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4.8 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?	❒	❒	☑	❒

Would the project:	Potentially Significant Impact	Potentially Significant Unless APMs Incorporated	Less Than Significant Impact	No Impact
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 located 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?	❒	❒	☑	❒

4.8.1 Introduction

The purpose of this section is to document existing hazardous conditions in the area proposed for the location of the SDG&E Proposed Project and to assess potential impacts that may occur as a result of Proposed Project implementation. Potential impacts include exposure to hazardous materials in or around the areas affected by the Proposed Project, or generated by the Proposed Project during the short-term construction phase or long-term operation phase. In addition, this section evaluates the hazards related to emergency plans, wildfire, and proximity to airports and airstrips. Compliance with applicable laws, rules, and regulations,

together with Proposed Project design features, would make potential impacts relative to hazards and hazardous materials less than significant.

4.8.2 Methodology

Hazardous materials facilities were located using a Phase I Environmental Site Assessment (ESA) database search of federal and state-maintained databases, dated March 30, 2011, and September 11, 2012 (Eco & Associates 2011; EDR 2012) (refer to Appendix 4.8-A). Select historic aerial photographs were used to assess past usage of the Proposed Project site and surrounding areas, and a field reconnaissance was conducted to assess field conditions. Reports summarizing previous hazardous materials investigations were also reviewed to understand existing site conditions. In addition, emergency evacuation and response plans and emergency measures employed by the City of Chula Vista (City of Chula Vista 2005) and County of San Diego (County of San Diego 2010a, 2010b, 2012a, 2012b) were researched. Relevant General Plans (City of Chula Vista 2005; County of San Diego 2010a) and environmental impact reports were also reviewed for applicable policies, plans, programs, and mitigation pertaining to the presence of hazards and use of hazardous materials in the Proposed Project area (City of Chula Vista 1993, 2001, 2005; County of San Diego 2010b, 2012a).

4.8.2.1 Records Review

Federal, state, local, and proprietary databases were reviewed to identify areas where hazardous materials may be encountered during Proposed Project construction. These databases and their relative search radii included the following:

- National Priorities List (NPL)—1.0 mile
- Resource Conservation and Recovery Act (RCRA) Corrective Action Report (CORRACTS)—1.0 mile
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS—0.5 mile
- RCRA Permitted Treatment, Storage, Disposal Facilities (RCRA-TSDF)—0.5 mile
- RCRA Registered Small or Large Generators of Hazardous Waste (GNRTR)—0.25 mile
- State CERCLIS (SCL)—0.5 mile
- Leaking Underground Storage Tanks (LUSTs)—0.5 mile
- Solid Waste Landfill List (SWLF)—0.5 mile
- RCRA Violations/Enforcement Actions (RCRA Viol)—0.25 mile
- Registered Underground or Aboveground Storage Tank (UST/AST) Database—0.5 mile

These registries indicate where facilities have obtained permits for the use and disposal of hazardous materials; where a release, spill, or clean-up has been reported; where a waste

disposal/management facility operates or formerly operated; or where storage tanks are or were present.

Historical Use

Aerial photographs were reviewed, where available, to determine the historical use of the Proposed Project area and adjacent properties, and to assess the potential for hazardous materials to be encountered.

4.8.3 Existing Conditions

The following discussion addresses potential hazardous materials located within proximity of the areas affected by the Proposed Project, as well as within proximity of schools, airports, and airstrips that have been identified according to CEQA requirements to assess potential impacts.

4.8.3.1 Regulatory Background

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) provides a basis for regulations to address the potential health and environmental problems associated with hazardous and non-hazardous waste. This law is implemented by USEPA through Subtitle C, 42 United States Code (USC) Section 6921 et seq., and its implementing regulations, 40 CFR Part 260 et seq. The generation, transportation, treatment, storage, and disposal of hazardous waste are regulated through Subtitle C of RCRA, which addresses a "cradle-to-grave" approach to hazardous waste management. All states are subject to Subtitle C with regard to hazardous waste generation. The RCRA also provides the specific quantities of waste that are regulated under RCRA.

Comprehensive Environmental Response, Compensation, and Liability Act and Superfund Amendments and Reauthorization Act

Planning, reporting, and notification with regard to hazardous materials and hazardous material releases into the environment are regulated by USEPA under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the Superfund Amendments and Reauthorization Act (SARA), which is an amendment to CERCLA. Such regulations are given in 40 CFR Parts 302 through 355.

Annual reporting requirements associated with hazardous material released into the environment are provided in 42 USC Section 11023 and 40 CFR Part 372.30. Reporting of routine discharges and spill releases is required. In addition, Title III of SARA (identified as the Emergency Planning and Community Right-To-Know Act of 1986) requires that all states develop and implement local chemical emergency preparedness programs and make available information pertaining to hazardous materials that are used at facilities within local communities. Additionally, SARA provides specific planning, reporting, and public notification requirements with regard to the use of hazardous materials.

Hazardous Materials Transportation Act

The transportation of hazardous materials and hazardous wastes, including shipping documentation, placarding and marking vehicles, loading and unloading, incident reporting, and worker training is regulated through Caltrans from the Hazardous Materials Transportation Act (HMTA), as amended and codified in 49 USC 5101 et seq.

Clean Water Act/Clean Air Act

The Clean Water Act (CWA) provides measures governing the accidental release of hazardous materials to surface waters. Prevention of, preparedness for, and response to oil discharges at specific non-transportation-related facilities are established under Section 311 of the CWA (as amended). The subsequent regulations require facilities to develop and implement Spill Prevention, Control, and Countermeasure (SPCC) Plans and to establish procedures, methods, and equipment requirements to prevent oil from reaching navigable waters. Separately, the discharge of pollutants to navigable waters are regulated under Section 402 of the CWA and discussed in detail in Section 4.9, Hydrology and Water Quality, of this PEA.

The Clean Air Act (CAA) provides measures aimed at preventing the accidental release of hazardous materials into the atmosphere. Under CAA provisions, regulations governing hazardous materials emissions are provided in 40 CFR Part 68.

Uniform Building Code and Uniform Fire Code

The UBC and the Uniform Fire Code (UFC) provide codes for fire protection at the federal level. To minimize potential fire risk and damage to structures, the UBC provides requirements for building construction, materials, and other elements and practices to be adhered to. The UFC provides design measures for installation of fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards and safety measures, hazardous material storage and use, and other general and specialized requirements pertaining to fire safety and prevention.

State

Division of Occupational Safety and Health

The California Occupational Safety and Health Act (Cal/OSHA) of 1970 provides measures to address the safety of construction and industrial workers. Title 8 of the California Code of Regulations (CCRs) identifies the majority of these measures. Cal/OSHA is responsible for enforcing the occupational and public safety laws adopted by the U.S. Department of Labor. OSHA is responsible for regulation of workplace hazards and hazardous materials at the federal level, and Cal/OSHA regulates hazards and hazardous materials at the state level.

Department of Toxic Substances Control

USEPA authorizes the California EPA (CalEPA), Department of Toxic Substances Control (DTSC), to carry out the federal RCRA program in California. The DTSC regulates hazardous waste primarily through permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements.

Regional Water Quality Control Board

The San Diego RWQCB is responsible for protecting the beneficial uses of surface water and groundwater resources in the San Diego Hydrologic Basin. The RWQCB adopted a Water Quality Control Plan (Basin Plan) in September 1994 (amended in 2011). The Basic Plan sets forth implementation policies, goals, and water management practices in accordance with the Porter-Cologne Water Quality Control Act. The Basin Plan establishes numerical and narrative standards and objectives for water quality aimed at protecting beneficial uses of surface water in the basin. Proposed Project discharges to surface waters in the region are subject to the regulatory standards set forth in the Basin Plan, which regulates the discharge of hazardous and other materials into surface waters. The San Diego RWQCB also enforces provisions of the state statutes that protect groundwater.

California Hazardous Materials and Waste Codes

Within California, the storage, handling, use, and/or disposal of hazardous materials is regulated through various sections of the California Health and Safety Code and CCRs. Individual states are required by RCRA to develop their own programs for the regulation of hazardous waste discharges; however, such plans are required to meet or exceed RCRA requirements.

The California Hazardous Waste Control Law (HWCL) addresses the control of hazardous waste for the state. The HWCL addresses generators of universal waste (e.g., batteries, mercury control devices, dental amalgams, aerosol cans, and lamps/cathode ray tubes) under Section 25100 et seq. of the California Health and Safety Code, as well as hydrocarbon waste (e.g., oils, lubricants, and greases) that are not classified as hazardous waste under federal RCRA regulations. The DTSC is responsible for administration and enforcement of the HWCL.

The Hazardous Materials Release Response Plans and Inventory Act (California Health and Safety Code, Section 25500 et seq.) and regulations provided in 19 CCR Section 2620 et seq. require that local governments be responsible for the regulation of facilities that store, handle, or use hazardous materials above threshold quantities (TQs). The TQs for identified hazardous materials are 55 gallons for liquids, 500 pounds for solids, and 200 cubic feet for compressed gases measured at standard temperature and pressure. Facilities storing such hazardous materials in excess of their TQs are required to prepare a Hazardous Material Business Plan (HMBP) to identify the facility's internal response requirements to accidental spills. The HMBP may identify emergency contacts, hazardous material inventory and quantities, control methods, emergency response measures, and employee training methods. The HMBP is required to be submitted to the local administering agency (typically the local fire department or public health agency). In the event of a spill, the local administrative agency and the Governor's Office of Emergency Services must be notified.

California Health and Safety Code, Section 25249.5 et seq. of the Safe Drinking Water and Toxics Enforcement Act (Proposition 65), is administered through the California Office of Environmental Health Hazard Assessment. Proposition 65 regulates cancer-causing and reproduction-impairing chemicals. Under Proposition 65, users of such regulated chemicals are

required to issue a public warning before potential exposure to chemicals above a threshold amount occurs (California Health and Safety Code Section 25249.6). In addition, Proposition 65 is aimed at preventing discharges or releases of specified hazardous materials into a "source of drinking water." Proposition 65 provides a list of chemicals of concern (Id. Section 25249.5), which is periodically updated.

Section 25404 et seq. of the California Health and Safety Code includes the California Unified Hazardous Waste and Hazardous Material Management Regulatory Program Act, which establishes specific requirements for handling hazardous waste locally by establishing the Certified Unified Program Agency (CUPA). CalEPA has certified the San Diego County Department of Environmental Health, Hazardous Materials Division, as the CUPA responsible for implementing hazardous waste laws and regulations at the local level for the Proposed Project area.

California Department of Transportation

An Encroachment Permit must be obtained from Caltrans for all proposed activities related to the placement of encroachments within, under, or over the state highway ROW. An "encroachment" is defined in Section 660 of the California Streets and Highways Code as "any tower, pole, pole line, pipe, [or] pipeline [that] is in, under, or over any portion of the state highway rights-of-way." All encroachments must comply with the requirements of Caltrans' 2010 Standard Plans and Standard Specifications, which includes provisions for traffic control.

California Building Code

The CBC provides design and construction measures for structures and other facilities with regard to fire protection and prevention. The CBC supplements the UBC by providing measures that are specific to potential conditions in California. Measures provided in the CBC are integrated and enforced through county and city review of development projects, the Office of the State Fire Marshal, and by local county or city fire chiefs or marshals.

California Public Resource Code

The California PRC provides regulations to enhance safety with regard to the operation and management of electrical transmission lines. These include the following:

- PRC Section 4292: This section requires the clearing of flammable vegetation around specific structures that support certain connectors or types of electrical apparatus. Clearing of such vegetation must be maintained in a radius of not less than 10 feet around such structures for the entirety of the fire season.
- PRC Section 4293: This section requires specific clearance between conductors and vegetation. As the line voltage increases, the radius of clearance also increases. The removal of trees that may pose the potential to fall on an electrical transmission line and cause damage is also required.

Local

County of San Diego

Within the County of San Diego, including the City of Chula Vista, the San Diego County Department of Environmental Health, Hazardous Materials Division (HMD) is responsible for implementation of state and federal laws and regulations at the local level. Hazardous materials are addressed through various county codes and regulations. The HMD hazardous material requirements include hazardous waste determination, storage and transportation of hazardous waste, treatment and disposal requirements, biennial reporting, emergency preparedness and prevention, emergency procedures, business plans, personnel training, and violation (County of San Diego 2010a, 2010b, 2012a, 2012b).

City of Chula Vista General Plan and Municipal Code

The Public Facilities and Services Element and the Environmental Element of the City of Chula Vista General Plan (City of Chula Vista 2005) address public facilities and services such as fire-rescue, police, and disaster preparedness. Goals and policies intended to allow for the efficient and adequate provision of public services and facilities, and to reduce the potential for hazardous or emergency situations to occur, are identified.

Brush management programs consistent with the Chula Vista Multiple Species Conservation Plan Subarea Plan and the city's Urban-Wildland Interface Code are implemented to reduce potential wildland fire hazards in the city and surrounding area.

Construction or development of property within the public ROW requires an Encroachment Permit from the City of Chula Vista. Any barricades and traffic-control devices must conform to the Caltrans Manual of Traffic Controls and must be approved by the city engineer.

4.8.3.2 Existing Hazardous Sites

The electronic databases of Environmental Data Resources (EDR) were searched to complete the environmental records review relative to the proposed Salt Creek Substation and Transmission Corridor. A complete Phase I Environmental Site Assessment was conducted in 2011 prior to the purchase of the land for the proposed substation site. A second database search took place in 2012 to evaluate the areas surrounding the Transmission Corridor. These database searches were used to identify properties that may be listed in the referenced agency records within the approximate minimum search distances specified by the American Society for Testing and Materials (ASTM) standard (ASTM E 1527-05 Standard). The EDR reports also contain search results of other state, local, and proprietary environmental databases that are relevant to Proposed Project areas.

To determine those sites that may potentially represent the greatest risk, the following were considered:

- Density of Listed Sites: The greater the number of listed sites in the Proposed Project vicinity, the greater the potential for encountering contamination.

- Type of Release and Medium Affected: The volume of contaminant released, release date, and medium impacted all affect how contaminants may have migrated and, therefore, their potential to result in an impact.

The ASTM E 1527-05 Standard defines a Recognized Environmental Condition (REC) as "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property." A material threat is defined by the ASTM E 1527-05 Standard as "a physically observable or obvious threat [that] is reasonably likely to lead to a release that, in the opinion of the environmental professional, is threatening and might result in impact to public health or the environment."

A review of regulatory records, historical aerial photography, and a site reconnaissance survey did not identify areas with impacted or potentially impacted soil and/or groundwater that would likely be encountered during construction or operation of the Proposed Project (database search available upon request).

Fire Hazards

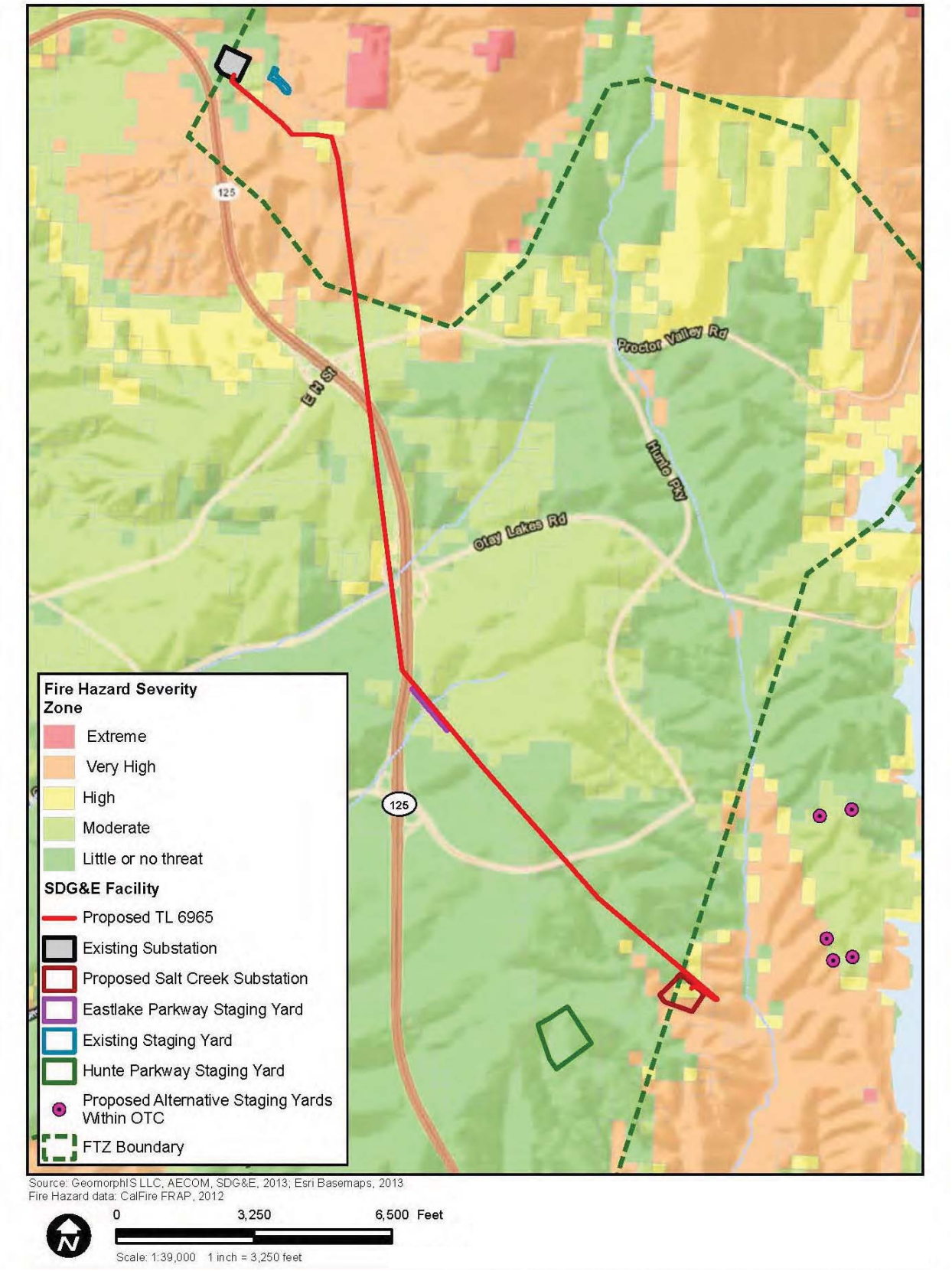
The California Department of Forestry and Fire Protection (CAL FIRE) delineated areas of significant fire threat in the County of San Diego through the Fire Resource Assessment Program (FRAP). These maps place areas of the county into different Fire Threat Zones (FTZs) based on a combination of fire behavior and expected fire frequency. The FTZs are divided into four levels of fire threat: Moderate, High Very High, and Extreme. The Proposed Project's relationship to the FTZ is shown in Figure 4.8.1, Fire Threat Zone Map.

The Proposed Project is located within the City of Chula Vista and the County of San Diego in areas that are primarily developed. However, sites planned for construction of the proposed Salt Creek Substation and power line improvements are undeveloped and support natural vegetation; there is potential for wildland fire to occur in these areas. The Proposed Project has components located in areas designated as Moderate, High, and Very High FTZ.

Schools

Six schools were identified within one-quarter mile of the Proposed Project (San Diego County Office of Education 2012): Eastlake High School (adjacent to the existing Transmission Corridor); Olympic View Elementary School (approximately 0.1 mile to the east); Marshall Elementary School (approximately 0.2 mile to the east); Liberty Elementary School (approximately 0.1 mile to the west); High Tech complex, which consists of an elementary, middle, and high school (approximately 0.1 mile to the west); and the University of Phoenix (adjacent to the existing Transmission Corridor).

Figure 4.8-1: Fire Hazard Map



Note: SDG&E is providing this map with the understanding that the map is not survey grade.

Airports and Airstrips

The Proposed Project is not located within 2 miles of a public or private airport; the nearest airports are each approximately 3 miles from the Proposed Project (Brown Field to the south, John Nichol's Field to the east, and a helipad at Sharp Chula Vista Medical Center to the west) (USA Airport Finder 2012).

Emergency/Evacuation Plans

The County of San Diego Office of Emergency Services serves as staff for the Unified Disaster Council, a governing body of the Unified San Diego County Emergency Services Organization, composed of the Chair of the San Diego County Board of Supervisors and representatives from the 18 incorporated cities (County of San Diego 2010b, 2012b).

The federal Disaster Mitigation Act of 2000 requires that all local governments create a disaster plan in order to qualify for funding. The San Diego County Multi-Jurisdictional Hazard Mitigation Plan (County of San Diego 2010b) is a countywide plan that identifies risks and ways to minimize damage from natural and human-caused disasters. The plan provides a basis for enhancing public awareness, creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination.

The San Diego County Office of Emergency Services (County of San Diego 2012b) maintains ReadySanDiego.org in conjunction with Homeland Security's Ready.gov national public service advertising campaign. The Ready Campaign is designed to educate Americans to prepare for and respond to emergencies, including natural disasters and potential terrorist attacks.

The San Diego County Operational Area Evacuation Annex (Annex) is a guidance document to be used as a template for preparation of local jurisdiction evacuation plans and to supplement or support the evacuation plans developed and implemented by local jurisdictions. Strategies, protocols, organizational frameworks, and recommendations that may be used to implement a coordinated evacuation effort within the San Diego County Operational Area are included in the Annex. Estimates on the resident population within each jurisdiction that may be potentially impacted by certain hazards and would require evacuation, the number of residents that may need assistance securing shelter or transportation, and the estimated number of household pets that may need to be accommodated in the event of an evacuation effort are also identified. In addition, the Annex provides hazard-specific considerations, transportation routes and capacities for general evacuation, shelter capacities throughout the county, locally available resources, resources available through mutual aid, and other special considerations.

The Annex also includes hazard-specific evacuation routes for dam failure, earthquakes, tsunamis, floods, and wildfires. Primary evacuation routes consist of the major interstates, highways, and prime arterials within the County of San Diego.

In addition, the City of Chula Vista Fire Department Community Emergency Response Teams (CERT) help local communities build a base of emergency preparedness that can be relied on

when needed. The CERT program brings together neighbors, team members, and co-workers within their own community, in coordination with the Chula Vista Fire Department.

4.8.4 Impact Analysis

Significance Criteria

Standards of significance were derived from Appendix G of the CEQA Guidelines. Accordingly, the Proposed Project would result in a significant impact if it would result in any of the following:

- create a hazard to public health or the environment by the routine transport, use, or disposal of hazardous materials;
- create a hazard to the public or the environment by reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a hazard to the public or the environment;
- for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, the project would result in a safety hazard for people residing or working in the project area;
- for a project within the vicinity of a private airstrip, the project would result in a safety hazard for people residing or working in the project area;
- impair implementation of, or physically interfere with, an adopted emergency response or evacuation plan; and/or
- 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.

Question 4.8a – Hazardous Material Transport, Use, or Disposal

Construction – Less-than-Significant Impact

Salt Creek Substation

Potential impacts may occur from the transport or use of hazardous materials during the construction phase at the proposed Salt Creek Substation. Such impacts may occur as a result of potential spills or other unauthorized releases during ground clearing, driveway construction, or construction of the proposed Salt Creek Substation. Other potential impacts related to the use of hazardous materials may occur during the refueling or servicing of construction equipment. In addition, material that is excavated, transported, stored, or disposed of during the proposed

Salt Creek Substation construction has the potential to contain hazardous materials and may present a hazard to construction workers, area residents, the public, or the environment if improperly managed. In addition, vehicles and equipment used for construction may contain or require temporary, short-term use of potentially hazardous substances such as fuel, lubricating oils, or hydraulic fluid. Groundwater is not anticipated to be encountered during excavation because the excavation is expected to occur above the water table. Should groundwater be encountered, the procedures described in Section 3.5.1.2, Dewatering, regarding dewatering would be followed.

Table 4.8-1, Hazardous Materials Typically Used for Construction, provides a list of the types of chemicals typically used during construction of SDG&E substations and associated components. The use of hazardous materials during the construction phase generally has the potential to adversely affect the health or safety of construction workers, nearby building occupants or residents, or others within the vicinity of the Proposed Project.

As presented in Section 4.8.3.1, Regulatory Background, several laws, rules, and regulations apply to the routine use of hazardous materials during construction, which include proper handling and disposal of hazardous materials and worker training. SDG&E would abide by all applicable laws and regulations pertaining to the Proposed Project. As a result, impacts would be less than significant.

TL 6965 and TL 6910 Loop-In

Similar to construction of the proposed Salt Creek Substation, construction of TL 6965 and the TL 6910 loop-in for the Proposed Project has the potential for impacts to occur. Impacts may occur during ground clearing and excavation for the installation of the new power line structures, as well as conductor pulling, splicing, and termination of the lines. The material that is excavated, transported, stored, and disposed of during construction of the power lines has the potential to contain hazardous materials and may present a hazard to construction workers, the public, or the environment if improperly managed. In addition, vehicles and equipment used for construction may contain or require temporary, short-term use of potentially hazardous substances such as fuel, lubricating oils, or hydraulic fluid. Groundwater is not anticipated to be encountered during excavation because the excavation is expected to occur above the water table. Should groundwater be encountered, the procedures described in Section 4.9, Hydrology and Water Quality, regarding dewatering would be followed. As presented in Section 4.8.3.1, Regulatory Background, several laws, rules, and regulations apply to the routine use of hazardous materials during construction, which include proper handling and disposal of hazardous materials and worker training. SDG&E would abide by all applicable laws and regulations pertaining to the Proposed Project. As a result, impacts would be less than significant.

Table 4.8-1: Hazardous Materials Typically Used for Construction

Chemicals Typically Used During Construction	Associated Components
ABC fire extinguisher	Ammonium hydroxide
Air tool oil	Battery acid (in vehicles and in substation control shelter)
Automatic transmission fluid	Insect killer
Bottled oxygen	Puncture seal tire inflator
Canned spray paint	Chain lubricant (contains methylene chloride)
Diesel de-icer	Connector grease (penotox)
Diesel fuel	Diesel fuel additive
Eye glass cleaner (contains methylene chloride)	Contact cleaner 2000
Gasoline	Gasoline treatment
Hot stick cleaner (cloth treated with polydimethylsiloxane)	Lubricating grease
Hydraulic fluid	Starter fluid
Insulating oil (inhibited, non-PCB)	Methyl alcohol
Mastic coating	Paint thinner
Propane	WD-40
Sulfur hexafluoride (within the circuit breakers in the Substation)	Brake fluid
Two-cycle oil (contains distillates and hydrotreated heavy paraffin)	Acetylene gas
Wasp and hornet spray (1,1,1-trichloroethene)	Antifreeze (ethylene glycol)
ZEP (safety solvent)	Motor oil

Existing Substation Modifications

The Proposed Project has the potential for impacts to occur as a result of the modifications at the Existing Substation. Vehicles and equipment used at the substation may contain or require temporary, short-term use of potentially hazardous substances, such as fuel, lubricating oils, or hydraulic fluid. As presented in Section 4.8.3.1, Regulatory Background, several laws, rules, and regulations apply to the routine use of hazardous materials during construction, which include proper handling and disposal of hazardous materials and worker training. SDG&E would abide

by all applicable laws and regulations pertaining to the Proposed Project. As a result, impacts would be less than significant.

Staging Yards

Potential impacts may occur from the transport or use of hazardous materials during the preparation and use of the staging yards. Such impacts may occur as a result of potential spills or other unauthorized releases during ground clearing, transportation of materials or workers to work sites, or during refueling or servicing equipment. In addition, vehicles and equipment used for construction may contain or require temporary, short-term use of potentially hazardous substances such as fuel, lubricating oils, or hydraulic fluid. As presented in Section 4.8.3.1, Regulatory Background, several laws, rules, and regulations apply to the routine use of hazardous materials during construction, which include proper handling and disposal of hazardous materials and worker training. SDG&E would abide by all applicable laws and regulations pertaining to the Proposed Project. As a result, impacts would be less than significant.

Operation and Maintenance – Less-than-Significant Impact

Similar to activities occurring during the construction phase, routine use of hazardous materials during ongoing operation and maintenance of the Proposed Project would have the potential to pose health and safety hazards to SDG&E maintenance staff, area residents, the public, and the surrounding environment. Potential impacts may occur as a result of possible spills of hazardous substances during routine or emergency maintenance, as well as during daily operation of the facilities. The majority of chemicals used for ongoing operation or maintenance activities would be similar to those used during the construction phase; however, use of such chemicals would generally be considerably less than those used during construction.

The proposed Salt Creek Substation would support low-profile 69/12-kV transformers that contain up to approximately 5,500 gallons of mineral oil per transformer. As the transformers age, the potential for leaks to occur increases. Major natural events (e.g., seismic events) or collisions from maintenance equipment would also have the potential to result in a release into the environment. Mineral oil, which is a hazardous material in California, would be used in on-site transformers and may represent a potential for accidental release of hazardous substances into the environment.

Consistent with 40 CFR Part 112, SPCC Rule, SDG&E would install global and local transformer containment, which is designed to prevent migration of transformer oil during a leak or spill, at the proposed Salt Creek Substation. Localized design features to prevent small leaks from infiltrating into the soil would consist of concrete slabs and curbs around each transformer.

As presented in Section 4.8.3.1, Regulatory Background, several laws, rules, and regulations apply to the routine use of hazardous materials during operation, including proper handling and disposal of hazardous materials and worker training. SDG&E would abide by all applicable laws and regulations pertaining to the Proposed Project. As a result, impacts would be less than significant.

Question 4.8b – Reasonably Foreseeable Upset and Accident Conditions

Construction – Less-than-Significant Impact

Salt Creek Substation

Many of the reasonably foreseeable upset and accident conditions caused by the Proposed Project would be associated with the routine transport and use of hazardous materials discussed above in Question 4.8a – Hazardous Material Transport, Use, or Disposal. That same analysis applies here and yields less-than-significant impacts.

TL 6965 and TL 6910 Loop-In

TL 6965 would be constructed within the existing Transmission Corridor, a portion of which includes a natural gas pipeline and parallels an existing San Diego County Water Authority (SDCWA) easement. Structures for the proposed TL 6965 would be in proximity to existing overhead electric lines, underground gas lines, and underground water lines. Potential hazards for construction in these areas include the following:

- damage associated with equipment and vehicle structural loading on or adjacent to underground facilities;
- work in proximity to overhead energized lines;
- excavation adjacent to existing utilities, structures, and foundations;
- grading above existing utilities; and/or
- long-term structural stability during maintenance or replacement of adjacent utilities.

The design and engineering review being conducted for the Proposed Project will determine if additional support for construction equipment is required, such as installing steel plates and/or bridging over the existing utilities during construction.

To address the risk associated with existing overhead lines, it is planned that equipment access would be limited and vehicles with low overhead booms/cranes would be used as necessary. In addition, SDG&E would provide a qualified electrical worker standing by as necessary during construction activities.

Pole locations, grading, and underground electrical facilities that could potentially affect adjacent utilities would be designed and engineered to avoid potential hazards. Proposed excavation methods adjacent to existing utilities would be submitted to the adjacent utility owners for review and comment, and SDG&E would incorporate this information, at its discretion, into construction plans.

Hazards associated with construction adjacent to existing utilities and joint-use access roads would be addressed by engineering standards, coordination between utility owners, and applicable SDG&E and building codes/standards. As such, impacts would be less than significant.

Existing Substation Modifications

Many of the reasonably foreseeable upset and accident conditions at the Existing Substation would be associated with the routine transport and use of hazardous materials during modifications, which are discussed above in Question 4.8a – Hazardous Material Transport, Use, or Disposal. That same analysis applies here and yields less-than-significant impacts.

Staging Yards

Many of the reasonably foreseeable upset and accident conditions related to preparation and use of staging yards would be associated with the routine transport and use of hazardous materials, which are discussed above in Question 4.8a – Hazardous Material Transport, Use, or Disposal. That same analysis applies here and yields less-than-significant impacts.

Operation and Maintenance – Less-than-Significant Impact

Operation and maintenance adjacent to existing utilities in the Transmission Corridor and substation properties and the joint-use of access roads would be addressed by engineering, coordination between utility owners, and applicable SDG&E and building codes/standards. As such, impacts would be less than significant.

Question 4.8c – Hazardous Substances in Proximity to Schools

Construction – Less-than-Significant Impact

Salt Creek Substation

There are six schools within one-quarter mile of the Proposed Project. Only one location, High Tech Elementary, Middle, and High Schools, is located in proximity (approximately 0.1 mile west) to the proposed Salt Creek Substation site. The other five schools are greater than one-quarter mile from the proposed substation site.

As discussed above in Question 4.8a – Hazardous Material Transport, Use, or Disposal, construction of the Salt Creek Substation site would require the routine use of hazardous materials. The quantities used in construction are unlikely to cause impacts at any of the schools. In addition, as discussed above, the transport, use, and disposal of hazardous materials are subject to regulation, including worker training and the reporting of spills and releases.

As presented in Section 4.8.3.1, Regulatory Background, several laws, rules, and regulations apply to the routine use of hazardous materials, including proper handling and disposal of hazardous materials and worker training. SDG&E would abide by all applicable laws and regulations pertaining to the Proposed Project. As a result, impacts would be less than significant.

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The other five schools presented above in Section 4.8.3.2, Existing Hazardous Sites, are located within one-quarter mile of the existing Transmission Corridor. As discussed above in Question 4.8a – Hazardous Material Transport, Use, or Disposal, construction of the power lines would require the routine use of hazardous materials. The quantities used in construction are unlikely

to cause impacts at any of the schools. In addition, the transport, use, and disposal of hazardous materials are subject to regulation, including worker training and the reporting of spills and releases.

As presented in Section 4.8.3.1, Regulatory Background, several laws, rules, and regulations apply to the routine use of hazardous materials, including proper handling and disposal of hazardous materials and worker training. SDG&E would abide by all applicable laws and regulations pertaining to the Proposed Project. As a result, impacts would be less than significant.

Existing Substation Modifications

No existing or proposed schools were identified within one-quarter mile of the Existing Substation.

Staging Yards

The High Tech complex, which includes an Elementary, Middle, and High School, is located in proximity to the Hunte Parkway staging yard. East Lake High School and Olympic View Elementary School are located in proximity to the Eastlake Parkway staging yard. As discussed above in Question 4.8a – Hazardous Material Transport, Use, or Disposal, preparation and use of the staging yards would require the routine use of hazardous materials. The quantities used in construction are unlikely to cause impacts at any of the schools. In addition, as discussed above, the transport, use, and disposal of hazardous materials are subject to regulation, including worker training and the reporting of spills and releases.

As presented in Section 4.8.3.1, Regulatory Background, several laws, rules, and regulations apply to the routine use of hazardous materials, including proper handling and disposal of hazardous materials and worker training. SDG&E would abide by all applicable laws and regulations pertaining to the Proposed Project. As a result, impacts would be less than significant.

Operation and Maintenance – Less-than-Significant Impact

Similar to the discussion above for Question 4.8a – Hazardous Material Transport, Use, or Disposal, during operation and maintenance of the Proposed Project, the use of hazardous materials would have the potential to pose health and safety hazards to nearby receptors and the surrounding environment, including schools. Potential impacts may occur as a result of possible spill of hazardous substances during routine or emergency maintenance, as well as during daily operation of the facilities.

As presented in Section 4.8.3.1, Regulatory Background, several laws, rules, and regulations apply to the routine use of hazardous materials during operation, including proper handling and disposal of hazardous materials and worker training. SDG&E would abide by all applicable laws and regulations pertaining to the Proposed Project. As a result, impacts would be less than significant.

Question 4.8d – Existing Hazardous Materials Sites

Construction – Less-than-Significant Impact

Salt Creek Substation

Construction of the proposed Salt Creek Substation would not result in significant impacts from being located on an existing hazardous materials site, as no known hazardous sites have been identified in the Proposed Project areas or on adjacent lands. In addition, because the substation site is currently undeveloped, it is unlikely that hazardous materials would be encountered during excavation activities. However, if hazardous materials are uncovered during construction, the SWPPP prepared for the Proposed Project provides guidance on identification and reporting requirements and worker training. As such, impacts would be less than significant.

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Power line construction would not result in significant impacts from being located on an existing hazardous materials site, as no known hazardous sites have been identified in or near the alignment. In addition, because SDG&E has not encountered hazardous materials while constructing and maintaining existing facilities in the power line alignment for the Proposed Project, it is unlikely that hazardous materials would be encountered during excavation activities. However, if hazardous materials are uncovered during construction, the SWPPP prepared for the Proposed Project provides guidance on identification and reporting requirements, and worker training. As such, impacts would be less than significant.

Existing Substation Modifications

Modifications at the Existing Substation would not result in significant impacts from being located on an existing hazardous materials site, as no known hazardous sites have been identified in or near the substation. In addition, because SDG&E owns and developed the land for the Existing Substation, it is unlikely that unexpected hazardous materials would be encountered during excavation activities. However, if hazardous materials are uncovered during construction, the SWPPP prepared for the Proposed Project provides guidance on identification and reporting requirements, and worker training. As such, impacts would be less than significant.

Staging Yards

Preparation and use of staging yards would not result in significant impacts from being located on an existing hazardous materials site, as no known hazardous waste sites have been identified in or near the staging yards proposed at Hunte Parkway, Eastlake Parkway, or the Existing Substation. The Olympic Training Center was developed in the 1990s, and a review of publically available databases did not yield reports of spills or clean-up actions at the facility. However, if hazardous materials are uncovered during construction, the SWPPP prepared for the Proposed Project provides guidance on identification and reporting requirements, and worker training. As such, impacts would be less than significant.

Operation and Maintenance – No Impact

Long-term operation and maintenance activities would not result in significant impacts due to the presence of an existing hazardous materials site, as none have been identified. However, if a hazardous materials site is identified during construction, it would be addressed during construction and either remediated or secured in compliance with applicable laws, rules, and regulations and would not result in acute or continued exposure to workers during routine operation.

Future maintenance activities for the Proposed Project would primarily occur on or within existing facilities and structures, thereby minimizing the potential for uncovering existing, unknown hazardous materials sites during such activities. Therefore, no impact would occur.

Question 4.8e – Public Airport Hazards – No Impact

No components of the Proposed Project are located within 2 miles of a public airport and, therefore, would not affect or disrupt existing operations or worker safety at such a facility. As such, the Proposed Project would not impact operations at a public airport. No impact would occur.

Question 4.8f – Private Airstrip Hazards – No Impact

No components of the Proposed Project are located within 2 miles of a private airstrip and, therefore, would not affect or disrupt existing operations or worker safety at such a facility. No impact would occur.

Question 4.8g – Emergency Response and Evacuation Plans

Construction – Less-than-Significant Impact

Salt Creek Substation

No conflicts with public safety or emergency response and evacuation plans were identified for construction of the proposed Salt Creek Substation. The majority of construction equipment, vehicles, personnel, and material staging areas would be accommodated within the property lines of the proposed Salt Creek Substation site, which would not affect emergency access. Emergency access would not be directly impacted during construction, as roadways would remain open to emergency vehicles at all times.

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No conflicts with public safety or emergency response or evacuation plans were identified or would be associated with installation of power line improvements. When construction occurs within the ROW of a public roadway, SDG&E would be required to obtain an Encroachment Permit from the appropriate jurisdiction. Encroachment Permits from the City of Chula Vista and, separately, from Caltrans, would require an approved traffic control plan. Emergency access would not be impacted during construction, as roadways would remain open to emergency vehicles. Construction would not interfere with evacuation efforts should a disaster occur. Impacts would be less than significant.

Existing Substation Modifications

No conflicts with public safety or emergency response and evacuation plans were identified for the modifications of the Existing Substation. The majority of construction equipment, vehicles, and personnel would be accommodated within the property lines of the Existing Substation site or nearby staging yard. Emergency access would not be directly impacted during construction, as roadways would remain open to emergency vehicles at all times. No impact would occur.

Staging Yards

No conflicts with public safety or emergency response and evacuation plans were identified for the preparation and use of the staging yards for the Proposed Project. The majority of construction equipment, vehicles, and personnel would be accommodated within the leased area of each staging yard. Emergency access would not be directly impacted during construction, as roadways would remain open to emergency vehicles at all times. No impact would occur.

Operations and Maintenance – No Impact

Impacts to emergency and evacuation plans during operations and maintenance of the Proposed Project would be similar to those during construction and limited to maintenance of those facilities within the public ROW. Similar to construction activities, Encroachment Permits would require that an approved traffic control plan be implemented during road or lane closures. These permits ensure that emergency access would be maintained, and, as such, activities would not interfere with emergency or evacuation plans. Therefore, no impact would occur.

Question 4.8h – Fire Hazard

Construction – Less-than-Significant Impact

Salt Creek Substation

Although the Proposed Project is primarily located in a developed area, the site planned for construction of the proposed Salt Creek Substation is undeveloped and supports natural vegetation with the potential to support wildfire, particularly when considered with the sloping hillsides where winds may enable the rapid spread of flames. The proposed Salt Creek Substation site is located within an area designated as High to Very High FTZ. Therefore, the potential for wildland fire to occur is high to very high.

Construction activities have the potential to start a wildland fire due to the increased presence of vehicles, equipment, and human activity in areas of elevated fire hazard severity. 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, restricting smoking and idling vehicles, and imposing construction restrictions during red flag warnings. As part of the Proposed Project, SDG&E would also implement the Salt Creek Project Fire Plan (refer to Appendix 4.8-B) to assist in safe practices to prevent fires within the Proposed Project area. The Salt Creek Project Fire Plan includes procedures and tools that are designed to minimize the risk of starting wildland fires during construction and increase the ability to suppress a wildland fire in the unlikely event that one is ignited. The Salt Creek Project Fire Plan includes the following procedures:

- minimum requirements for firefighting equipment (including size and response time requirements),
- work limitations for "high" to "extreme" fire danger days, and
- designation of specific "Fire Patrol" personnel to perform monitoring and first response on-site.

During construction activities within the FTZ, workers would follow the Salt Creek Project Fire Plan to ensure that the risk of a wildland fire event during construction of the Proposed Project is minimized. The relevant portions of the Fire Plan 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. Therefore, any potential impacts from wildland fires would be less than significant.

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Similar to the construction of the proposed Salt Creek Substation, construction of the power lines would take place in areas designated as Moderate, High, and Very High FTZ. In general, power line construction activities would occur within areas that have been cleared of vegetation pursuant to the procedures in Section 4.4 of this PEA, thereby removing fuel and reducing the potential for a wildland fire. As discussed, construction activities do have the potential to start a fire due to the increased presence of vehicles, equipment, and human activity in areas of elevated wildland fire threat. 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 due to strict adherence to SDG&E's comprehensive construction fire prevention program. The Salt Creek Project Fire Plan, as outlined above, would be implemented to minimize the risk of starting wildland fires during construction and to increase the ability to suppress a wildland fire in the unlikely event that one is ignited.

The Salt Creek Project Fire Plan includes requirements for carrying emergency fire suppression equipment, conducting "tailgate meetings" that cover fire safety discussions, restricting smoking and idling vehicles, and imposing construction restrictions during red flag warnings. On high fire danger days, the Salt Creek Project Fire Plan may also require the staging of firefighting resources, assigning a dedicated fire patrol, and curtailing work activities. Based on the plans to clear vegetation to create adequate working space and implementation of the Salt Creek Project Fire Plan, the potential impacts from fire hazard would be less than significant.

Existing Substation Modifications

Existing Substation modifications would occur within the substation's fenced-in areas, an area that is clear of vegetation. This area does not support wildland fire. There would be no impact.

Staging Yards

Similar to the construction of the proposed Salt Creek Substation, preparation and use of the staging yards would take place in areas designated as Moderate, High, and Very High FTZ. In general, staging areas would be cleared of vegetation, thereby removing fuel and reducing the potential for a fire to start. The Salt Creek Project Fire Plan, as outlined above, would be implemented during construction activities to minimize the risk of starting fires during construction and to increase the ability to suppress a fire in the unlikely event that one is ignited.

The Salt Creek Fire Plan includes requirements for carrying emergency fire suppression equipment, conducting "tailgate meetings" that cover fire safety discussions, restricting smoking and idling vehicles, and imposing construction restrictions during red flag warnings. On high fire danger days, the Salt Creek Fire Plan may also require the staging of firefighter resources, assigning a dedicated fire patrol, and curtailing work activities. Based on the plans to clear vegetation to create adequate working space and implementation of the Salt Creek Project Fire Plan, the potential impacts from fire hazard would be less than significant.

Operation and Maintenance – Less-than-Significant Impact

Operation and maintenance activities are presently conducted by SDG&E in the Proposed Project area within the existing Transmission Corridor and at the Existing Substation. These activities occur primarily in previously cleared areas, thereby reducing the potential to start a wildland fire. Operation and maintenance for the proposed Salt Creek Substation and power line improvements would generally involve clearing vegetation on an as-needed basis for safety and/or access.

Although maintenance vehicles would use the proposed access driveways and the existing unimproved (dirt) access road during operation and maintenance activities, the potential for heat or sparks generated by a maintenance vehicle to ignite dry vegetation and start a wildland fire does exist. Maintenance vehicles would use the existing easements, driveways, parking areas, and ROW, as applicable, to access Proposed Project facilities during operation and maintenance activities to reduce potential fire hazards.

The Salt Creek Fire Plan includes requirements for carrying emergency fire suppression equipment, conducting "tailgate meetings" that cover fire safety discussions, restricting smoking and idling vehicles, and imposing construction restrictions during red flag warnings. Additional actions taken on high fire danger days may include staging firefighter resources, assigning a dedicated fire patrol, or curtailing work activities.

As such, impacts resulting from long-term operation and maintenance activities with regard to wildfire hazards would be less than significant.

4.8.5 Proposed Project Design Features and Ordinary Construction/Operations Restrictions

With implementation of the ordinary construction restrictions, as outlined within Section 3.8, Project Design Features and Ordinary Construction/Operations Restrictions, potential impacts related to hazards and hazardous materials would remain less than significant.

4.8.6 Applicant-Proposed Measures

Because hazard and hazardous material impacts resulting from the Proposed Project would be less than significant, no APMs are required or proposed.

4.8.7 Detailed Discussion of Significant Impacts

Based on the above analyses, no significant impacts were identified for the Proposed Project, and no APMs are required or proposed.

4.8.8 References

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