

**DRAFT ENVIRONMENTAL IMPACT REPORT
GRAYSON REPOWERING PROJECT**

SUMMARY

September 15, 2017

Table 2-4 Summary of Project Impacts

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Aesthetics			
<p>The presence of demolition equipment and demolition activities would be temporarily visible to sensitive viewer groups near the southern portion of the Project site. Visual impacts associated with demolition would be localized and short term. As such, demolition activities would not contribute to the degradation of existing visual resources.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>
<p>Temporary construction activities occurring near the south side of the Project site, as well as temporary construction equipment that exceed the height of the 12-foot masonry walls would be temporarily visible to sensitive viewer groups. In addition, the construction materials stored at the off-site construction laydown area would be visible to sensitive viewer groups within the area. The increased presence of construction activities, and storage of construction materials would temporarily contrast with the existing visual character and quality of views throughout the Project area during the 27-month construction period.</p>	<p>Potentially significant</p>	<p>AES-1: Screen Laydown Areas. Staging and laydown areas within view of residences, motorists, and recreational facilities shall be located away from public views or effectively screened using opaque fencing to limit views of materials, equipment, vehicles, and other items used during construction. All laydown areas shall be effectively reclaimed immediately following completion of their use.</p>	<p>Less than significant</p>
<p>Key observation points (KOP) were evaluated to determine if implementation of the Project would degrade the long-term visual character of the Project site and its surroundings. KOP-1 through KOP-5 were evaluated for vividness, intactness, unity, overall existing visual quality, and overall visual quality with the Project. The overall existing visual quality at each KOP remained the same with the incorporation of the Project.</p> <p>The Project would have the same potential for emission of visible water vapor plumes as the existing facility and would not likely be the source of any increase in visible water vapor plumes. Operation of the Project would have a less than significant impact on the existing visual quality and character of the Project site.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

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<p>Although proposed to typically occur during daytime hours, demolition and construction activities may periodically require portable lighting for safety and security. The perimeter wall and proposed shielding of light fixtures would screen ground-level views of construction lighting. The varying lighting conditions from Project construction would be most noticeable from elevated views. Viewers on the adjacent elevated freeway are expected to have low sensitivity to visual changes since their views are of short duration. The remaining sensitive receptors with elevated views occur at distances in which these changes would blend with existing industrial and urbanized nighttime lighting conditions.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>
<p>Proposed lighting installations during Project operation would be restricted to areas required for safety and operation. The Project would design and install all permanent exterior lighting with LED lights and fixtures that would not cause obtrusive spillover beyond the Project site, excessive reflective glare, or directly illuminate the night sky. In addition, the Project would incorporate switched lighting circuits for areas that would not require lighting for normal operation or safety. These areas would remain dark at most times and would minimize the amount of lighting visible off-site.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>
Air Quality			
<p>The SCAQMD daily construction emissions thresholds are 75 pounds/day of volatile organic compounds (VOC), 100 pounds/day of nitrogen oxides (NOx), 550 pounds/per day of carbon monoxide (CO), 150 pounds/day of sulfur oxides (Sox), 150 pounds/day of particulate matter less than 10 microns (PM10), and 55 pounds/day of particulate matter less than 2.5 microns (PM2.5). The maximum daily emission caused by construction activities were calculated to be below the significance daily mass emission threshold for all criteria pollutants. Nevertheless, voluntary measures will be taken to further reduce emissions from construction equipment, and compliance with SCAQMD Rule 403 will also further reduce construction-related emissions. The Project would not conflict with or obstruct implementation of the air quality plan.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

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<p>The net increase of CO, PM10, PM2.5, and SO_x emissions from Project operations are estimated to be below the significance daily mass emission thresholds. Additionally, an ambient air quality impact analysis demonstrates that the Project would not be expected to cause or significantly add to a violation of national and California ambient air quality standards. Furthermore, the net emission increase of PM10 and SO_x will be offset using emission reductions from SCAQMD internal account to account for Rule 1304(a)(1) offset exemptions for replacement of functionally identical equipment.</p> <p>The net increase of NO_x emissions of 553 pounds/day (normal operation) or 1,475 pounds/day (maintenance/testing of combustion turbines, hours of operation in this mode are limited), from Project operations are estimated to exceed SCAQMD's daily mass emission significance threshold of 55 pounds/day. However, an ambient air quality impact analysis shows the NO₂ emissions from this Project will not exceed the National and California ambient air quality standards. Additionally, the increase in NO_x emissions from the Project will be offset through the purchase of Emissions Reduction Credits in the open market and allocations from SCAQMD internal accounts.</p> <p>The net increase of VOC emissions of 90 pounds/day (normal operation) or 102 pounds/day (maintenance/testing of combustion turbines, hours of operation in this mode are limited), from Project operations are estimated to exceed the daily mass emission significance threshold of 55 pounds/day. Additionally, there is no ambient air quality standard for VOC and no guidance to determine the significance of ambient concentrations of VOC. The increase in VOC emissions attributed to the Project will be fully offset using emission reductions from SCAQMD internal account to account for Rule 1304(a)(1) offset exemptions for replacement of functionally identical equipment.</p>	Less than significant	No mitigation is required.	Less than significant
<p>The net emission increase attributed to the Project are expected to be below the Prevention of Significant Deterioration significance thresholds. Based on the SCAQMD engineering evaluation, the potential annual emissions of Unit 9 are 45 tons for NO_x, 30.8 tons for CO, 15.4 tons for</p>	Less than significant	No mitigation is required.	Less than significant

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<p>PM10/PM2.5, and 3.8 tons for SO₂. Therefore, the plant-wide annual emissions after the modification are estimated to be 96.5 tons for NO₂, 68.4 tons for CO, 30.5 tons for PM10/PM2.5, and 12.6 tons for SO₂. These emission levels are below the Prevention of Significant Deterioration major source threshold of 100 tons per year for any of the attainment pollutants.</p>			
<p>Modeling of Project operation emissions show that local ambient concentrations of NO₂, CO and SO₂ are below state and federal ambient air quality thresholds after emissions from the Project are considered. The results also show that although ambient PM2.5 and PM10 currently exceed state and federal standards, the incremental increases in ambient concentrations of these pollutants are below significance thresholds established by SCAQMD.</p>	Less than significant	No mitigation is required.	Less than significant
<p>The Project is not expected to violate any air quality standard or contribute substantially to an existing or projected air quality violation. The air quality impact during the construction phase does not exceed the mass daily significance thresholds; and the air quality impact in operating the facility will be below the ambient air quality standards based on the air dispersion modeling conducted.</p>	Less than significant	No mitigation is required.	Less than significant
<p>The closest K-12 school will be Mark Keppel Elementary school, which is located more than 0.6 miles northeast from the emission sources. The nearest residential receptor is located approximately 694 feet (211 meters) from the emission sources and the nearest worker/commercial receptor is located approximately 572 feet (174 meters) from the emission sources. Both receptors are in the northeast direction of the emission sources. Based on the results of an ambient air quality analysis, criteria pollutant concentrations from the Project are expected to disperse substantially before reaching any sensitive receptors. The Project will neither cause, nor substantially add to an existing violation of state or federal ambient air quality standards. Additionally, impacts from construction activities are expected to be below daily significance thresholds as well as localized significance levels.</p>	Less than significant	No mitigation is required.	Less than significant

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<p>Toxic Air Contaminant emissions associated with the Project will consist primarily of combustion byproducts produced by the new turbines, the existing turbine (Unit 9), and the emergency engine. Maximum individual cancer risk (MICR) and non-cancer acute and chronic health risks were calculated for residential receptors and worker receptors. The MICR and hazard index (HI) values were calculated based on the combined impact of all chemicals. MICR was calculated as 1.09E-06 for residential receptors and 0.04E-06 for worker receptors with a significance threshold of 10.00E-06. Acute HI was calculated as 0.008 for residential receptors and 0.008 for worker receptors with a significance threshold of 1.00. Chronic HI was calculated as 0.003 for residential receptors and 0.003 for worker receptors with a significance threshold of 1.00. Therefore, health risks that the Project poses to nearby residential and worker receptors are expected to be below the significance thresholds.</p> <p>The MICR for residential receptors were calculated to be greater than the 1.00E-06 threshold to trigger the Cancer Burden analysis. Cancer burden of this Project were determined based on the distance of 627 meters, where the MICR falls below one in one million, a highly conservative population density default value of 7,000 persons per square kilometer, and the MICR at the residential receptor of 1.36E-06. The cancer burden was calculated to be 0.012, which is below the significance threshold of 0.5.</p> <p>Toxic air contaminants emissions associated with the earth moving activity will consist primarily of combustion byproducts from off-road equipment and vehicles trips. The construction of the facility is anticipated to take place over a period of 27 months. Therefore, Toxic Air Contaminants emissions from construction activity are not expected to have health significant impacts on cancer and non-cancer chronic risks because these risks are typically assessed for continuous exposure for 30 years. Additionally, the heaviest impacts of earth moving activity can be expected to occur within the fence line of the power plant. Therefore, the Toxic Air Contaminants emission impacts from the earth moving activity are expected to be less than significant.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

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Geology & Soils			
<p>There is low to moderate potential for surface rupture from the Verdugo fault and other nearby active faults during the design life of the Project. Strong ground shaking can be expected at the Project site during moderate to severe earthquakes in the general region and the Project area is located within a liquefaction zone and site conditions may be susceptible to seismically induced liquefaction in the event of a major earthquake. However, with the implementation of applicable building codes and recommendations made within the Geotechnical Study (Stantec, 2015), geological impacts are expected to be less than significant.</p>	Less than significant	No mitigation is required.	Less than significant
<p>Earth-moving activities during demolition and construction, including trenching, excavating, stockpiling, and grading would result in exposure and mobilization of onsite soils, increasing the chance of erosion. An erosion control plan, SWPPP, Dust Control Plan and BMPs would be implemented to minimize erosion. With implementation of these required plans and procedures, impacts from soil erosion are anticipated to be less than significant.</p>	Less than significant	No mitigation is required.	Less than significant
<p>Due to estimated surface settlements, as well as minimal slopes, depth of groundwater, and non-expansive soils at the Project site, impacts related to stability, landslide, lateral spreading, subsidence, and liquefaction of collapse are considered less than significant.</p>	Less than significant	No mitigation is required.	Less than significant
Greenhouse Gas Emissions			
<p>The proposed new combustion gas turbines are expected to generate less GHG emissions on a pound per megawatt-hour basis than the existing equipment that is to be removed from service. The Project will result in GHG emissions due to both construction and operation activities. The GHG construction emissions would be generated primarily by the off-road construction equipment and on-road vehicles. Total CO₂e emissions during construction of the Project would be 1,327 metric tons per year. During facility operations, natural gas combusted in the new combustion turbines, diesel fuel combusted in the emergency engine, and facility occupancy</p>	Less than significant	No mitigation is required.	Less than significant

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<p>related activities will contribute to GHG emissions. The net increase of GHG emissions from the operation of the Project, 415,832 metric tons per year, exceeds the significance threshold of 10,000 metric tons per year. CO_{2e} emissions would be reported and allowances and offset credits would be acquired to mitigate 100 percent of GHG emissions from the combustion equipment and transformers. Net emissions after mitigation will include only emissions related to facility occupants and will be well below the 10,000-metric ton significance threshold.</p>			
<p>Emissions from the Project will be fully offset through the retirement of GHG allowances held by GWP, and additional credits to be purchased by GWP. The Project will allow the City to maximize the import of renewable energy sources through the limited existing transmission capacity into the City which will further assist the City in meeting the Renewable Portfolio Standards and GHG reductions specified in the Greener Glendale Plan. The Project would not conflict with any applicable plan, policy or regulation adopted for reducing the emissions of greenhouse gases.</p>	Less than significant	No mitigation is required.	Less than significant
Hazards & Hazardous Materials			
<p>Demolition activities involving the removal of hazardous materials including asbestos containing material and lead-based paint could create a significant hazard to the public.</p>	Potentially significant	<p>HAZ-1: Prior to demolition of facilities associated with the Grayson Repowering Project, hazardous materials stored onsite and not required for continued operation of the facility shall be inventoried, packaged, removed, and disposed in accordance with a Hazardous Materials Management Plan prepared by the demolition contractor and submitted to the City for review and approval prior to initiating demolition activities.</p> <p>HAZ-2: Buildings or equipment to be demolished containing lead based paint or asbestos shall be either decontaminated or encapsulated prior to removal from the Project site and disposed in accordance with</p>	Less than significant

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		an Asbestos and Lead Paint Management Plan prepared by the demolition contractor and submitted to the City for review and approval prior to initiating demolition activities.	
Petroleum hydrocarbons and VOCs may be encountered during subsurface demolition activities. Excavation, handling, and transport of contaminated soil has the potential to impact workers and the public if not handled and contained properly.	Potentially significant	HAZ-3: Contaminated soil encountered during demolition activities shall be handled, removed, and disposed in accordance with regulatory requirements and the Project's Soil Management Plan.	Less than significant
Hazardous materials used during construction of the Project will include gasoline, diesel fuel, motor oil, hydraulic fluid, solvents, cleaners, sealants, welding flux, various lubricants, paint, and paint thinner. The quantities of hazardous materials that will be used onsite during construction will be limited to the quantities required to complete construction of the Project. The potential exists for fuels, oil, and grease to drip from construction equipment. Spills of fuel may occur during onsite refueling operations if refueling operations are not conducted properly. It is not anticipated that spills related to refueling operations would be large and would be limited to the immediate area and cleaned up at the time of the spill using spill kits stationed on the fuel truck. It is unlikely that the volume of refueling spills will travel beyond the immediate area of the spill and impact offsite receptors.	Potentially significant	HAZ-4: Hazardous materials used during construction shall be limited to the quantities required for construction and shall be stored and handled in accordance with regulatory requirements. HAZ-5: Utility trucks and refueling trucks operating onsite shall have a spill kit onboard at all times. Small spills of petroleum products or other hazardous materials during construction operations shall be reported to the Construction Supervisor and a Spill Response form completed with a description of the type and quantity of the spill accompanied by photographs and a description of the disposition of the spill material. Hazardous spill material shall be disposed according to regulatory requirements. In the event of a large spill of hazardous materials equal to or above reportable quantities federal, state, and local reporting requirements shall be followed.	Less than significant

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<p>The types and quantities of hazardous materials anticipated to be used and stored onsite during operation of the Project is consistent with the types and quantities of hazardous materials currently used and stored onsite. Use, storage, handling, disposal, and reporting of these hazardous materials would be consistent with current practices and regulatory requirements and not create a significant hazard to the public or the environment.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>
<p>The Project would maintain an existing 19-percent aqueous ammonia above ground storage tank and would add a second tank of the same volume and containment system. An offsite consequence analysis assumed the complete failure of the storage tank, the immediate release of the contents of the tank, and the formation of an evaporating pool of aqueous ammonia within the secondary containment structure. In this event, evaporative emissions of ammonia would be subsequently released into the atmosphere. The dispersion and transport of these emissions into the atmosphere would be subject to meteorological conditions at the time of the release. The offsite consequence analysis for the worst-case release of ammonia indicates that 75 parts per million concentration would extend 528 feet from the ammonia tank/release. This distance would extend beyond the Grayson Power Plant eastern property boundary and is considered a potentially significant impact.</p>	<p>Potentially significant</p>	<p>HAZ-6: The surface area of the proposed and existing ammonia tank containment systems shall be reduced by 90 percent or greater through the installation and maintenance of three-inch diameter high density polyethylene balls or similar method.</p>	<p>Less than significant</p>
<p>Hydrology & Water Quality</p>			
<p>Soil temporarily exposed during excavation and grading activities may be subject to sheet erosion during rain events thereby increasing the level of suspended solids in flows emanating from the site. In addition, the demolition of the existing facility may result in the exposure and/or disruption of contaminated soils, which may impact surface water quality during storm flows. A SWPPP containing structural treatment and source control measures, including BMPs, appropriate for the Project would be prepared and incorporated. Implementation of the measures included in the SWPPP as well as those included in the Project's Soil Management Plan (Appendix E.4) would ensure that RWQCB water quality standards are met,</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

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<p>the drainage pattern of the site would not result in substantial erosion or siltation on- or off-site.</p>			
<p>Stormwater that falls within the plant in pavement areas and outside the process equipment containment areas would flow via surface sheet flow and localized gutters to catch basins and on-site storm drain piping to be discharged to the Verdugo Wash and Los Angeles River. Stormwater that is not captured in containment areas would be captured via a storm drain system and processed before being discharged either to the sanitary sewer or to the Verdugo Wash or Los Angeles River. The system would meet all applicable effluent discharge standards set by the RWQCB and other regulatory agencies before discharging through the existing stormwater outfalls and would not substantially alter the drainage pattern or result in substantial polluted runoff. The proposed stormwater capture, treatment and infiltration system would result in improved drainage conditions and stormwater runoff quality compared to the existing system.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>
Noise			
<p>Demolition and construction would result in noise from the operation of conventional construction equipment and associated vehicles. Construction related activities will be conducted Monday through Saturday between the hours of 7:00 AM and 7:00 PM and will therefore be in accordance with the City of Glendale noise ordinance related to construction noise. It is possible that some concrete pouring activities could be conducted at night. Predicted noise levels at receptors were modeled and would be below City nighttime noise standards. Any construction work conducted outside the above times and days would be subject to issuance of a City variance. Construction related noise would</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

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therefore not expose persons to or generate noise levels in excess of established standards and potential impacts would be less than significant.			
<p>Noise (including low frequency) from operation of the Project was modeled to predict resulting noise levels at sensitive receptors. Many of the primary noise sources and levels associated with Project operation have been guaranteed by the equipment manufacturer and were considered in the modeling. However, some ancillary equipment which would contribute to noise has not yet been identified. If this ancillary equipment does not meet specific noise levels, operation of the Project could expose persons to noise levels in excess of established City standards.</p>	Potentially significant	<p>NOI-1: Noise Source and Required Noise Control Measures: Cooling Towers - The noise emissions from each cooling tower shall be limited to 57 dBA at 400 feet (107 dBA sound power level). Mats may be required to limit the water splash noise.</p> <p>NOI-2: Noise Source and Required Noise Control Measures: Cooling Tower Fan Motors and Gearboxes - The sound power levels for cooling tower motors shall be limited to 98 dBA (85 dBA at 3') the motors shall be placed on the west side of the towers.</p> <p>NOI-3: Noise Source and Required Noise Control Measures: Fuel Gas Compressors - The noise emissions from each of the two fuel gas compressor areas shall be limited to 44 dBA at 400 feet. Compressor enclosures or properly designed noise barriers can be utilized.</p> <p>Under the current assessment scenario open air compressor equipment packages with total sound power level of 108 dBA were treated with 21-foot sound barrier to yield appropriate results.</p> <p>NOI-4: Noise Source and Required Noise Control Measures: Water Treatment Area - The noise emissions from the water treatment area shall be limited to 48 dBA at 400 feet. It is expected that this level can be achieved</p>	Less than significant

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		<p>through a combination of equipment selection, small enclosures and barriers</p> <p>NOI-5: Noise Source and Required Noise Control Measures: Boiler Feed Water Pumps for Combined Cycle Units - The sound power levels for boiler feed water pumps shall be limited to 105 dBA when placed outside near the respective HRSGs.</p> <p>NOI-6: Noise Source and Required Noise Control Measures: Circulating Water Pumps for Cooling Towers - The sound power levels for circulating water pumps shall be limited to 101 dBA when placed outside near the respective cooling towers.</p> <p>NOI-7: Noise Source and Required Noise Control Measures: Generator Step-up Transformers - Standard NEMA 95 MVA rated transformers or lower shall be utilized.</p> <p>NOI-8: Noise Source and Required Noise Control Measures: Steam Turbine Building - The sound power level of the noise breaking out from the steam turbine building shall be limited to 95 dBA and 115 dBC (45 dBA and 65 dBC at 400 feet).</p> <p>Specialized enclosures for the gearboxes shall be required and steam turbine building walls and roofs shall have an STC 40 composite transmission loss rating.</p> <p>NOI-9: Noise Source and Required Noise Control Measures: Steam Pipe Rack - The</p>	

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		<p>sound power level for the steam pipe rack shall be limited to 82 dBA per meter of piping.</p> <p>NOI-10: Noise Source and Required Noise Control Measures: Steam Sky vents and safety valves - Steam sky and safety valves shall be equipped with silencers to limit their noise emissions to 115 dBA sound power (approximately, 90 dBA at 5').</p>	
<p>No significant ground-borne noise effects are expected during the construction or operation of the Project. Project vibration levels beyond the Project site boundary during operations are expected to be negligible. Demolition and construction activities are expected to involve potential sources of ground borne vibration such as pile driving. At the higher end of the diesel pile drivers, the expected vibration amplitude defined in terms of peak particle velocity (PPV) is 1.52 in/s. For demolition activities, the vibration levels equivalent to 1.5-ton ball drop from 10' can be used (3.89 in/s PPV at 25 feet). Predicted maximum demolition and construction vibration levels are below the preferred vibration thresholds at the nearest residential and commercial buildings. The Project would therefore not result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels nor would damage to the nearby structures would be expected.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>
<p>the Project noise results in a permanent increase in area ambient sound levels of less than 2.5 dB during nighttime hours and less than 1 dB during daytime hours.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>
<p>A substantial temporary increase in ambient noise levels may result from the demolition and construction activities associated with the Project. Such increases will fluctuate with changing activities and duration. Construction would be limited to the daytime hours of 7:00 am to 7:00 pm Monday through Saturday, excluding Holidays consistent with the City's Noise Ordinance. It is possible that some concrete pouring activities could</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

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<p>be conducted at night. Predicted noise levels at receptors were modeled and would be below City nighttime noise standards. Any construction work conducted outside the above times and days would be subject to issuance of a City variance. Steam blows during commissioning will utilize silencers. Other commissioning activities will be no louder than normal plant operations.</p>			
Transportation & Traffic			
<p>The majority of truck traffic would access the site using the northbound right-turn lane on Fairmont Avenue. The entrance driveway is 25 feet wide and is designed to accommodate most truck movements. However, larger trucks (CA-Legal 65 feet) will require a wider turn radius and encroach into the number two northbound through lane.</p>	Potentially significant	<p>TRA-1: To accommodate turning movements by large trucks (CA-Legal 65 feet) and public safety on Fairmont Avenue, the demolition and construction contractor shall be required to prepare a traffic control plan for City review and approval prior to initiating demolition and construction activities that includes the use of large trucks entering and departing the Grayson Power Plant from Fairmont Avenue.</p>	Less than significant
<p>During the demolition phase (June 2018 – March 2019) the Project will require between 25 and 60 construction personnel daily. Between five and 22 trucks delivering equipment or hauling demolition materials will travel to and from the project site daily. During the construction phase (April 2019 – December 2020) the Project will require between 35 and 150 construction personnel daily, with a peak demand of between 170 to 240 personnel during the December 2019 – May 2020 period. Between two and nine trucks delivering equipment or hauling demolition materials are expected to travel to and from the project site daily. In addition, soils import will require up to 50 hauling trucks per day during the first two months (April - May 2019) and up to 25 trucks per day during December 2019 and January 2020. Concrete delivery for foundation pilings will require an average of up to 12 trucks per day, with a maximum of 36 trucks for two days per month during four months (total of eight days during the life of the Project). During the commissioning phase (January 2021 – June 2021) the Project will require between 25 and 85 construction personnel daily.</p>	Potentially significant	<p>TRA-2: To reduce construction traffic at the San Fernando Road and Doran Street intersection during the PM peak hours, a construction traffic control plan shall be developed by the contractor, reviewed and approved by the City, and implemented for the duration of the construction phase. The plan shall include measures to limit vehicle trips to a total of 24 trips or less during the hours of 4 to 6 PM for the San Fernando Road and Doran Street intersection. Measures may include scheduling of construction activities or trip routing to minimized travel during peak PM traffic times, ride sharing, closing the parking lot, and/or other effective and verifiable measure.</p>	Less than significant

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<p>The number of hauling/delivery trucks will be reduced to an average of two trucks per day.</p> <p>Construction worker parking will be provided on the Caltrans/City of Glendale storage yard between the Verdugo Wash and Doran Street. Maximum construction related traffic levels are anticipated to occur from January to May 2020. The Project is expected to result in a short-term addition of 214 ADT, 27 AM peak hour trips and 40 PM peak hour trips during the demolition period. During the construction period, a short-term addition of 513 ADT, 65 AM peak hour trips and 104 PM peak hour trips would be generated. During the commissioning period, a short-term addition of 71 ADT, 9 AM peak hour trips and 17 PM peak hour trips would be generated. The project peak is during the construction phase (January 2020).</p> <p>The Project would generate a short-term impact at the San Fernando Road/Doran Street intersection by adding V/C 0.05 during the PM peak hour, which would exceed the City of Glendale's threshold of V/C 0.02 for signalized intersections operating at LOS D, E, or F. Project personnel expected during the construction phase is 180 persons. Project personnel trips during the demolition and commissioning phases are not expected to exceed 60 and 35 persons; respectively. This short-term significant impact is expected to be for a maximum 21-month time period (construction duration).</p>		<p>TRA-3: The applicant shall ensure that traffic control is implemented for the duration of demolition and construction phases. Traffic control shall include construction warning signs on Fairmont Avenue (Trucks Entering Exiting), and monitoring (flag person) on public roadways as needed during large transports.</p> <p>TRA-4: A construction traffic control plan shall include provisions for days when high truck traffic is generated (soil delivery days, peak concrete delivery days). The plan will include considerations for truck staging to ensure that truck parking/staging can be accommodated off the City streets.</p> <p>TRA-5: Traffic control monitors shall direct traffic whenever heavy construction equipment is entering and exiting the plant as warranted to ensure public safety. The traffic monitor shall be posted throughout the demolition and construction periods, as necessary. The applicant shall coordinate with the Glendale Fire Department to ensure that traffic control routes and procedures would allow for adequate emergency access.</p> <p>TRA-6: All construction-related vehicles, equipment staging and storage areas shall be located in approved pre-determined areas that are outside of adjacent road right of ways. The applicant shall provide all construction personnel with a written notice of this requirement and a description of</p>	

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		<p>approved parking, staging and storage areas. The notice shall also include the name and phone number of the applicant's designee responsible for enforcement of this restriction.</p> <p>TRA-7: Construction traffic shall comply with the California Vehicle Code sections related to vehicle weight and width. Any extra-legal loads needed for specialized deliveries shall be subject to special permit requirements from the City of Glendale. Should roadway damage occur along the haul route that is directly attributable to the demolition and construction of the Project, repairs will be assessed by the City and completed accordingly.</p>	
<p>Roadway segments in the local transportation network could potentially be damaged by truck traffic. There is also the potential for tracking dust, soils, and other materials from the construction sites onto public and private roads. The potential for damage to public and private roadways from construction traffic is considered significant.</p>	<p>Potentially significant</p>	<p>TRA-8: Fugitive dust control shall be implemented according to SCAQMD Rule 402, 403 and 1186, and California Vehicle Code Section 23114, and Building & Safety requirements. Dust control mitigation measures shall include:</p> <ul style="list-style-type: none"> • Soil stabilizers and dust suppressants to control fugitive dust levels from exposed soils. • On-site water trucks to provide control of fugitive dust while soil is moved or disturbed. • Off-site vacuum and broom sweepers to remove any fugitive materials from the public roadways. • Track-out control to prevent dirt and mud from being spread to public roadways: 	<p>Less than significant</p>

**DRAFT ENVIRONMENTAL IMPACT REPORT
GRAYSON REPOWERING PROJECT**

SUMMARY

September 15, 2017

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
		<ul style="list-style-type: none"> o Sweeping or spray cleaning trucks prior to leaving project site. o Adequate truck load covering. Limit on-site vehicle speeds to 15 mph.	
<p>The existing storage length of each off-ramp in the study-area is sufficient to accommodate the expected peak hour queues of 270 feet or less under existing plus project conditions. Therefore, no impacts are anticipated.</p> <p>Caltrans District 7 has established LOS F0 as the minimum acceptable level of service on the freeway system (Caltrans, 1996). Segment 7 along I-5 has an existing LOS below the minimum acceptable level. The AADT for segment 7 is 294,000 vehicles. The Project would add an ADT average of 513 vehicles during the peak period (construction, January 2020). The construction trip distribution calculates that 65% of the 513 vehicles will utilize I-5. Therefore, approximately 334 vehicles may travel along segment 7 of I-5 consisting of 0.11% of the AADT along this freeway. The Project contribution of 0.11% is not expected to degrade the existing MOE along segment 7. Based on the foregoing analysis, and therefore will not conflict with the CMP LOS.</p>	Less than significant	No mitigation is required.	Less than significant
Tribal Cultural Resources			
The Project would have no significant impacts.	No impact	No mitigation is required.	No impact