CHAPTER 5: OTHER CEQA CONSIDERATIONS

5.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS OF THE PROPOSED PROJECT

This section is prepared in accordance with Section 15126.2(b) of the California Environmental Quality Act (CEQA) Guidelines, which requires the discussion of any significant environmental effects that cannot be avoided if a project is implemented. These include impacts that can be mitigated, but cannot be reduced to a less than significant level. An analysis of environmental impacts caused by the proposed Project has been conducted and is contained in Chapter 3 of this Draft Environmental Impact Report (EIR). According to the environmental impact analysis, the proposed Project would result in temporary but nonetheless significant unavoidable adverse impacts during construction related to air quality, noise, and traffic and transportation. Relative to air quality, maximum daily nitrogen oxides (NO_x) emissions would remain significant during construction even after mitigation, and particulate matter less than or equal to 10 microns in diameter (PM_{10}) and particulate matter less than or equal to 10 microns in diameter ($PM_{2.5}$) emissions would remain above the Localized Significance Thresholds despite emission reductions achieved through the implementation of Best Management Practices for fugitive dust reduction as required under South Coast Air Quality Management District Rule 403. Relative to noise, mitigated construction noise levels could reach 90.7 A-weighted decibels (dBA) for short periods adjacent to the alignment. Monitored existing noise levels ranged from 53.2 to 68.5 dBA equivalent noise level (L_{eq}), and the increase caused by construction activity would exceed the 5-dBA significance threshold. In addition, it is anticipated that mitigated construction noise levels would be approximately 64.6 dBA L_{eq} at Kenter Canyon Elementary School. This would exceed the 47.8 dBA L_{eq} monitored noise level by 16.8 dBA L_{eq}. Relative to traffic and transportation, the Project construction activities would result in temporary significant impacts due to reduced roadway capacities caused by lane closures. Please refer to Chapter 3, Section 3.2 (Air Quality), Section 3.5 (Noise), and Section 3.6 (Traffic and Transportation) for a detailed discussion. No permanent significant impacts to air quality, noise, or traffic and transportation would result from Project operation.

5.2 GROWTH INDUCING IMPACTS

CEQA defines growth-inducing impacts as those impacts of a proposed project that "could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this definition are projects which would remove obstacles to population growth" (CEQA Guidelines Section 15126.2(d)).

The proposed Project would maintain the reliability and stability of the power generation and delivery system for Southern California; continue to meet current and projected demand for power; and help to increase the available share of renewable resource energy. The Project would involve replacement of components of the existing Sylmar Ground Return System, which in turn constitutes a component of an existing transmission line, the Pacific Direct Current Intertie. Replacing components of an existing system would not provide additional energy sources or energy transmission. The construction of the Project would not induce population growth in the area because it would not provide additional electrical supply to the region. The proposed Project would not require the hiring of additional personnel to operate the new system. The Project construction workers would be hired primarily from the existing labor pool in Southern California; therefore, a significant number of new workers, new services, infrastructure, or housing would not occur relative to Project construction and operation. No significant growth-inducing impacts would result from the proposed Project.

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