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4.7 HAZARDS AND HAZARDOUS MATERIALS

Would the project:		Potentially Significant Impact	Potentially Significant Unless APMs 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?	☐	☐	☑	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☑	☐

4.7.1 Introduction

This section of the PEA describes the existing conditions and potential Proposed Project-related impacts from hazards or hazardous materials associated with the construction, operation, and maintenance of the Proposed Project. Potential impacts relating to hazards and hazardous materials would be less than significant through implementation of project design features and ordinary construction and operating restrictions, as well as through adherence to applicable laws and regulations.

4.7.2 Methodology

4.7.2.1 Hazardous Materials and Wastes Database Search

An Environmental Data Resources, Inc. (EDR) database search was obtained for the Proposed Project alignment and surrounding area. The EDR data search included more than 60 different federal and state environmental data tracking sites that provide listings of sites with records of hazardous material handling or releases to the environment. The EDR data search report for the Proposed Project area was reviewed to determine whether there are known sites with past or ongoing hazardous materials releases that could affect or be affected by the Proposed Project. The EDR report has been included as Appendix 4.7-A.

4.7.2.2 Emergency Preparedness, Response and Evacuation Plans

Emergency planning and response documents from the City of San Diego, City of Poway, and County of San Diego were reviewed to determine if they could affect or be affected by the Proposed Project. These included the San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) and high fire hazard severity zone maps published by the City of Poway Fire Department and City of San Diego Fire-Rescue Department.

The *City of San Diego General Plan* and *Poway Comprehensive Plan* were reviewed for goals, objectives, and policies relevant to hazards and hazardous materials considerations for the Proposed Project.

4.7.3 Existing Conditions

4.7.3.1 Regulatory Setting

The following section provides an overview of pertinent federal, state and local hazardous materials and safety regulations applicable to the Proposed Project.

Federal

Resource Conservation and Recovery Act

The federal Resource Conservation and Recovery Act (RCRA) established a program administered by the EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the "cradle to grave" system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by HSWA. Individual states may implement hazardous waste programs under RCRA with USEPA approval.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), which is commonly referred to as Superfund, is a federal statute that was enacted in 1980 to address abandoned sites with hazardous waste disposal and/or contamination (42 U.S.C. 9601, et seq.). CERCLA was amended in 1986 by the Superfund Amendments and Reauthorization Act

(SARA) and by the Small Business Liability Relief and Brownfields Revitalization Act of 2002. CERCLA establishes prohibitions and requirements concerning closed and abandoned hazardous waste sites; establishes liability of persons responsible for releases of hazardous waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. The trust fund is funded largely by a tax on the chemical and petroleum industries. CERCLA also provides federal jurisdiction to respond directly to releases or impending releases of hazardous substances that may endanger public health or the environment.

Occupational Safety and Health Administration

The OSHA regulations are intended to create a safe workplace and are found at 29 CFR, Part 1910, Subpart H. They include procedures and standards for safe handling, storage, operation, remediation, and emergency response activities involving hazardous materials and waste. Section 1910.1200 (Hazard Communication) contains requirements for training and communicating hazards to workers engaging in the handling of hazardous materials. Section 1910.1000 (Air Contaminants) contains standards for safe worker exposure to toxic and hazardous air contaminants. Section 1910.120 (Hazardous Waste Operations and Emergency Response) contains requirements for worker training programs, medical surveillance for workers engaging in handling hazardous materials or wastes and hazardous material, and waste site emergency and remediation planning, for those who are engaged in one of the following operations as specified by Sections 1910.120(a)(1)(i-v) and 1926.65(a)(1)(i-v):

- Clean-up operations required by a governmental body, whether federal, state, local, or other, involving hazardous substances, that are conducted at uncontrolled hazardous waste sites;
- Corrective actions involving clean-up operations at sites covered by RCRA, as amended (42 U.S.C. 6901, *et seq*.);
- Voluntary clean-up operations at sites recognized by a federal, state, local, or other governmental body as uncontrolled hazardous waste sites;
- Operations involving hazardous wastes that are conducted at treatment, storage, and disposal facilities regulated by Title 40 CFR Parts 264 and 265 pursuant to RCRA, or by agencies authorized under agreement with EPA to implement RCRA regulations; or
- Emergency response operations for releases of, or substantial threats of releases of, hazardous substances regardless of the location of the hazard.

The Occupational Safety and Health Act of 1970 contain specific regulations that ensure worker safety in the presence of certain hazardous substances, such as lead and asbestos.

State

California Health and Safety Code, Section 25501

Section 25501(p) of the California Health and Safety Code provides the following definition:

> *Hazardous material means any material that, because of its quantity, concentration, or physical or chemical characteristics, may either pose a significant present or potential hazard to human health and safety or to the*

> *environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.*

California Hazardous Waste Control Law

The California HWCL is codified at California Health and Safety Code Chapter 6.5 and administered by the CalEPA to regulate hazardous wastes within the State of California. Both the HWCL and the federal hazardous waste regulations under RCRA apply in California and the HWCL is equally or more stringent than hazardous waste regulations under the RCRA. For the purposes of these laws, a material is a "waste" when it is first generated and determined to no longer have a practical use. It is a hazardous waste if it is a "waste" with hazardous properties. The DTSC is the primary agency in charge of enforcing both the federal and state hazardous waste laws in California. The DTSC regulates hazardous waste and pursues avenues of reducing hazardous waste generation in California.

California Code of Regulations, Title 22, Division 4.5

The CCR, Title 22, Division 4.5 regulates the management of hazardous waste in California pursuant to the HWCL. According to CCR Title 22 Division 4.5 (Chapter 11 Article 3), wastes having a characteristic of toxicity, ignitability, corrosivity or reactivity must be managed as hazardous waste in accordance with CCR Title 22 Division 4.5 unless they are otherwise exempted. CCR Title 22 Division 4.5 Chapter 11, Appendix X, lists 791 chemicals and about 300 common materials that are hazardous waste when disposed of. CCR Title 22 Division 4.5 Chapter 12 identifies detailed requirements for generators of hazardous waste including specific criteria for storing the waste to prevent release to the environment, labeling of waste containers, packaging and placarding for transportation, safety and training for workers managing hazardous waste, and generator recordkeeping. CCR Title 22 Division 4.5 Chapter 13 identifies detailed requirements for transporters of hazardous waste and other chapters identify specific requirements for treatment storage and disposal destination facilities that are permitted to receive hazardous waste. Collectively, the CCR Title 22 Division 4.5 Chapters provide a "cradle-to-grave" system for safe management of hazardous waste.

If soil affected by a hazardous material is excavated from a construction site it must be managed as a hazardous waste in accordance with CCR Title 22 Division 4.5 if the toxic, ignitable, corrosive or reactive thresholds parameters in Title 22 Division 4.5 are met. Remediation (cleanup and safe removal/disposal) of hazardous wastes found at a site is required if excavation of these materials is performed; it may also be required if certain other activities are proposed. If soil or groundwater at an impacted site exceeds health- and safety-based regulatory thresholds, then remediation of the site may be required by jurisdictional agencies. Cleanup requirements are determined on a case-by-case basis by jurisdictional agencies in accordance with regulations, procedures and policies within their jurisdiction.

California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemical products in the

workplace. Cal/OSHA standards are generally more stringent than federal OSHA regulations, although Cal/OSHA has adopted and implements all of the federal standards within the state of California. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR Sections 337-340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings. Cal/OSHA regulations also regulate safe exposure to hazardous materials in hazardous material remediation and hazardous waste operations (8 CCR 5192) and require employers to communicate hazards to workers (8 CCR 5194). Similar to the federal OSHA, Cal/OSHA contains requirements to prevent worker exposure to certain types of hazardous substances in the work place, such as asbestos and lead.

Hazardous Materials Disclosure Programs

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for the state's environmental and emergency management programs, which include Hazardous Materials Release Response Plans and Inventories (business plans), the California Accidental Release Prevention Program, and the Underground Storage Tank Program. The Unified Program is implemented at the local government level by Certified Unified Program Agencies (CUPAs).

California Public Utilities Commission

CPUC originally adopted General Order 95 in 1941. General Order 95 governs the design, construction, and maintenance of overhead electrical lines. Rule 31.1 of General Order 95 generally requires that overhead electrical lines be designed, constructed, and maintained in accordance with accepted good practices for the given conditions known at the time. Rule 35 of General Order 95 establishes requirements for tree trimming.

On January 18, 2012, after a three-year rulemaking to review measures to reduce fire hazards associated with overhead power lines and communication facilities, the CPUC issued D.12-01-032 which adopted significant revisions to General Orders 95, Overhead Electric Line Construction, and 165 Inspection Requirements for Electric Distribution and Transmission Facilities. Phase I and Phase II revisions to the General Orders addressed vegetation management practices, inspection cycles, corrective maintenance timeframes and other fire reduction measures in fire threat zones.

Local

County of San Diego

The County of San Diego Hazardous Materials Division is the certified local CUPA for the Proposed Project region, regulating hazardous material business plans, hazardous waste and tiered permitting, underground storage tanks, above ground petroleum tanks and risk management.

City of San Diego

The City of San Diego Fire-Rescue Department is responsible for the preparation, maintenance and execution of fire preparedness and management plans for the City, and is a participating jurisdiction in disaster preparedness under the San Diego County MJHMP described in Section 4.7.3.2, Emergency Response and Evacuation Plans.

The *City of San Diego General Plan*, Public Facilities, Services and Safety Element includes a strategic framework, goals, objectives and actions for disaster preparedness and hazard mitigation. The General Plan does not include any goals or objectives requiring specific actions or thresholds for the Proposed Project, and the Proposed Project does not conflict with any aspect of the General Plan related to hazards or hazardous materials or disaster preparedness. The Proposed Project would be complementary to General Plan Public Facilities, Services and Safety Element Goals 3, 4 and 5 related to reducing the possibility of damage and losses to existing assets from fires and natural disasters by replacement of wood structures with steel structures and by adherence to current design standards for all proposed facilities.

City of Poway

Emergency preparedness and response in the City of Poway is provided by the Department of Safety Services which is comprised of the Fire Department and the Law Enforcement Department. The City of Poway Fire Department's mission is to reduce the loss of life and property from fire, medical, and environmental emergencies through education, hazard reduction, and response. The Fire Department is comprised of three divisions: Fire Prevention and Administration; Fire Suppression, also known as the Operations Division; and Emergency Medical Services Division. The Fire Prevention and Administration Division provides plan review and inspections to ensure compliance with state and local fire and life safety regulations. This division is also responsible for adoption of fire and life safety codes, public outreach, fire investigations, and collaboration on defensible space. The Fire Suppression Division is responsible for fire suppression, rescue, emergency medical services, hazardous materials mitigation, and special assistance. The City implements a comprehensive Emergency Operations Plan and is a participating jurisdiction in disaster preparedness under the San Diego County MJHMP described in Section 4.7.3.2, Emergency Response and Evacuation Plans.

The *Poway Comprehensive Plan* Hazard Management Element includes goals, policies and strategies for disaster preparedness and hazard mitigation. The Comprehensive Plan does not include any goals or objectives requiring specific actions or thresholds for the Proposed Project, and the Proposed Project does not conflict with any aspect of the Comprehensive Plan related to hazards or hazardous materials or disaster preparedness. The Proposed Project would be complementary to Comprehensive Plan Hazard Management Element Goal VII Fire Protection Policy by reducing the possibility of damage and losses to existing assets from fires and natural disasters by replacement of wood structures with steel structures and by adherence to current design standards for all proposed facilities.

SDG&E Standards, Plans and Procedures

SDG&E's Electric Standard Practice 113.1 (Wildland Fire Prevention and Fire Safety)

SDG&E's *Electric Standard Practice 113.1* constitutes SDG&E's wildland fire prevention and fire safety standards for all activities, including construction activities such as those included as part of the Proposed Project. The purpose of *Electric Standard Practice 113.1* is to formalize standard operating procedures that would, among other things: improve SDG&E's ability to prevent the ignition of any fire; set standards for tools and equipment to assist with rapid response to small fires; incorporate federal, state and local requirements into standard business practices; establish "Red Flag Warning" restrictions; set criteria for when a formal fire plan is required; and establish a template and requirements for formal fire plans.

SDG&E Fire Prevention Plan

The *SDG&E Fire Prevention Plan* was prepared in compliance with CPUC Commission Decision 12-01-032 (Fire Safety Order) and provides "*a comprehensive inventory of the organizational and operational activities that SDG&E undertakes in order to address the risk of fire in the SDG&E service territory*."

SDG&E undertakes and implements numerous fire prevention and safety programs, procedures, and protocols and the *SDG&E Fire Prevention Plan* includes descriptions of SDG&E fire prevention and safety procedures and programs including, but not limited to, the following:

- Fire threat and risk area mapping;
- Operational practices to reduce the risk of fires;
- Fire prevention outreach and training programs;
- Field practice guidelines;
- Advanced vegetation management;
- Fire Potential Index; and
- Fire-hardening practices, including:
    - Design standards
    - Construction standards
    - Facility inspection
    - Oversight of activities in rural areas
    - Wood-to-Steel Projects

As part of SDG&E's fire threat and risk mapping program, SDG&E utilizes a network of approximately 145 weather stations to monitor for high risk weather conditions, such as extreme winds.

Project Fire Plan

As described in Section 3.8, a project-specific fire prevention plan has been developed for the Proposed Project consistent with *Electric Standard Practice 113.1* and the *SDG&E Fire Prevention Plan*. The project-specific fire plan identifies project-specific risk-related activities as well as measures (including tools and procedures) to address said risks.

4.7.3.2 Emergency Response and Evacuation Plans

State

The State Emergency Plan outlines the emergency management system for use during all emergencies within the State of California. The State Emergency Plan is developed, maintained, and implemented by the California Office of Emergency Services (OES). The State Emergency Plan defines the "policies, concepts, and general protocols" for the proper implementation of the California Standardized Emergency Management System (SEMS). The SEMS is an emergency management protocol that agencies within the State of California must follow during multi-agency response efforts whenever state agencies are involved.

San Diego County

The San Diego County OES coordinates the County-wide response effort in the event of a disaster situation. San Diego County OES is responsible for notifying appropriate agencies in the event of a disaster, as well as coordinating all responding agencies. The Unified Disaster Council is the governing body of San Diego County OES, and is chaired by the Chair of the San Diego County Board of Supervisors, and includes representatives from the 18 incorporated cities of the County. OES serves as staff to the Unified Disaster Council and acts as a liaison between the incorporated cities, the State Office of Emergency Services and Federal Emergency Management Agency (FEMA), as well as non-governmental agencies such as the American Red Cross.

The San Diego County OES implements the San Diego County MJHMP. The MJHMP identifies hazards that could potentially affect any or all portions of the County as well as measures for the prevention and minimization of such hazards. The MJHMP was prepared in accordance with the Federal Disaster Mitigation Act of 2000. The preparation of the MJHMP qualifies the County for post-disaster funds from the Hazard Mitigation Grant Program.

Local

Within most of the Proposed Project area, the City of San Diego Fire-Rescue Department oversees emergency management. The Department is tasked with:

- Coordination of major emergency (disaster) mitigation
- Preparedness
- Response
- Disaster recovery processes through cooperative efforts

The City of San Diego Fire-Rescue Department also participates in disaster preparedness through the San Diego County MJHMP. Mutual aid, response, and emergency management are available from State government agencies where appropriate or by direct request of the local agency.

A limited portion of the Proposed Project is in the City of Poway where emergency management is the responsibility of the Department of Safety Services. The City of Poway Department of Safety Services implements a comprehensive Emergency Operations Plan and is a participating jurisdiction in disaster preparedness under the San Diego County MJHMP described in this Section 4.7.3.2, Emergency Response and Evacuation Plans.

4.7.3.3 Hazardous Materials Setting

Hazardous materials would be used and stored during construction, operation, and maintenance of the Proposed Project. The following subsections describe the typical hazardous materials utilized during construction, operation, and maintenance and the hazardous materials potentially present along the Proposed Project alignment including existing wastes and materials (hazardous materials sites).

Hazardous Materials Utilized during Construction

Construction activities would involve the periodic and routine transport and use of several common hazardous materials such as hydrocarbon fuels, lubricating oils, internal combustion engine oils, transmission fluid, hydraulic fluid, and cartridges containing primer for ignition and nitrocellulose propellant for gas production in the event that blasting is necessary.

Hazardous Materials Utilized During Operation and Maintenance

Operation and maintenance of the Proposed Project would not be substantially different from existing operation and maintenance practices and activities that SDG&E currently performs along the existing ROW. Operation and maintenance of the Proposed Project would be subject to the same laws and regulations governing the handling and disposal of hazardous materials. All relevant local, state and federal regulations would be followed.

Hazardous Materials Sites near the Proposed Project

There are no sites with known hazardous materials releases on the Proposed Project site. Table 4.7-1, Hazardous Materials Sites Adjacent to the Proposed Project, lists the closest known hazardous materials release sites in the Proposed Project area. These sites were determined from an EDR database search of the area surrounding the Proposed Project alignment (see Appendix 4.7-A). The EDR data search included more than 60 different federal and state environmental data tracking sites that provide listings of sites with records of hazardous material handling or releases to the environment. Many of the lists that are included in the database search are not indicative of hazardous materials releases, but several of the lists specifically identify known past or present hazardous materials release sites and known waste disposal sites. As shown in Table 4.7-1, several sites occur in proximity to the Proposed Project with listings on databases indicative of a past or present hazardous materials release. As shown in the descriptions in Table 4.7-1, the CHMIRS database sites are isolated release incidents with immediate cleanup and the occurrence on this list is not equivalent to being on the CORTESE list. The LUST and HIST CORTESE sites are equivalent to being on the CORTESE list. The

HIST CORTESE (i.e., historic Cortese) list means the site was formerly on the CORTESE list before that list was discontinued and integrated into lists maintained by individual agencies. The LUST designation indicates a leaking underground storage tank (or LUST) site and is equivalent to being on the CORTESE list. Table 4.7-1 shows that one site with an open file occurs near the Proposed Project; the Shell Service Station at 12929 Rancho Peñasquitos Blvd.

Table 4.7-1: Hazardous Materials Sites Adjacent to the Proposed Project

Site Name/Address	Separation Distance/ Closest Project Structure	Hazardous Materials Release List	Description
Carmel Valley Road and Collins Ranch Road San Diego, CA	Underground transmission facilities are proposed at this location	CHMIRS	Sewage spill reported in 2001. Contained and cleaned up.
Mobil Service Station 12849 Rancho Peñasquitos Blvd San Diego, CA	400+ feet southwest of Structure No. P26	LUST, HIST CORTESE	Gasoline leak identified in 1989 was remediated by soil excavation and disposal in 1990. Case closed in 1995.
12849 Rancho Peñasquitos Blvd San Diego, CA	400+ feet south-southwest of Structure No. P26	CHMIRS	Spill of one ounce of gasoline reported in 2010 was cleaned up by Responsible Party.
Unocal Service Station 12860 Rancho Peñasquitos Blvd San Diego, CA	400+ feet southwest of Structure No. P26	LUST, HIST CORTESE, SAM	Gasoline leak discovered in 1994 impacted groundwater primarily onsite. Plume determined to be degrading. Case closed in 2013.
Shell Service Station 12929 Rancho Peñasquitos Blvd San Diego, CA	Approximately 200 feet west of Structure No. P26	LUST, HIST CORTESE	Gasoline overfill spill identified in 1988 affected shallow groundwater. Interim remedial action taken. LUST Site Assessment status: Open. Nearest proposed structure is on a hill and upgradient from this site.
ExxonMobile Oil Corp 10555 Scripps Poway Parkway San Diego, CA	Approximately 400 feet southwest of Structure No. P21	CHMIRS	Spill of one ounce of gasoline reported in 2011 was cleaned up by Responsible Party.
Source: *Environmental Data Resources, Inc, 2013.*			

4.7.3.4 Hazards Setting

Existing Electric Substations and Transmission and Power Line Facilities

The Proposed Project includes the replacement and relocation of existing above ground electric transmission and power line facilities, and the addition of one new transmission line. The Proposed Project above ground facilities would be located entirely within existing SDG&E ROWs where similar facilities already exist. These existing facilities constitute the baseline from which potential hazard and hazardous materials impacts are evaluated. There currently are no electric transmission lines in Carmel Valley Road where the Proposed Project would install underground transmission lines.

Fire Hazards

Portions of the Proposed Project alignment are located within or adjacent to undeveloped land with potential for wildland fires. SDG&E has designated areas within its service territory as a Fire Threat Zone based on Cal Fires Wildland Fire Threat mapping assessment and local factors such as humidity, air temperature, prevalence of strong winds, and existing fuel type (see Figure 4.7-1, Proposed Route Fire Threat Zone Map). These areas are designated as such due to the wildland fire threat relative to the fuel, weather, and topography. The City of San Diego has mapped most of the Proposed Project area as having Very High Fire Hazard Severity (City of San Diego, 2013). The portion of the Proposed Project within the City of Poway is also mapped to be within a Very High Fire Hazard Zone (City of Poway, 2010). However, fire hazard designations are based in part on extreme weather conditions (which do not occur all the time) and the status of the fire threat would vary based on the local, site specific conditions. Therefore, even though the Proposed Project may be located within the geographic boundaries of areas designated as fire threat areas, the actual fire threat does not exist if the required local atmospheric conditions are not present.

SDG&E has developed operating protocols and safety standards that minimize the risk of wildland fires during SDG&E construction activities. Specifically, wildland fire prevention during construction would be governed internally within SDG&E through implementation of a project-specific fire plan as previously discussed in Section 4.7.3.1.

4.7.3.5 Schools

Several schools are located within a 0.25 mile of the Proposed Project including: Mount Carmel High School approximately 150 feet distant; Scripps Ranch Innovations Academy approximately 350 feet distant; Dingeman Elementary School approximately 650 feet distant; The Cambridge School approximately 550 feet distant; Ellen Browning Scripps Elementary School approximately 950 feet distant; Torrey Hills School approximately 950 feet distant; and the Kids Bay Learning Center approximately 100 feet distant.

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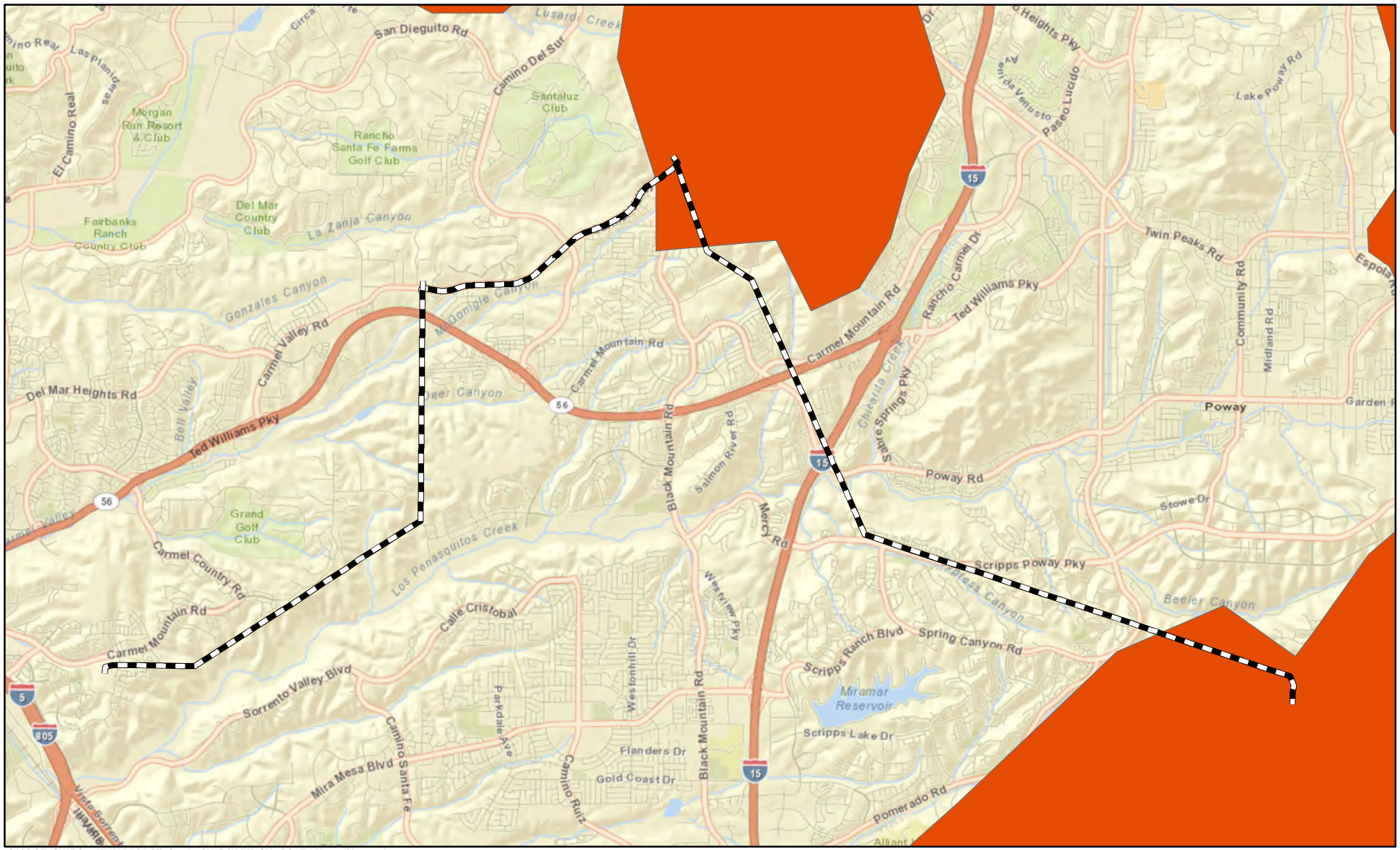

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SDG&E is providing this map with the understanding that the map is not survey grade. Certain technology used under license from AT&T Intellectual Property I, L.P. Copyright ©1998 – 2007 AT&T Intellectual Property 1, L.P. All Rights Reserved.

Sycamore to Peñasquitos 230 kV Transmission Line Project

Proposed Route Fire Threat Zone Map

Figure 4.7-1

Proposed Route

Fire Threat Zone

N W E S

0 1 2 3 Miles

3/13/2014

SDG&E, 2013; Sources: Esri, DeLorme, HERE, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

TRC SDGE A Sempra Energy utility

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BACK OF FIGURE 4.7-1

4.7.3.6 Airports

There are no airports, public or private, within the immediate vicinity of the Proposed Project. The closest airport to the Proposed Project is located more than four miles to the south on MCAS Miramar. The Proposed Project falls within the MCAS Miramar Airport Influence Area (AIA) and transects 12 communities that are subject to the Miramar Airport Land Use Compatibility Plan (ALUCP). Specifically, the ALUCP safety zone factor is applicable to the Los Peñasquitos Canyon Preserve and Torrey Hills communities which fall within the Accident Potential Zone II and Transition Zone, respectively. Proposed development is required to be reviewed for compatibility with the Safety Compatibility Criteria Table 132-15D. Additionally, six of the communities within the AIA and transected by the Proposed Project are subject to the ALUCP Airspace Protection Factor, which requires FAA notification for any new development. The FAA notice requirements [40 CFR 77.9(b)] include notification to FAA for any construction or alteration that exceeds an imaginary surface of specified slopes up to 20,000 feet from some airports. With the site more than four miles from the airport, it is beyond any such airspace. FAA notice is also required for any construction or alteration that exceeds 200 feet above the ground surface [40 CFR 77.9(a)] and no Proposed Project structure would exceed this height. If any spans exceed this height, aerial marking (marker balls) would be utilized pursuant to FAA regulations.

4.7.4 Potential Impacts

4.7.4.1 Significance Criteria

Thresholds of impact significance were derived from Appendix G of the *CEQA Guidelines*. Under these guidelines, the Proposed Project could have a potentially significant impact regarding hazards and hazardous materials if it would:

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

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

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

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

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

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

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

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

4.7.4.2 Question 7a - Create a significant hazard to public health or the environment through the routine transport, use, or disposal of hazardous materials?

Construction – Less Than Significant Impact

Vehicles and equipment necessary for construction could contain or require the temporary, short-term use of potentially hazardous substances, such as fuels, lubricating oils, and hydraulic fluids. The potential exists for an accidental release of hazardous materials during construction and refueling activities. The release of these materials has the potential to impact construction workers, the public and the environment if they are not properly contained and removed. Blasting agents, if needed, also could present a hazard of injury or property damage if improperly handled.

SDG&E's ordinary construction restrictions and Project Design features minimize the risk of a significant hazard. For example, hazardous materials accident prevention would be through adherence to relevant state and federal hazardous materials laws and regulations and BMPs. SDG&E, and all contractors involved in the construction of the Proposed Project, would implement standard operational procedures to ensure that potential impacts resulting from hazardous material transport, use, storage and disposal remain less than significant.

Typical BMPs could include, but would not be limited to, construction practices such as the use of absorbent pads for spill containment, specified locations for construction vehicle refueling, and a daily vehicle inspection schedule designed to identify leaking fuels and/or oils as early as possible.

The construction contractors would also implement (in addition to regulatory and SDG&E requirements) their own compliance management programs to ensure that regulatory requirements are adhered to and that worker and public safety are secured.

Operation & Maintenance – No Impact

SDG&E currently maintains and operates existing electric transmission, power, distribution and substation facilities throughout the Proposed Project area. SDG&E's existing facilities and operations and maintenance activities constitute the baseline against which the impacts of the Proposed Project are evaluated. Operations and maintenance activities for the Proposed Project would be similar to baseline conditions. Operation and maintenance of the underground transmission lines would not generally require the use of hazardous materials that could pose a material risk to the public or the environment. All herbicides utilized during maintenance around transmission and power line structures would follow SDG&E's existing procedures for application of herbicides and would not be substantially different from current herbicide utilization within the Proposed Project area. Considering these factors, there would be no operation and maintenance impacts.

4.7.4.3 Question 7b - Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Construction – Less than Significant Impact

As discussed under Section 4.7.4.2, construction of the Proposed Project would include the handling and use of common hazardous materials such as fuels and lubricants. While the potential for upset conditions to cause a release of these materials does exist, the chances of an upset or accident condition resulting in a substantial hazard to the public or the environment due to a hazardous material release is considered low. The use of hazardous materials during construction would not require transportation of hazardous materials in unusual quantities or with unusual risks compared to typical construction projects. In addition, SDG&E's standard operational procedures would further minimize the potential risk of upset and/or accidental release of hazardous substances creating a significant adverse environmental effect. Therefore, impacts are anticipated to be less than significant.

Operation & Maintenance – No Impact

SDG&E currently maintains and operates existing electric transmission, power, distribution and substation facilities throughout the Proposed Project area. SDG&E's existing facilities and operations and maintenance activities constitute the baseline against which the impacts of the Proposed Project are evaluated. Operations and maintenance activities for the Proposed Project would be similar to baseline conditions. Operation and maintenance of the underground transmission lines would not generally require the use of hazardous materials that could pose a reasonably foreseeable hazardous material upset risk to the public or the environment. Considering these factors, there would be no operation and maintenance impacts.

4.7.4.4 Question 7c - Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Construction – Less Than Significant Impact

As described in Section 4.7.3.5, several schools exist within a 0.25 mile of the Proposed Project and most are located approximately 0.1 to 0.2 miles distant. The closest school to the Proposed Project alignment is the Kids Bay Learning Center located approximately 100 feet from the Proposed Project adjacent to SR-56 near I-15 in the Rancho Peñasquitos community. With the implementation of standard operational procedures as well as BMPs, construction of the Proposed Project is not expected to result in the release of hazardous emissions, or hazardous materials in the vicinity of any sensitive receptors including schools. Construction of the Proposed Project would include the handling and use of hazardous substances (refer to Section 4.7.3.3), however, the utilization and transport of these materials does not represent a significant risk to any existing schools. Therefore, the impact is anticipated to be less than significant.

Operation & Maintenance – No Impact

SDG&E currently maintains and operates existing electric transmission, power, distribution and substation facilities throughout the Proposed Project site. SDG&E's existing facilities and

operations and maintenance activities constitute the baseline against which the impacts of the Proposed Project are evaluated. Operations and maintenance activities for the Proposed Project would be similar to baseline conditions. Considering these factors, there would be no operation and maintenance impacts.

4.7.4.5 Question 7d - Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Construction, Operation, and Maintenance – No Impact

A review of standard and supplemental environmental databases indicate that the Proposed Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or any superseding agency list. All except one of the sites identified in Table 4.7-1 are cases that have been closed or small incidents that have been remedied. The exception is one open case where overfilling at a gasoline station impacted groundwater down-gradient and approximately 200 feet west of proposed Structure No. P26. This site would not impact the Proposed Project footprint due to distance and gradient direction. Therefore, no impacts are anticipated.

4.7.4.6 Question 7e - 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?

Construction, Operation, and Maintenance – No Impact

The Proposed Project is not located within an existing airport land use plan, however, portions of the Proposed Project are located within the AIA for the MCAS Miramar airport. While the MCAS Miramar airport is the closest airport to the Proposed Project, it is located more than four miles south of the Proposed Project. Therefore, construction, operation, and maintenance of the Proposed Project would result in no related safety hazards for people residing or working in the Proposed Project area and no impacts are anticipated.

4.7.4.7 Question 7f - 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?

Construction – No Impact

The Proposed Project is not located within the vicinity of a private airstrip. There are no airstrips closer than MCAS Miramar, which is located more than four miles to the south. Therefore, construction, operation, and maintenance of the Proposed Project would result in no related safety hazards for people residing or working in the Proposed Project area and no impacts are anticipated.

4.7.4.8 Question 7g - Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Construction – Less Than Significant Impact

The Proposed Project would occur within SDG&Es existing ROWs and underground in an existing franchise position through Carmel Valley Road. Temporary construction with appropriate traffic controls would occur as needed for installation of Proposed Project facilities. Emergency response planning would not be impacted during construction as streets would remain open to emergency vehicles throughout construction. Temporary lane closures would be needed for underground transmission line construction in Carmel Valley Road. Although this could impact traffic flow during an emergency, construction within public roadways would be conducted pursuant to approved traffic control plans that would ensure emergency access is preserved during construction activities. In addition, SDG&E would coordinate as-needed with local emergency response agencies during construction within roadways, as outlined within Section 4.14, Transportation and Traffic. With traffic management practiced in accordance with City requirements and no expected complete road closures, impacts on emergency response or emergency evacuation routes would be less than significant.

Operation & Maintenance – Less than Significant Impact

SDG&E currently maintains and operates existing electric transmission, power, distribution and substation facilities throughout the Proposed Project site. SDG&E's existing facilities and operations and maintenance activities constitute the baseline against which the impacts of the Proposed Project are evaluated. Operations and maintenance activities for the Proposed Project would be similar to existing conditions. An exception would be operation and maintenance of the underground transmission lines that would require occasional access to ten splice vaults typically in the median of Carmel Valley Road and within the entrance to Black Mountain Ranch Community Park. Access to these splice vaults could impact traffic flow during an emergency. Due to their location, access to the splice vaults may require encroachment permits from the City of San Diego. As part of the encroachment permit process, appropriate traffic control measures (as approved by the City) would be required to be implemented during access of the splice vaults whenever traffic flow could be affected. Finally, maintenance activities at the splice vault locations would only occur at very infrequent intervals (approximately once every three years). Therefore, any impacts to emergency traffic flow that could occur as a result of operation and maintenance of the Proposed Project would be less than significant.

4.7.4.9 Question 7h - 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?

Construction – Less than Significant Impact

As previously described in Section 4.7.3.4, portions of the Proposed Project alignment are located within or adjacent to undeveloped land with a threat of wildland fires. Fire hazard designations are based in part on extreme weather conditions (which do not occur all the time) and the status of the fire threat would vary based on the local, site specific conditions. Therefore, even though the Proposed Project is partially located within the geographic boundaries of areas

designated as fire threat areas, the actual fire threat does not exist if the required local atmospheric conditions are not present.

In dry conditions, construction activities do have the potential to start a fire due to the increased presence of vehicles, equipment, and human activity in areas of high fire risk. In particular, heat or sparks from construction vehicles or equipment have the potential to ignite dry vegetation. Construction of the Proposed Project, however, would not expose people or structures to significant risk of loss, injury or death involving wildland fires with implementation of SDG&E's comprehensive construction fire prevention program. Consistent with current SDG&E standard practices, SDG&E would implement fire prevention and protection BMPs, which typically include requirements for carrying emergency fire suppression equipment, conducting "tailgate meetings" that cover fire safety discussions, restrictions on smoking and idling vehicles, and construction restrictions during red flag warnings. As part of the Proposed Project, SDG&E would also implement a project-specific fire prevention plan to assist in safe practices to prevent fires with the Proposed Project area. The project-specific fire prevention plan would include procedures and tools that are designed to minimize the risk of starting fires during construction and increase the ability to suppress a fire in the unlikely event that one is ignited. The project specific fire plan includes (but is not limited to) the following procedures:

- Minimum requirements for firefighting equipment (including size and response time requirements),
- Work limitations for "high" to "extreme" fire danger days, and
- Assignment of specific "Fire Patrol" to perform monitoring and first response onsite.

During construction activities within the Fire Threat Zone, workers would follow the *SDG&E Fire Prevention Plan, Electric Standard Practice 113.1*, and the project-specific fire prevention plan, to ensure that the risk of a fire event during construction of the Proposed Project is minimized. The relevant portions of these documents are incorporated into the design of the Proposed Project, and would be used to ensure that potential impacts relating to wildland fires remain less than significant.

Operation & Maintenance – No Impact

Operation and maintenance of the Proposed Project would not differ substantially from that of the existing facilities, except that there would be a reduction in fire hazard from transmission and power lines due to the old facilities being replaced by new facilities designed to current standards and the replacement of wood structures with steel structures. The Proposed Project would involve the removal of many wood poles and is therefore consistent with SDG&E's long-term plan to improve service reliability in fire-prone areas through fire hardening or other enhancements. The new steel pole structures and new wire would improve system reliability during extreme weather conditions, thereby reducing the potential wildland fire risk compared to existing conditions. Thus, the Proposed Project would not result in any adverse impacts in this regard.

In addition, operation and maintenance of the Proposed Project would not require any additional workers compared to current operation and maintenance conditions. Therefore, there would be

no increase in the number of people exposed to potential wildland fires within the Proposed Project vicinity.

4.7.5 Project Design Features and Ordinary Construction/Operating Restrictions

4.7.5.1 Hazardous Materials

Potential impacts relating to the handling and use of hazardous materials are addressed through compliance with numerous state and federal regulations, including, but not limited to:

- Federal OSHA regulations for worker safety in hazardous material remediation and hazardous waste operations (29 CFR Section 1910.120);
- Federal OSHA regulations hazard communication for workers (29 CFR Section 1910.1200);
- Federal OSHA regulations for toxic air contaminants for workers (29 CFR Section 1910.1000);
- CalOSHA regulations for worker safety in hazardous material remediation and hazardous waste operations (8 CCR 5192);
- CalOSHA regulations for hazard communication for workers (8 CCR 5194); and
- DTSC regulations implementing RCRA and the California HWCL (22 CCR Division 4.5).

In addition to compliance with the above listed regulations, SDG&E and all contractors involved in the construction of the Proposed Project would implement standard operational procedures to ensure that potential impacts resulting from hazardous material transport, use, storage and disposal remain less than significant. Typical BMPs could include, but would not be limited to, construction practices such as the use of absorbent pads for spill containment, specified locations for construction vehicle refueling, and a daily vehicle inspection schedule designed to identify leaking fuels and/or oils as early as possible.

4.7.5.2 Fire Threat and Hazards

Potential impacts relating to wildland fires during construction of the Proposed Project would be addressed through implementation of a project specific fire plan as described in Section 4.7.3.1 and Section 3.8.

4.7.6 Applicant Proposed Measures

The Proposed Project would have no potentially significant impacts relating to hazards or hazardous materials; therefore, no APMs are proposed.

4.7.7 Detailed Discussion of Significant Impacts

Based on the preceding analysis, no significant impacts relating to hazards or hazardous materials are anticipated from the Proposed Project.

4.7.8 References

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