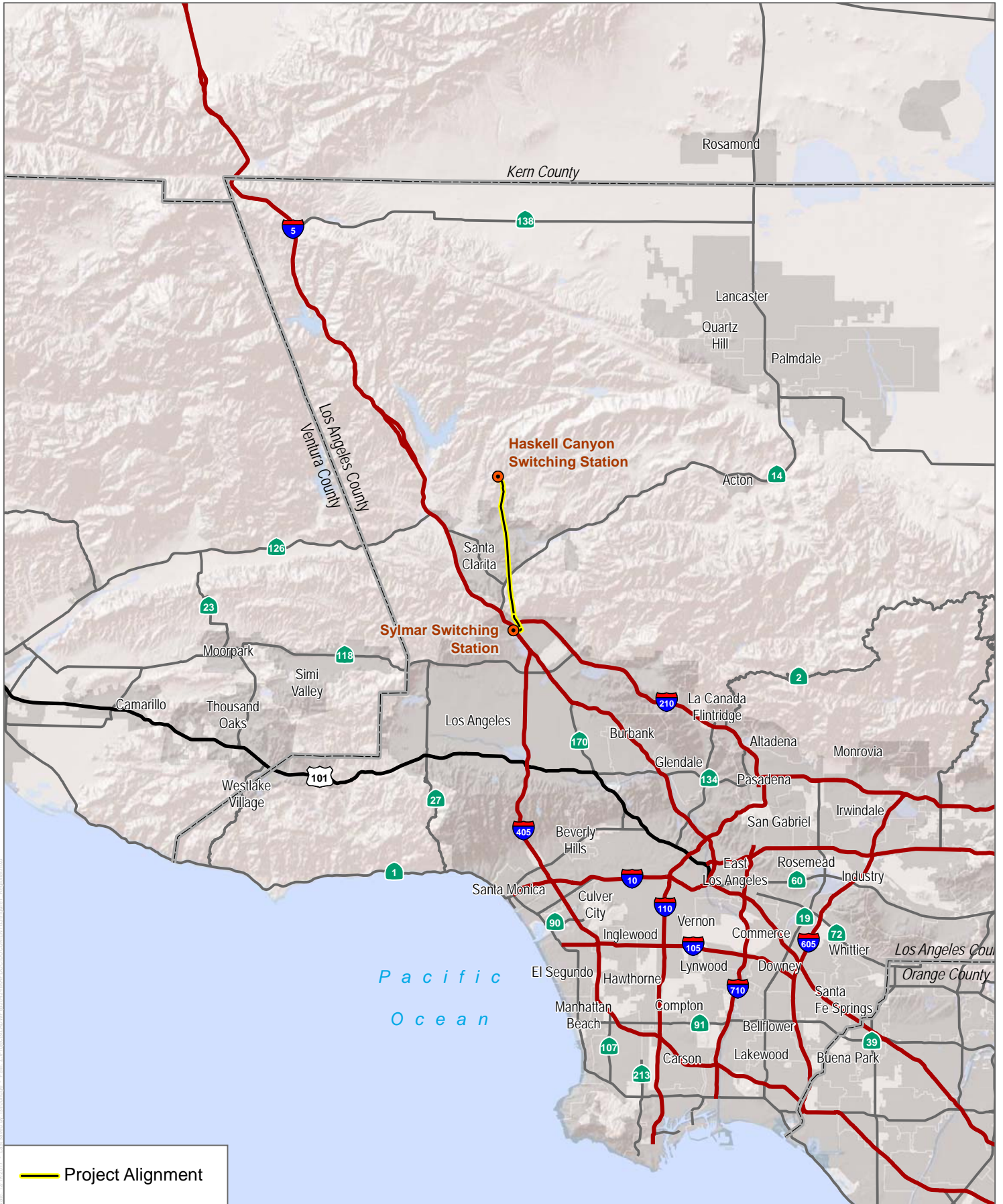
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SOURCE: Esri Basemaps



**FIGURE 1**  
Regional Map

PP1 and PP2 Transmission Line Conversion Project

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Southern portion of the alignment, where the alignment crosses open space areas in unincorporated Los Angeles County.



Center portion of the alignment, where the alignment crosses an industrial area in the City of Santa Clarita, just south of the Santa Clara River.



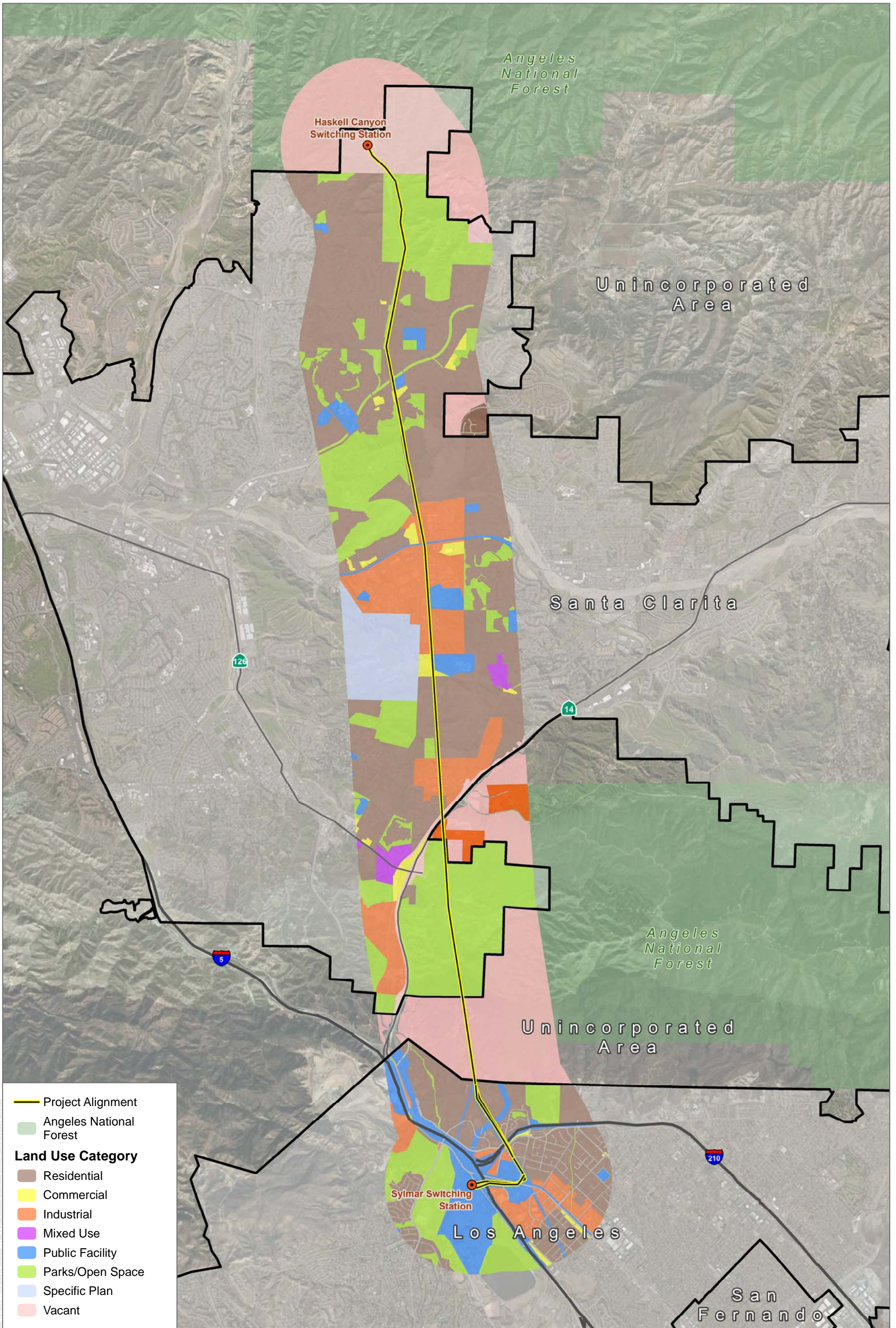
Northern portion of the alignment, where the alignment crosses a single-family residential neighborhood in the City of Santa Clarita, north of Bouquet Canyon Road.



Northern portion of the alignment, where the alignment extends from open space to a single-family residential neighborhood in unincorporated Los Angeles County, north of the City of Santa Clarita.

PHOTO COURTESY

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SOURCE: Bing Maps (Accessed 2017); Los Angeles County (2017); City of Santa Clarita (2017)

FIGURE 3

General Plan Land Use

PP1 and PP2 Transmission Line Conversion Project

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