

F. Other CEQA Considerations

F.1 Growth-Inducing Effects

The California Environmental Quality Act (CEQA) requires a discussion of the ways in which a Proposed Project could be an inducement to growth. The CEQA Guidelines [Section 15126.2 (d)] identify a project to be growth-inducing if it fosters economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. New employees hired for proposed commercial and industrial development projects and population growth resulting from residential development projects represent direct forms of growth. Other examples of projects that are growth-inducing are the expansion of urban services into a previously unserved or under-served area, the creation or extension of transportation links, or the removal of major obstacles to growth. It is important to note that these direct forms of growth have secondary effects of expanding the size of local markets and attracting additional economic activity to the area.

Typically, the growth-inducing potential of a project would be considered significant if it stimulates human population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. Significant growth impacts could also occur if the project provides infrastructure or service capacity to accommodate growth levels beyond those permitted by local or regional plans and policies.

F.1.1 Growth Caused by Direct and Indirect Employment

As described in Section D.11, Socioeconomics, the construction and operation of the project itself would not affect the employment patterns in the area. SDG&E would employ approximately 100 workers throughout the 24-month construction period. It is anticipated that the majority of workers would come from the San Diego area. Outside contractors may also be used who would commute from outside of the County and stay at existing local hotels during construction. There is an adequate supply of hotels and inns in the project area that could be utilized by the out-of-town personnel.

Project operation and maintenance would be accomplished by current SDG&E employees and would therefore not create new jobs. Because the project would not result in an increase in employment during operation and maintenance, the project would not increase demand for new housing.

F.1.2 Growth Related to Provision of Additional Electric Power

As evidenced by regional growth rates, San Diego is considered a desirable place to live. The area's population and employment base have grown and are expected to continue to grow at moderate rates. Between 1990 and 2000, the County's population grew by approximately 11 percent (322,000 people) thus reaching in excess of 2.8 million people (U.S. Census, 2000). At the same time, regional civilian employment grew from 1.15 million to approximately 1.24 million, matching the increase in population growth. The County's population is projected to grow to 3.8 million, an additional increase of approximately 10.6 percent.

San Diego County is geographically isolated from the rest of the developed portions of Southern California, including adjacent Orange and Riverside Counties, and electrical transmission and distribution are served primarily by SDG&E. As the primary electricity service provider for San Diego County, SDG&E is required to accommodate existing electricity demand as well as anticipated future demand.

SDG&E has identified infrastructure constraints that would prevent it from providing necessary additional load-serving capacity in the future. While accommodation of future demand is partially dependent upon the provision of additional third party generation sources, the distribution of this energy is the responsibility of SDG&E.

The energy demand projected by SDG&E and the California Independent System Operators (CAISO) is expected to grow as a direct function of the anticipated growth in human population, as well as related housing and employment markets. As shown in Table F-1 (cumulative projects scenario), there are several large development projects in the agency review process. Other large projects are already under construction or have recently been completed in the area. The Proposed Project is not expected to stimulate population growth but would provide supplies in response to increasing demand. The project is therefore designed primarily to remove electric transmission constraints consistent with the objectives of the CAISO and to increase competition among electric generators, which could lower electricity costs to the consumer.

F.2 Significant Irreversible Changes

CEQA Guidelines (Section 15126.2(c)) require that an EIR identify significant irreversible environmental changes that would be caused by the Proposed Project. These changes may include, for example, uses of nonrenewable resources, or provision of access to previously inaccessible areas, as well as project accidents that could change the environment in the long-term.

The transmission line and substation construction phase would require a permanent commitment of natural resources resulting from the direct consumption of fossil fuels, construction materials, the manufacture of new equipment that largely cannot be recycled at the end of the project's useful lifetime, and energy required for the production of materials. Furthermore, construction of the transmission line and substation modification would necessitate a small amount of permanent vegetation and habitat loss, as evaluated in Section D.3 (Biological Resources). Assuming implementation of the mitigation measures recommended in this EIR, permanent loss of biological resources would be confined to small areas along and adjacent to the project right-of-way.

During the project's operational phase, the transmission line would allow for the transport of additional electrical power generated from nonrenewable resources (e.g., natural gas, large hydroelectric, coal), and renewable resources (e.g., wind, solar, small hydroelectric). The Proposed Project would not require the future use of specific amounts of nonrenewable resources, nor would it control whether or not the energy transported by the proposed transmission lines originated from nonrenewable or renewable generation sources.

The construction of new or relocated transmission line circuits would permanently alter the existing visual setting of the project area over the project's lifetime, but would not significantly deteriorate any scenic area or other visual resources, or significantly impact any sensitive visual receptors, such as residences and recreational facilities.

F.3 Cumulative Scenario

As required by CEQA (Section 15130 et seq. of the CEQA Guidelines), this EIR includes an analysis of "cumulative impacts." Cumulative impacts have been analyzed based upon a compilation of projects that are reasonably foreseeable and that would be constructed or operated during the life of the project. These projects and their approximate geographic location are shown in Table F-1. Projects that are

currently under construction, completed, or in operation are also considered part of current baseline conditions and are discussed by issue area in Section D. Analysis of impacts that may result due to the cumulative impacts of these projects is presented in Section F.4.

The projects in the cumulative scenario include a range of project types from small, single-family housing developments and road improvements to large commercial developments and highway projects. Proposed and pending projects are presented that would be within the project area of the proposed transmission line route or in the vicinity of alternative routes.

Just before this Draft EIR was released, SDG&E filed a new application (A.04-03-008) for the proposed Otay Mesa Power Purchase Agreement Transmission Project. The cumulative impact of the Miguel-Mission Project and the Otay Mesa Power Purchase Agreement Transmission Project will be addressed in the CEQA document that will be prepared for the Otay Mesa Power Purchase Transmission Project, if the CPUC approves the power purchase agreement.

Table F-1. Cumulative Scenario – Approved and Pending Projects

Site No.	Project	Project Type	Project Description / Size	Project Location	Permitting Status/Schedule
City of San Diego					
1	Military Family Housing, MCAS Miramar (Dept of Navy)	Residential	Number of units vary depending on the site size (1000-1600 units, 233-299 acres), including recreational facilities and an elementary school	East Miramar on the Marine Corps Air Station, east of Interstate 15 and north of SR 52 Approximately 4 miles from project area	Draft EIS prepared in June 2003, preliminary review completed
2	MTRP Multi Use Staging Area Project	Recreational park improvements	Approximately 12 acre, multi-use staging area to improve user accessibility, including offices, conference rooms, picnic shelters, a storage yard, and public restrooms	Northeast corner of Mission Trails Recreational Park, Mast Blvd and SR 52 Approximately 3 miles from project area	Construction underway Estimated date of completion - 2004
3	Mission Trails East Fortuna Equestrian Trails Staging Area	Utility improvements	New water and transmission pole line, storm and water drains, and a 48-space parking lot. Planned and financed jointly as part of the MTRP Multi Use Staging Area Project	Northeast corner of Mission Trails Recreational Park, Mast Blvd and SR 52 Approximately 3 miles from project area	Construction underway Estimated date of completion - 2004
4	Verizon Telecommunication Antenna	Antenna installation	Unknown size	Hill adjacent to the Sycamore Landfill, north of SR 52	Mitigated Negative Declaration being prepared
5	SR 52 Improvements	Roadway improvements	Total SR 52 lateral improvements: 2.25 miles	SR 52 improvements from Interstate 15 to SR 67 Within 3 miles of project	3 of 5 stages completed Construction from SR 125 to Cuyamacha Drive between 2004 and 2006 Construction from Cuyamacha Drive to SR 67 between 2007 and 2009
6	Mission Valley East LRT	New light-rail transit	New 5.9-mile segment. Includes four new stations at Grantville, San Diego State University, Alvarado Medical Center, and 70th Street	City of San Diego and La Mesa, from Interstate 15 to Baltimore Drive near Mission Substation Within 0.5 miles southeast of project	Under Construction Estimated date of completion - 2004
7	Mission City North	Residential	1,180 dwelling units	Mission Valley, north side of Friars Road, west of Mission Village Drive 1 mile southwest of Mission Substation	Approved Estimated start of construction - Unknown

Table F-1. Cumulative Scenario – Approved and Pending Projects

Site No.	Project	Project Type	Project Description / Size	Project Location	Permitting Status/Schedule
8	Mission Village	Mixed use residential and retail	184 units; 29 units per acre; 11,900 square feet of retail	Serra Mesa, northeast corner of Gramercy Road and Ruffin Road 1 mile northwest of project area	Approved Estimated start of construction - Unknown
9	Fairfield	Residential	448 units; 24 per acre	Kearny Mesa, southeast of State Route 163 and Clairemont Mesa Boulevard Within 2 miles northwest of project area	Approved Estimated start of construction - Unknown
10	The Promenade	Residential and retail	Approximately 1,000 units	Mission Valley, southwest of Qualcomm Way and Friars Road 1 mile southwest of Mission Substation	Approved Estimated start of construction - Unknown
11	Rio Visa West - River Front Project	Residential	190 units; 40 units per acre	Mission Valley, west side of Qualcomm Way, south side of Rio San Diego Drive 1 mile southwest of Mission Substation	Approved Estimated start of construction - Unknown
12	Interstate 8 Widening Project	Street Improvements	Widening of the eastbound lanes on Interstate 8	Between Waring Road and College Boulevard Within 2 miles southeast of the project	Approval pending Estimated start of construction - 2006
13	Friars Road Interchange Modification	Road Improvements	Upgrade of interchange at Friars Road	0.5 miles north of Interstate 8	Approval pending Estimated date of construction - After 2003
14	Interstate 15 Widening Project	Road Improvements	Widening of the southbound lanes on Interstate 15	Between Friars Road and Interstate 8	Estimated date of construction - 2003-2005
City of El Cajon					
15	Priest Development	Residential	17 lots	1933–1957 Granite Hills Drive Within 1 mile west of project area	Approved July 2000 Estimated date of construction - Unknown
16	Teatro	Residential	91 homes	1470 Broadway Avenue and 3rd Street Within 2 miles west of project area	Approved December 2000 Estimated date of construction - Unknown
17	Jamacha Boulevard Widening	Street widening	Widen approximately 1 mile along Jamacha Blvd.	Beginning approximately 1-mile south of Interstate 8 proceeding south 1 mile west of the project area	Approval pending Estimated date of construction - unknown

Table F-1. Cumulative Scenario – Approved and Pending Projects

Site No.	Project	Project Type	Project Description / Size	Project Location	Permitting Status/Schedule
City of Santee					
18	City of Santee 2020 General Plan Update	General Plan update	Miscellaneous amendments to the Zone Ordinance to reflect General Plan 2020 consistency	City-wide	Presented to City Council October 22, 2003
19	Town Center Community Park - Phase 2	Ball fields, parking lot, etc.	Unknown	Hoffman Lane, Santee Approximately 4 miles from project area	EIR in progress
20	Santee Lakes Regional Park and Campground	Camp site improvements	190 acres; 120 new hookup sites	City of Santee, 9040 Carlton Oak Drive Within 1 mile of project area	Approved Estimated date of construction - unknown
21	Dakota Ranch	Residential	20 single-family residences	City of Santee, intersection of Princess Joann Street and Cuyamaca Street Within 0.5 miles south of project area	Approved Estimated date of construction - Unknown (Building permit issued 6/13/03)
22	Mission Gorge Road Widening	Road improvements	Widening of Mission Gorge Road	Between Cuyamaca Street and Magnolia Avenue Within 2 miles south of project	Planned Estimated date of construction - unknown
County of San Diego					
23	Ames Ranch	Residential	9.56 acres; 21-lot subdivision	San Diego County, northwest of Canyon Corral Road and Central Avenue intersection	Approved Grading scheduled - Unknown
24	The Pointe San Diego	Residential	111 condos	San Diego County, within 0.25 miles southeast of State Route 54 and Sweetwater Springs Boulevard intersection	Approved 02/11/2002 Estimated start of construction - Unknown
25	Dawson Subdivision	Residential	13.95 acres; 23 lots	San Diego County, within 0.25 miles southeast of Vista Grande Road and Hidden Mesa Road Within 1 mile west of project area	Processed 1/27/99 Approval pending Estimated start of construction - Unknown

Table F-1. Cumulative Scenario – Approved and Pending Projects

Site No.	Project	Project Type	Project Description / Size	Project Location	Permitting Status/Schedule
26	Sandera	Residential	80.84 acres; 15 lots	San Diego County, northeast of Steele Road and Via Caliente del Sol Road intersection Within 0.5 miles east of project area	Processed 8/28/98; pending approval Estimated start of construction - Unknown
27	Rios Canyon Ranch	Residential	595 acres; 185 lots	San Diego County, less than 0.25 miles south of Olde Highway 80 and Jennings Park Road junction Within 0.25-mile east of project area	Processed 6/14/99; pending approval Estimated start of construction - 2004 or later
28	Rios Canyon Ranch Estates (TM 5218)	General Plan amendment, Specific Plan and rezone	Specific plan to allow lower density residential development	SE of the Lake Jennings Park Road and Olde Highway 80 intersection	Developer to submit revised plans for approval
29	Cheryl Valley	Residential	25 acres; 73 lots	San Diego County, between Jennings Park Road and Los Coches Road Extends into project corridor	Project approved May 2000 Estimated start of construction - Unknown
30	Adlai Ranch Estates	Residential	9.55 acres; 22-lot subdivision	San Diego County, between Jennings Park Road and Los Coches Road Extends into project corridor	Processed 10/25/99 Approval pending Estimated start of construction - Unknown
31	Hillside Ranch	Residential	65 acres	San Diego County, on Hillsdale Road, 0.25 miles west of Hidden Mesa Road Within 1 mile west of project area	Under Construction
32	Greenhills Ranch	Residential	92 acres; 35 lots	San Diego County, between Jennings Park Road and Los Coches Road Within 0.25 miles west of project area	Processed 4/16/99; Approval pending Estimated start of construction - Unknown
33	Leung TM	Residential	17.15 acres; 37 lots	San Diego County, Park Road at Lake Jennings Within 1 mile northwest of the Los Coches Substation	Processed 4/15/99; Approval pending Estimated start of construction - Unknown

Table F-1. Cumulative Scenario – Approved and Pending Projects

Site No.	Project	Project Type	Project Description / Size	Project Location	Permitting Status/Schedule
34	Ferry Ranch	Residential	41 lots	San Diego County, southeast intersection of Oak Creek Drive and Palm Row Drive Within 0.5 miles south of the project	Under Construction
35	San Diego River Park, Lakeside Conservancy	Open Space, San habitat restoration	Create 25-400 acres of Open Space(depending on land acquisition); addition of Cultural Center, Heritage Park, Assisted Living Center, and recreational and trail improvements	Between Santee and Lakeside, north of State Route 67, South of Riverside road near existing Willowbrook Country Club Less than 1 mile of the project	In planning and designing process Unknown date of completion
36	Upper San Diego River Improvement Project (USD RIP) (SPA 00 002)	Specific Pan amendment, General Plan amendment	Amendments to the community plan and the circulation element; re-zone for RiveWay Specific Plan in USD RIP District to develop the San Diego Rover Park, Lakeside Conservancy	Between Santee and Lakeside, north of State Route 67, South of Riverside road near existing Willowbrook Country Club Less than 1 mile from project area	Approved September 2000
37	Toll Highway 125	Road improvements	Construct 10 miles of four-lane toll highway	From State Route 905 to San Miguel Road 1 mile southwest of Miguel Substation	Under Construction from 2003 to 2006
38	Los Coches Interchange Modification	Road improvements	Upgrade of interchange at Los Coches Road	Intersection of Los Coches Road and Interstate 8 Within 1 mile west of project	Planned Estimated date of construction - 2005
39	Sycamore Landfill Master Plan Expansion	Expansion of existing landfill capacity through 2025	Landfill reorganization to increase carrying capacity and expand landfill size by three lots	8514 Mast Blvd. Santee, CA 92071 Extends into project area Note: Several Miguel-Mission Project towers requiring reconductoring are located on landfill property	In the EIR preparation process
40	Los Coches Creek Middle School Middle school construction	Site acquisition, construction, and operation of a 1,200-student middle school; 82 total acres		Northeast corner of Chocolate Summit Drive and Dunbar Lane; 1/8 mile north of Interstate 8 Approximately 4 miles from project area	EIR adopted June 2003, in the process of obtaining permits, expected grading towards the end of 2004 and opening Fall 2006

F.4 Cumulative Impact Analysis

This section presents the analysis of the potential for the Proposed Project to create cumulative effects when the impacts of projects listed in Table F-1 are considered together with the impacts of the Proposed Project. Sections are presented in the same order in which they appear in Section D.

F.4.1 Air Quality

Future and proposed construction projects in close proximity to the Proposed Project could result in cumulative air quality impacts on the study area. There is the possibility of a variety of projects, mainly roadway improvements or local residential development, occurring at the same time as project construction. The pollutants generated from construction of these projects could result in an impact on ambient air quality that would overlap with those of the Proposed Project if the construction work occurs in close proximity and at the same time. Construction of the cumulative projects could further exacerbate the potentially significant, but mitigable, project-related construction impacts (Impact A-1). Mitigation measures identified for the Proposed Project would remain applicable, and other cumulative projects would also need to comply with local ordinances prohibiting nuisances or requiring dust control. Section D.2.3 provides a more detailed description of the effects of the Proposed Project on air quality. The mitigation measures identified for the project impacts would reduce cumulative construction impacts to a level that would be less than significant.

Local air quality rules, regulations, and attainment plans direct how San Diego County would eventually achieve attainment for ozone and PM10. Emissions of ozone precursors and PM10 would occur in small quantities during routine operation. A project may be deemed inconsistent with applicable air quality plans if it would result in stationary sources that would not comply with San Diego Air Pollution Control District (SDAPCD) rules and regulations or if it would induce population and/or employment growth exceeding the growth estimates included in the SDAPCD Regional Air Quality Strategy. The Proposed Project itself would not include any permanent, stationary sources of air pollution (Impact A-2). The project could influence emissions from specific power plants, but it would not change the regional demand for power and would generally improve the efficiency of the generators delivering power through the grid (Impact A-3). Because no substantial source of emissions would result from the Proposed Project, it would be consistent with the local air quality rules, regulations, and attainment plans, and no cumulatively-considerable air quality impacts would occur.

F.4.2 Biological Resources

Potentially significant impacts to sensitive vegetation and wildlife species could result from residential, commercial, industrial, transit, transportation, and recreation improvement projects in the region. Impacts of these projects may include vegetation removal, altered hydrology, erosion/sedimentation, and spread of noxious plant species. Mitigation of each project's individual effects through avoidance, minimization, and on- and offsite compensatory habitat is expected to reduce most cumulative effects of the Proposed Project to less than significant levels. However, this EIR cannot require mitigation for these other projects.

Several housing development and roadway infrastructure improvement/expansion projects are proposed or planned within the vicinity of the project. While most of these projects would be in developed urban areas, some such as Site Number 10 (The Promenade) with 1,000 units, would occur on undeveloped land and would contribute to an overall loss of vegetation. Although the Proposed Project would contribute to the cumulative loss of biological resources in the vicinity, implementation of mitigation measures designed to minimize project effects and restore affected areas to pre-existing conditions would result in less than significant cumulative impacts to vegetation.

Cumulative effects to wildlife can result from individually minor but incrementally and collectively significant actions taking place over a period of time, regardless of who is responsible for such actions. Future project activities that would potentially affect wildlife species in the Proposed Project area, include, but are not limited to, residential, commercial, industrial development, transit, transportation, and recreation improvement projects in the region, such as those listed in Table F-1.

As described above for vegetation, impacts of these projects may include vegetation removal, altered hydrology, erosion/sedimentation, and spread of noxious plant species which, in turn, may affect habitat for special status wildlife species. In addition, construction of the Proposed Project may indirectly and temporarily displace wildlife in the vicinity due to noise, dust, human disturbance, and other related disturbances. Project-related impacts to coastal sage scrub may affect special status plants and the animal species that depend on this habitat, such as the coastal California gnatcatcher. The proposed construction of the project may also affect other special status wildlife such as the coastal cactus wren, San Diego fairy shrimp, and special status raptors that nest in the vicinity of the project. Section D.3 provides a more detailed description of the effects of the Proposed Project on biological resources.

The Proposed Project would primarily result in temporary impacts to wildlife habitat. The temporary removal of wildlife habitat within the project right-of-way and at other project sites in the vicinity where wildlife habitat would be permanently and temporarily removed, creates a cumulative effect on wildlife habitat. However, the temporary loss of wildlife habitat would not result in a significant cumulative impact to wildlife with the implementation of mitigation measures designed to minimize effects to wildlife species, to restore affected wildlife habitats to pre-existing conditions, and to compensate for the amount of habitat permanently affected. The Proposed Project is being constructed in the context of a variety of federal, State, and regional conservation plans (see Section D.3.2) that cover portions of the Proposed Project. In addition, SDG&E has a subregional Natural Community Conservation Plan (NCCP) that implements the regional biological conservation goals of the Natural Community Conservation Planning Act of 1991. Projects that are implemented throughout the majority of the region, including the entire project area, must conform to the requirements of NCCP and Act. As a result, cumulative impacts to biological resources resulting from this and other projects in the vicinity are accounted for and anticipated on a regional basis.

F.4.3 Cultural Resources

Construction of the Miguel-Mission transmission line could contribute to the potential for loss of significant cultural resources, especially when viewed in the context of the many other development projects occurring in San Diego County. Section D.4 provides a more detailed description of the effects of the Proposed Project on cultural resources. However, with proper environmental planning and appropriate mitigation, the Proposed Project is expected to successfully preserve significant cultural resources, and can provide opportunities for increasing our understanding of past environmental conditions and culture history. With the exception of actions completed under statutory and categorical exemptions, specific project actions in San Diego County would come under either CEQA or NEPA review (or both), which requires assessment and mitigation of potential impacts to cultural resources. Therefore, the potential for cumulative loss of significant resources would be expected to be low. Specific archival research and field investigations along the proposed transmission line route and alternatives have provided data as to where significant cultural resource sites are and would likely be located, and these areas would be avoided by construction when feasible. In the event the Proposed Project or any other nearby project cannot avoid a resource, implementation of appropriate mitigation would reduce the impact to less than significant levels and data gathered during the mitigation process would be used to augment the understanding of the area history and prehistory. Cumulative impacts on cultural resources are not expected to be significant.

F.4.4 Geology, Soils, and Paleontology

Potential cumulative geologic impacts (considering all proposed and in-progress development in the project area) consist of loss of unique geologic features or known mineral, energy, and/or paleontological resources, substantial alteration of the topography, or triggering or acceleration of erosion or of slope failures. Seismic impacts (ground shaking or ground failure) are not cumulative. Construction of the Proposed Project would contribute only a negligible increase to the potential cumulative geologic impacts. Mitigation measures that would minimize construction-related impacts caused by the Proposed Project would minimize the cumulative effects of these impacts. Because each project individually would need to comply with CEQA requirements during construction, the effects of the Proposed Project not be cumulatively considerable.

F.4.5 Hydrology and Water Quality

Cumulative hydrologic impacts potentially arising from the Proposed Project, in combination with the other projects identified near the Miguel-Mission ROW, would primarily result from construction activities. Construction of residential developments may result in locally increased runoff due to the increase in impervious surfaces, as well as the potential sediment loading and contaminant spills to local drainages. This would include the disturbance of sediments that could potentially wash into the San Diego River and Sweetwater River watersheds, and the potential for construction-related contaminants to reach surface water and ground water.

As described in Section D.6, increased runoff from the proposed Miguel-Mission 230 kV #2 Project is not considered significant. In addition, all of the projects in Table F-1 would require a stormwater pollution prevention plan to mitigate any potential impacts from each site. As a result, the effects of the Proposed Project in combination with other project listed in Table F-1 would be adverse, but not cumulatively considerable.

F.4.6 Land Use and Recreation

The potential for the Proposed Project to result in cumulative land use and/or recreation impacts would be limited to disruptions during construction activities. This would include the generation of noise, dust, and odors and, in some cases, the potential for temporarily disrupted access to residential and/or commercial properties. Cumulative recreation impacts could occur through (1) construction-related disturbances of the Proposed Project in combination with other construction activities along the ROW resulting in impeded recreational access or disruption to recreational uses; or (2) construction and operation of the Proposed Project precluding future recreational uses.

Site Numbers 6, 13, 20, 21, 29, 30, 32, and 39 could interact with construction of the Proposed Project or one of its alternatives to create cumulative land use and/or recreation impacts on residents or businesses related to noise and dust generation or disrupted access. The City of Santee 138 kV/69 kV Underground Alternative, in particular, has the potential to combine with the Dakota Ranch project (Site Number 21) to result in impacts to Princess Joann Road.

Mitigation measures that would minimize construction-related impacts caused by the Proposed Project, however, would minimize the cumulative effects of these impacts. The Proposed Project would have no operation-related impacts to land use, recreation, or agriculture. Because each project individually would need to avoid disruption of neighboring land uses and recreational areas during construction, the effects of the Proposed Project would not be cumulatively considerable.

F.4.7 Noise and Vibration

Future and proposed construction projects in close proximity to the Proposed Project could have cumulative noise impacts within the study area. There is the possibility of a variety of projects, mainly roadway improvements or local residential development, occurring at the same time as project construction. In the localized areas where project construction may occur simultaneously, noise generated from the projects would have a cumulative impact on sensitive receptors. Construction of multiple adjacent projects could further exacerbate the short-term potentially significant noise and vibration impacts associated with the construction of the Proposed Project (Impacts N-1 and N-2). Section D.8.3 provides a more detailed description of the noise effects of the Proposed Project. Mitigation measures identified for the Proposed Project would remain applicable, and other projects would need to comply with local noise ordinances, as would the project. The mitigation measures identified for the Proposed Project impacts would reduce cumulative impacts to a level that would be less than significant.

Cumulative projects include residential developments that could result in new residences being located within the project corridor. Provided that new residences remain outside of the existing ROW, these new receptors would not be exposed to project-related noise impacts greater than those anticipated for receptors in the existing conditions. Although a greater number of sensitive receptors may be near the project should multiple construction efforts occur in residential areas, the level of impact at each receptor would be similar to that identified in this analysis. Cumulative impacts during the operation of the Proposed Project (Impacts N-3, N-4, and N-5) are not expected because noise-related to the Proposed Project would be limited or mitigated to less than significant impacts.

F.4.8 Public Health and Safety

Because electric and magnetic field (EMF) issues are not considered in this EIR under CEQA, no discussion of cumulative impacts for EMF is presented. Therefore, this section focuses on hazardous materials and contamination.

Any cleanup and disposal of contaminated soil and/or groundwater resulting from construction of the Proposed Project and from other projects is a beneficial impact. Cleanup of contaminated sites related to other projects becomes an adverse impact when the combined volume of contaminated soil requiring treatment from the Proposed Project and other projects exceeds the capacity of the available treatment facilities. However, no significant quantities of contaminated soil are expected to be encountered during construction of the Proposed Project, resulting in a less than significant impact. With implementation of the Project Protocols and mitigation measures in this EIR, effects of the Proposed Project would not be cumulatively considerable.

F.4.9 Public Services and Utilities

Of the cumulative projects identified in Table F-1, there are several infrastructure projects which, when combined with the Proposed Project, could disrupt utility systems or cause a collocation accident. These projects include the State Route 52 Improvements (Site Number 5), the Mission Valley East LRT (Site Number 6), and Toll Highway 125 (Site Number 37). Due to the size and invasiveness of the projects listed above, construction of the Proposed Project could create significant cumulative impacts resulting from collocation accidents or utility disruptions. With the implementation of PP-66 identified in Section D.10.3.2, the portion of utility disruption impacts contributed by the Proposed Project would not be cumulatively considerable.

Many of the planned projects described in Table F-1 would disrupt traffic as a result of roadway construction or improvements. Construction of the Proposed Project simultaneously with these other projects could cumulatively restrict access to emergency vehicles or to public facilities. Implementation of Project Protocols and mitigation measures in this EIR would ensure that the Proposed Project's contribution to cumulative impacts is not considerable.

The large number of projects planned in the area, particularly residential developments, would increase population and result in increased demands on public services and utilities. The Proposed Project would have less than significant demands to public services and utilities during construction and would not place significant demands on public services or utilities during operation. Section D.10 provides a more detailed description of the effects of the Proposed Project on public services and utilities. Overall, the Proposed Project's contribution to demand on public services and utilities would not be cumulatively considerable.

F.4.10 Socioeconomics

The Proposed Project and Alternatives, along with other projects in its vicinity could result in cumulative impacts if they were to significantly contribute to a cumulative, substantial population growth, demand for housing, or displacement of people or housing.

Residential development projects planned in the area would directly increase population. The Proposed Project, however, would have no significant effect on population in the area. The contribution of the Proposed Project to population growth would not be cumulatively considerable, as no additional permanent workers would be brought into the area for construction or operation of the project. Although the Proposed Project would help supply power to the projects along the proposed route, it is designed to accommodate the demands and infrastructure necessary for existing development and projects that have already been reviewed and approved. Therefore, the Proposed Project's contribution to impacts resulting from population growth in the area would be less than significant. Section D.11 provides a more detailed description of the effects of the Proposed Project on socioeconomics.

Overlapping construction schedules for the Proposed Project and other construction in the area could create a demand for workers. The large number of available workers in the greater San Diego Area, however, should be able to accommodate that demand. Projects that would displace people or housing and require that new housing be built would be analyzed on an individual basis. Because the Proposed Project would not require the removal of any existing housing units or result in the displacement of any persons, the project's cumulative contribution to housing impacts would be less than significant.

F.4.11 Transportation and Traffic

Future and proposed construction projects, as presented in Table F-1, in close proximity to the Proposed Project could have cumulative transportation and traffic impacts within the study area, depending on location, intensity and scheduling. Construction of the cumulative projects could further exacerbate the short-term potentially significant transportation and traffic impacts associated with the construction of the Proposed Project (Impacts T-1, T-3, T-4, and T-5). However, because construction of the project would take place only for a limited time at any given section of the right-of-way, cumulative impacts would be minimal and less than significant. Section D.12.3 provides a more detailed description of the effects of the Proposed Project on traffic. The Miguel-Mission 230 kV #2 Project would involve minimal impacts over a relatively short period at any one construction site and, with the exception of certain access roads, would occur within SDG&E's existing developed right-of-way. Mitigation measures identified for the Proposed Project would remain applicable, and other cumu-

lative projects would need to comply with local traffic ordinances, as would the Proposed Project. The mitigation measures identified for the Proposed Project impacts would reduce cumulative impacts to a level that would be less than significant.

F.4.12 Visual Resources

Cumulative impacts to visual resources would occur where project facilities would be viewed in combination with other past, present, and future developments. The significance of cumulative visual impacts would depend upon a number of factors including: (1) the degree to which the viewshed is altered; (2) the degree to which visibility to scenic resources is impaired due to either view obstructions or direct impacts to scenic resource features; and (3) the degree to which the project's visual contrast or dominance is increased due to changes in the viewed environment.

To the extent that the Proposed Project would be visible during construction along with one or more of the cumulative projects, adverse cumulative impacts may occur from the construction equipment, vehicles, materials, staging areas, and personnel. These construction impacts, however, would be temporary and would not create significant cumulative effects.

Long-term cumulative visual impacts would be most evident where the Proposed Project, between Miguel Substation and Fanita Junction, is viewed in combination with future projects within a one-mile to two-mile distance zone. Beyond this distance, the addition of the 138 kV/69 kV mono-poles and additional conductors proposed by SDG&E would have little discernible cumulative effects with other planned developments. Between Fanita Junction and the Mission Substation, the Proposed Project changes, which consist solely of installing a second 230 kV circuit on existing structures with a vacant position, would not contribute to adverse cumulative visual impacts due to the limited nature of the project changes.

Between the Miguel Substation and Fanita Junction, cumulative visual impacts would have the potential to be adverse where the industrial character of the utility corridor changes would be viewed with other future planned residential or industrial developments. Projects considered in this cumulative analysis that have the greatest potential for impacts are Site Numbers 15, 20, 21, 24, 26, 27, 29, 30, 32, 33, 34, 38, and 39.

Many of these future or developing projects are residential in nature and would result in the presence of increased numbers of viewers and accordingly, increased potential visual sensitivity to the project in the future. The area of potentially greatest cumulative visual changes would occur near the Los Coches Substation, since there are several residential developments planned in this area and the Proposed Project would require five of the existing 138/69 kV lattice structures to be converted to 230 kV structures north and east of the substation. The project's contrast and visual dominance would not change with these developments, therefore, the Proposed Project would not contribute to cumulative visual impacts.

F.5 References

U.S. Census (United States Census Bureau). 2000. U.S. Census Bureau American FactFinder. <http://factfinder.census.gov/servlet/BasicFactsServlet>.