

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 as growth inducing if it would directly or indirectly foster economic or population growth or the construction of additional housing 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 growth-inducing projects include expansion of urban services into a previously unserved or underserved area, the creation or extension of transportation links, or the removal of major obstacles to growth. These direct forms of growth have secondary effects such as expanding the size of local markets and stimulating additional economic activity in the area.

Typically, the growth-inducing potential of a project would be considered significant if it would stimulate 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 of the Proposed Project would not permanently affect employment patterns in the area. SCE would temporarily contract for approximately 60 to 70 personnel during steam generator transport and up to 1,000 additional workers during staging through disposal. This is in addition to the 1,000 additional workers that scheduled refueling would require. While refueling would occur in the baseline scenario and is not part of the Proposed Project, the ~~cumulative combined~~ impacts resulting from all-a maximum of 2,000 additional workers need to be considered for purposes of this analysis (Sections F.3 and F.4) because refueling would occur at the same time as the Proposed Project. The workers required to replace spent fuel rods are generally part of the local labor force who return to SONGS periodically for refueling outages, while the Proposed Project would involve up to 1,000 additional workers who would not return at successive outages. Approximately A maximum of 2,000 additional temporary workers would be at SONGS compared to a non-outage normal period.

The specialists and laborers, who would be temporarily employed for various phases of the Proposed Project, would be found both locally and outside of a two-hour commute radius. Existing hotels or other local accommodations would be available for use by outside contractors, as demonstrated by the vacancy rates discussed in Section D.11, Socioeconomics. SONGS is located between two major metropolitan areas, southern Orange County and northern San Diego County, where both a large labor pool and large supply of lodging exists. There is an adequate supply of lodging within a 25-mile radius to support this temporary increase in workers that choose to reside locally rather than commute on a daily basis for the design, staging, and replacement phases of the Proposed Project. In addition, the traffic and transportation circulation system in the vicinity of the Proposed Project and the area's utilities and public services have adequate capacity for the up to additional 2,000 temporary workers (see Sections D.10, Public Services and Utilities, and D.13, Traffic and Circulation).

The operation and maintenance of the Proposed Project would be performed by current SCE employees and would therefore not create any new jobs.

F.2 Significant Irreversible Changes

The CEQA Guidelines (Section 15126.2(c)) require that an EIR identify any significant irreversible environmental changes caused by the Proposed Project. Such changes may include uses of nonrenewable resources or provision of access to previously inaccessible areas. In addition, any project-related accidents could result in long-term changes to the environment.

The steam generator replacement project would require a commitment of natural resources resulting from the direct consumption of construction materials, and fossil fuels for transportation of steam generators and workers. As described in Section B, Project Description, temporary and permanent facilities may be constructed on currently occupied and disturbed land. After the SONGS is returned to service, the RSGs would allow SONGS to function normally and continue producing electrical power. Under the Proposed Project, the OSGs would be disposed at certified low-level radioactive waste (LLRW) storage facility at an offsite location.

F.3 Cumulative Scenario

As required by CEQA (Section 15130 et seq. of the CEQA Guidelines), this EIR includes an analysis of cumulative impacts. A cumulative scenario has been developed to identify projects that are reasonably foreseeable and that would be constructed or commence operation during the timeframe of activity associated with the Proposed Project. Table F-1 lists the projects comprising the cumulative scenario. Cumulative impact analysis is presented for each issue area in Section F.4.

Existing projects are included as part of the environmental setting for individual issue areas and are analyzed with respect to each issue area in Section D. Table F-1 presents the projects considered part of the cumulative scenario (i.e., that are planned to occur but that have not yet begun). Because the transport and delivery of the RSGs to SONGS would not begin until 2009, specific information on concurrent projects in San Diego or Orange Counties is limited and considered speculative. However, these projects represent the general level of regional development expected during construction of the Proposed Project. In addition, the cumulative scenario considers the potential for cumulative impacts associated with forecasted growth in the region, as discussed below.

F.3.1 Cumulative Projects List

Numerous agencies were contacted to obtain information regarding cumulative projects, including:

- Marine Corps Base Camp Pendleton;
- California Department of Transportation, District 11;
- City of San Clemente; and
- City of Oceanside.

Projects identified with the potential for cumulative impacts are presented in Table F-1.

Table F-1. Cumulative Scenario – Projects

Site No.	Project	Description/Size	Location	Status/Schedule
1	Decommissioning of SONGS Unit 1	Decommissioning consists of decontamination, dismantling, shipment, and final disposition of nuclear power plant components, as well as site rehabilitation. Decommissioning is a condition of the plant's operating license from the federal Nuclear Regulatory Commission.	SONGS Facility, just north of Units 2 and 3	Decommissioning began in 1999 and the majority of the plant's structures and facilities are expected to be decontaminated, dismantled, and removed by 2008.
MARINE CORPS BASE CAMP PENDLETON				
2	Project #P042 Expeditionary Fighting Vehicle Maintenance Complex (EFV)	Construct a maintenance facility to support EFV.	Located at the Del Mar Boat Basin.	Expected to occur January 2008 through March 2009.
3	Project #P159 Operations Access Points	Would include widening existing openings under I-5 and the railroad track at four beaches.	Locations include Del Mar Crossings, MCTSSA & Edson Range Crossings, Las Pulgas Crossings, and San Onofre Crossings.	Expected to occur January 2008 through March 2009.
CALTRANS (DISTRICT 11)				
4	State Route 241 Foothill Transportation Corridor–South Project	A proposed initial four-lane limited access tolled State Highway, with capabilities of expanding to 8 lanes.	Located between I-5 to the south in San Diego County, and the existing SR 241 to the north at Oso Parkway in Orange County.	Construction is expected to begin mid to late 2005, and to be completed in 2008.
CITY OF SAN CLEMENTE				
5	Talega Project	A master-planned community that would include an 819,000 sq.ft. business park; 3,863 residential units; and approximately 108,900 sq.ft. of commercial uses.	Located off Avenida Pico.	Construction is 70% completed.
6	Marblehead Coastal Project	A master-planned community that would include a 125-room hotel; 3,863 residential units; and 508,600 sq.ft. of commercial uses.	Located adjacent to I-5 and Avenida Pico.	Has discretionary entitlements; construction should begin within the next 6 months and should be completed by 2010.
CITY OF OCEANSIDE				
7	Residential & Commercial Developments	Proposed developments include condominiums, single-family residential subdivision, and a mixed-use development.	Located throughout City of Oceanside.	Many of the projects approved but construction has not begun. A few projects are 90% completed.
8	Oceanside Pier Resorts 147-075-(01-01)	To construct a 136-unit timeshare project, with 32 hotel rooms and 12,200 sq.ft. of retail space.	Located south of Civic Center Drive, north of Pier View Way and east of Pacific Street.	Pending approval until April 2005.
9	Trendwest Resort T-202-98	140-unit vacation resort.	Located at the terminus of Carmelo Drive, Monterey Drive, and Riverside Drive	Approved, but construction has not begun.

Table F-1. Cumulative Scenario – Projects

Site No.	Project	Description/Size	Location	Status/Schedule
10	Pacific Street Bridge 143-171-11	200-meter bridge to replace the existing Pacific Street crossing of San Luis Rey River. Project would include road improvements at both ends of the bridge, and a travel lane in each direction.	Located directly east of Pacific Ocean. Situated with Pacific Street to the west and Harbor Drive to the north, and county transit direct railroad bridge to the east of the project.	Approval pending.
11	Coast Highway Bridge Seismic Retrofit Project	Expansion of bridge's structural foundation, reinforce 2 support columns, and replace and reinforce steel truss, and add seismic isolation bearing and/or restrainers at all bents.	Located west of I-5 bridges, 0.5 miles from Pacific Ocean; crosses the San Luis Rey River	Approved. Construction scheduled August 1, 2004, through March 15, 2005.

Sources: Caltrans, 2004; City of Oceanside, 2004; City of San Clemente, 2004; DPR, 2004; MCBCP, 2004; Orange County, 2004; SCE, 2005; SDCPLU, 2004.

Pacific Gas and Electric (PG&E) is proposing to conduct a similar steam generator replacement project at Diablo Canyon Power Plant (DCPP), which is scheduled to commence in 2007. As discussed in Section A.3, coordination of industry resources between SONGS and DCPP would be necessary to ensure full support for each company's steam generator replacement projects. Possible areas of coordination include training and qualifications programs that would be acceptable at both facilities; scheduling outages to not overlap; and coordination of steam generator installation contractors. Based on the current schedule, there would be adequate time between the DCPP outages and those outages scheduled to replace the steam generators at SONGS Units 2 and 3 in order to not cause any cumulative impacts or shortages to the skilled workforce needed to replace the steam generators.

The DCPP facility is located in coastal San Luis Obispo County, making each RSG project beyond the other's radius of environmental influence, especially to the issue areas of concern, such as public safety, marine biological resources, and other effects of operating the once-through cooling systems. In addition, because DCPP is currently operational, the effects associated with operation of the power plant are included in the baseline conditions and, therefore, would not contribute to cumulative impacts.

Because the proposed SONGS and DCPP timeframes and locations would not coincide and any operational impacts would be incorporated into the baseline conditions, the two steam generator replacement projects would not contribute to either's cumulative impacts.

F.3.2 Forecast Population Growth

In addition to proposed or pending projects in the vicinity of the SONGS steam generator replacement project, general growth trends forecast by regional planning agencies were utilized to characterize anticipated population and employment growth in the area. This information provides a general understanding of the types of physical changes expected in the area and the potential for impacts that could combine with the impacts of the Proposed Project. Demographic forecasts were obtained from the San Diego Association of Governments (SANDAG) and the Southern California Association of Governments (SCAG). Growth projections were obtained for population and employment in the region of the Proposed Project, as shown in Table F-2. Both SANDAG and SCAG use a variety of tools, such as U.S. Census data and local General Plans, to forecast growth up to 25 years into the future. Table F-2 displays the results of these forecasts.

The region is expected to continue experiencing substantial growth. Overall, the region expects a 15 percent increase in population and 10 percent increase in total employment (civilian and military) through 2010. Within this overall high rate of growth, some areas expect even higher rates of growth as displayed in Tables F-3 and F-4. These areas are located within San Diego County, along the coast or near MCBCP.

Table F-2. Regional Growth Projections*

	2000	2010	Change 2000-2010	Percent Change 2000-2010
Area Population	436,977	504,313	67,336	15%
Area Employment	188,540	207,421	18,881	10%

Sources: Census, 2000; SANDAG, 2005; SCAG, 2005.

* Area as used in Table F-2, including the following Census tracts (2000 Census): 178.01, 178.05, 178.06, 178.08, 178.09, 178.1, 178.11, 178.12, 179, 180, 181, 182, 183, 184, 185.04, 185.07, 185.09, 185.1, 185.11, 185.12, 185.13, 185.14, 185.15, 185.16, 185.17, 185.18, 185.19, 186.01, 186.03, 186.07, 186.08, 186.09, 186.1, 186.11, 186.12, 187, 188.01, 188.02, 188.03, 189.03, 189.04, 189.05, 189.06, 190.01, 192.03, 192.05, 192.06, 192.07, 192.08, 193.01, 193.02, 193.03, 194.03, 194.04, 194.05, 194.06, 195.01, 195.02, 195.03, 196.01, 196.02, 197.01, 197.02, 198.03, 198.04, 198.05, 198.06, 198.07, 199.02, 199.03, 199.04, 199.05, 200.13, 200.17, 200.18, 200.19, 421.07, 421.09, 421.13, and 421.14.

Table F-3. Regional Areas with High Projected Rates of Population Growth

Census Tract	2000	2010	Change 2000-2010	Percent Change 2000-2010
178.05	2,710	4,270	1,560	58%
178.06	897	1,524	627	70%
178.12	3,104	6,313	3,209	103%
183	2,850	4,487	1,637	57%
185.07	7,351	11,887	4,536	62%
186.11	4,944	10,988	6,044	122%
190.01	5,235	7,648	2,413	46%
198.06	7,555	10,829	3,274	43%
200.13	4,586	11,040	6,454	141%
178.05	2,710	4,270	1,560	58%
178.06	897	1,524	627	70%
178.12	3,104	6,313	3,209	103%
183	2,850	4,487	1,637	57%
185.07	7,351	11,887	4,536	62%

Sources: Census, 2000; SANDAG, 2005; SCAG, 2005.

Table F-4. Regional Areas with High Projected Rates of Employment Growth

Census Tract	2000	2010	Change 2000-2010	Percent Change 2000-2010
178.11	1,090	1,689	599	55%
185.13	2,913	5,525	2,612	90%
193.02	192	260	68	35%
193.03	637	894	257	40%
194.03	2,475	2,871	396	16%
194.04	449	843	394	88%
195.03	1,558	2,091	533	34%
198.03	1,492	2,068	576	39%
199.05	996	1,870	874	88%
200.13	827	1,746	919	111%

Sources: Census, 2000; SANDAG, 2005; SCAG, 2005.

The increase in regional growth in the area, which straddles San Diego and Orange Counties, may indirectly contribute to potential cumulative impacts in the area. An increase in population growth directly affects the demand for jobs and housing, which may increase the number of planned development and improvement projects, such as public service facilities or transportation system expansions, in San Diego and Orange Counties. Substantial population or employment increases near the area of the Proposed Project also substantially increase the population potentially exposed to an accident or other hazard.

F.4 Cumulative Impact Analysis

This section presents an analysis of the potential for the Proposed Project to create cumulative effects when the impacts of the Proposed Project are considered together with the projects listed in Table F-1 and forecasted population growth.

F.4.1 Air Quality

Foreseeable construction projects in close proximity to the Proposed Project could contribute to a cumulative annual increase in regional air pollutant emissions. There is a possibility for a variety of projects, mainly infrastructure improvements or local residential development, to occur within the project timeframe. Proposed Project activities would take place geographically separate from most projects considered in the cumulative scenario, as they would occur within MCBCP and the SONGS site. Identified construction activity at MCBCP includes two construction projects with the potential to cumulatively contribute to air quality impacts by causing emissions from construction equipment and particulate matter from disturbed dirt areas.

Pollutants generated by construction of regional projects, such as those listed in Table F-1, coupled with the emissions associated with residential heating and increased traffic due to local development and increased population growth could further exacerbate the potentially significant, but mitigable, transport and construction-related impacts of the Proposed Project. Emissions from combustion of fuels (NO_x, VOC, CO, SO₂, and diesel-related particulate matter) and fugitive dust from the cumulative projects would affect local air quality during transport and construction activities. Because San Diego County is a non-attainment area for ozone and particulate matter, these emissions would temporarily contribute to the existing violations of ozone and particulate matter in the region. The mitigation measures identified for the Proposed Project (Mitigation Measures A-1a: Suppress dust at all work areas or transport routes and on public roads, A-1b: Use low-emission transport equipment, and A-2a: Use registered water pumping or power generation engines) would reduce cumulative air quality impacts of the project to a less than significant level.

F.4.2 Biological Resources

Potentially significant impacts to sensitive vegetation and wildlife could result from ongoing and foreseeable projects at MCBCP, the City of San Clemente, and the City of Oceanside. The largest project planned on MCBCP is the construction of State Route 241 through MCBCP from Oso Parkway in Mission Viejo to I-5 in San Clemente. Two alternative routes are currently being discussed for this approximately 16-mile highway through undeveloped and agricultural lands. Depending on the alternative ultimately selected, the terminus of the highway could be just south of Basilone Road near SONGS. In addition, the MCBCP has several small maintenance facilities and transportation projects proposed for the area around the Del Mar Boat Basin and the I-5. However, the projects scheduled to occur on MCBCP would be in close proximity to existing facilities that are anticipated to lack dominant native vegetation. Therefore, these projects would not be expected to have any significant impacts to natural resources.

In the City of San Clemente, development is occurring near the communities of Talega and Marblehead. These development projects have, or will have, impacts to both high quality and disturbed upland and wetlands habitats. It is assumed that these impacts will be mitigated through the federal and State regulatory processes.

Several redevelopment projects proposed for the City of Oceanside's downtown area are located approximately one-half mile south of the Del Mar Boat Basin and the Oceanside harbor. However, these lands are primarily developed or degraded areas, and are not expected to contribute to the degradation of open space.

It is difficult to determine whether the cumulative projects in Table F-1 contribute significantly to impacts in the region without detailed information on impacts and mitigation requirements. Several of these projects are in close proximity to SONGS, while others are separated by approximately 11 miles of open

space. Nonetheless, the Proposed Project would not have significant effects on biological resources, as all Proposed Project activities would be conducted in previously disturbed and regularly used areas within MCBCB and SONGS. Therefore, the Proposed Project would not contribute to cumulative impacts to natural resources in the region.

Construction projects across the San Luis Rey River may have potentially significant impacts to marine waters and organisms if they contribute to disruption of sediment (e.g., Pacific Street Bridge, Coast Highway Bridge Seismic Retrofit Project). Those projects that would occur concurrently with the offloading of the steam generators in Port San Luis may contribute to the cumulative adverse impacts on marine biological resources. At least one of these projects (Coast Highway Bridge Seismic Retrofit Project) would be completed before the anticipated transport of the RSGs. As discussed in Section D.3.3.2, steam generator transport and offloading within the Del Mar Boat Basin would not cause significant impacts to marine biological resources. Proposed Project activities that would take place within the SONGS facility would not contribute to any significant cumulative adverse impacts on marine biological resources.

F.4.3 Cultural Resources

Foreseeable projects listed in Table F-1 could contribute to cumulative impacts on cultural resources. Increased population growth in the project vicinity may exacerbate the potential for disturbance or illicit take of cultural resources. However, with proper environmental planning and appropriate mitigation, the potential for adverse impacts would be minimized. With the exception of actions completed under statutory or categorical exemptions, specific project actions in San Diego or Orange Counties would come under CEQA or NEPA review (or both), which require assessment and mitigation of potential cultural resources impacts. The Proposed Project would not cause any significant impacts to cultural resources because project activities would occur on previously developed and actively used land (i.e., during military exercises). Therefore, there would be no cumulatively considerable impacts on cultural resources resulting from the Proposed Project.

F.4.4 Geology, Soils, and Paleontology

All of the foreseeable development within MCBCP and the Proposed Project would be subject to similar geological conditions and hazards. However, the Proposed Project's impacts are localized within the transport route and SONGS site. Due to the temporary and localized nature of the Proposed Project's impacts and the intervening distance between the Proposed Project and other cumulative projects, the Proposed Project would be unlikely to contribute to cumulative geological, soil, or paleontological effects. Implementation of recommended mitigation measures related to geology, soils, and paleontology (Mitigation Measures G-1a: Prevent overloading of unstable ground along transport route, G-2a: Protect workers from temporary effects of earthquake shaking, G-3a: Protect workers from temporary effects of tsunamis, G-4a: Prevent accelerated erosion during OSG Storage Facility construction, G-5a: Prepare site-specific geotechnical investigation for OSG Storage Facility, and G-6a: Prepare an updated Safety Analysis Report to accommodate the OSG Storage Facility) would ensure that the Proposed Project (including the OSG Onsite Storage Alternative) does not cause a significant contribution to potential cumulative effects.

F.4.5 Hazardous Materials

The setting for the Proposed Project includes the Del Mar Boat Basin, shore areas of MCBCP, and the SONGS site. Routine operations at SONGS and activities on MCBCP involve hazardous material storage and use. Existing conditions affected by historic activities includes the potential for soil or groundwater

contamination by hazardous substances. Potential sources of hazardous materials include leaking tanks, surface runoff from contaminated sites, and migration of contaminated groundwater plumes. Although there are known contaminated sites near the areas of Proposed Project activity, no excavation of near-surface soil and groundwater dewatering is proposed in the vicinity of these sites. Therefore, based on the existing conditions, cumulative impacts are considered less than significant. The potential discovery of unknown hazardous materials or sites during project activities would be mitigated to a less than significant level (Mitigation Measures H-1a: Implement SONGS and/or MCBCP spill response procedures, H-1b: Conduct routine inspections and maintenance of transporter, H-2a: Properly handle maintenance waste, and H-3a: Stop work and notify appropriate project personnel and regulators) and would not contribute to a cumulative effect.

F.4.6 Hydrology and Water Quality

Some of the cumulative development projects in the region may result in ground disturbance, locally increased runoff due to the increase in impervious surfaces, and the potential for sediment loading and contaminant spills. These potential activities may result in adverse impacts to local drainages and the Pacific Ocean. Because SONGS is physically separated from foreseeable cumulative development projects due its location within MCBCP, construction-related hydrological impacts would be isolated. The Proposed Project would result in minimal ground disturbance and erosion, as the construction and transport components of the Proposed Project would occur on previously disturbed land. Impacts of the Proposed Project to hydrology and water quality would not be considered significant, and the isolated location of SONGS diminishes any potential for the Proposed Project's effects on hydrology and water quality to be cumulatively considerable.

F.4.7 Land Use, Recreation, and Agriculture

The Proposed Project's impacts to land use, recreation, and military operations would be temporary and localized, resulting from disruptions associated with transport activities. Temporary impacts to existing land uses may include temporary disruption of military activities, such as amphibious landings and artillery and small arms firing, and preclusion of the recreational facilities at San Onofre State Beach and Camp Del Mar. However, the Proposed Project would not contribute to long-term cumulative land use impacts, as continued operation of SONGS would be the same as prior to the project. The majority of the projects listed in Table F 1, which are representative of the ongoing level of development in the region, would be located in areas away from the Proposed Project's area of impact and would not affect the same lands. Of the projects that would be located in the vicinity of the Proposed Project (e.g., Project #P042 EFV Maintenance Complex, Project #P159 Operations Access Points, and State Route 241 Foothill Transportation Corridor-South Project), two would be scheduled to occur during the RSG transport. Specifically, the transport phase of the Proposed Project may cause temporary delays in the completion of Project #P042 EFV Maintenance Complex and Project #P159 Operations Access Points, both of which would be located on MCBCP. Foreseeable activities within MCBCP would require coordination with the Commanding Officer at MCBCP, as would the Proposed Project activities. As a result, the Proposed Project would not contribute cumulatively with the projects listed in Table F-1 toward a loss of recreation or agricultural lands or a preclusion of military training activities. Consequently, any impacts resulting from the Proposed Project would not contribute to cumulative impacts to land use, recreation, or military operations.

F.4.8 Noise and Vibration

Noise levels around SONGS and the transport routes depend on the proximity to human activity and military operations, exposure to Interstate 5 and other roads, activities at SONGS, and the activity of the surf. Construction of foreseeable cumulative projects and forecast population growth would increase human activity and could locally cause increased environmental noise. Because SONGS is physically separated from foreseeable cumulative development projects due its location within MCBCP, the foreseeable projects would not be likely to cause substantial cumulative impacts with the Proposed Project.

The Proposed Project would temporarily increase noise levels in the vicinity of SONGS and the transport routes; however, with proposed mitigation (Mitigation Measures N-1a: Provide advance notice of off-loading and transport, N-1b: Provide liaison for nuisance complaints, and N-2a: Resolve complaints of noise from concrete cutting), these impacts would be less than significant. Given the already high noise level at MCBCP and the spatial separation of the Proposed Project from the majority of regional activity, cumulative noise impacts are expected to be less than significant.

F.4.9 Public Services and Utilities

Several of the development projects listed in Table F-1 would increase the size of the local population and corresponding increases in demands on public services and utilities. The demands made by the Proposed Project on public services and utilities during construction would be within the capacities and capabilities of existing service and utility providers, and after the Proposed Project returns to service, the demand for utilities would return to pre-project conditions at SONGS. Overall, the Proposed Project's contribution to the demand on public services and utilities would not be cumulatively considerable.

Additionally, a few of the projects listed in Table F-1 could result in cumulative impacts associated with the obstruction of emergency access. If construction on Project #P042 EFV Maintenance Complex and Project #P159 Operations Access Points occurred at the same time as RSG transport, activities in these locations could restrict access for emergency vehicles and disrupt public services. Implementation of Proposed Project mitigation (Mitigation Measure U-1a: Identify and protect subsurface utilities, and U-2a: Maintain adequate emergency vehicle access) would require the inclusion of traffic control measures identified in the Work Area Protection and Traffic Control Manual (CJUTCC, 1999) to maintain emergency access. With these measures, the Proposed Project's contribution to this impact would not be cumulatively considerable.

F.4.10 Socioeconomics

The Proposed Project, along with other proposed or future projects in the Proposed Project vicinity could result in cumulative impacts to socioeconomics 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 and substantially increase local population growth. The Proposed Project, however, would not result in any permanent population growth, demand for housing, or displacement of housing. Operation of the Proposed Project would maintain current electrical generation capacity and would not increase generation. Consequently, the Proposed Project would not induce any future population growth. The contribution of the Proposed Project to population growth, demand for housing or displacement of people or housing would not be cumulatively considerable, as no additional workers would be permanently brought into the area and project operation would not induce additional growth.

F.4.11 System and Transportation Safety

Barges that would deliver the RSGs to the MCBCP Del Mar Boat Basin may pose a temporary navigational hazard within the Basin if other projects utilize the Basin concurrently. However, given that use of the Boat Basin is restricted for military purposes, such navigational hazards are unlikely. The only other project that would likely be permitted to use the Boat Basin would be the decommissioning of Unit 1, which is expected to be completed before the Proposed Project begins. Effects of the Proposed Project on transportation safety would not be cumulatively considerable.

F.4.12 Traffic and Circulation

Foreseeable construction projects in close proximity to the Proposed Project could have cumulative traffic and circulation impacts within the region, depending on location, intensity, and scheduling. Construction on or near MCBCP may potentially intensify cumulative traffic impacts on I-5 and other major arterials, which would be used by temporary SONGS workers during the Proposed Project. Construction of the cumulative projects and a forecasted increase in regional population growth could further exacerbate the short-term potentially significant circulation and traffic impacts associated with construction of the Proposed Project. As a result, the overall cumulative effect of the Proposed Project, the simultaneous projects listed in Table F-1, and projected regional growth near MCBCP could have cumulatively considerable impacts on traffic and circulation. Measures recommended for the Proposed Project (Mitigation Measures T-1a: Provide emergency vehicle access, T-3a: Schedule SONGS shift changes outside of peak hours, and T-5a: Schedule material deliveries outside of peak hours) would reduce the Proposed Project's cumulative traffic and circulation impacts to a less than significant level.

F.4.13 Visual Resources

The viewshed of the Proposed Project encompasses the entire area from which the transport routes might be seen. Broadly, the project viewshed comprises a narrow band defined by two major landscape units: the slopes and ridges of the Santa Margarita Mountains to the east, extending northeast of I-5 to ridge elevations of up to 1,700 feet (San Onofre Mountain) and dissected by numerous northeast-trending canyons; and the level marine terrace, coastal bluffs, beaches and ocean to the west. Cumulative impacts to visual resources would occur where project facilities or actions would be viewed in combination with other past, present, or foreseeable future developments. The significance of cumulative visual impacts would depend on: the degree to which the viewshed is altered; the degree to which visibility of scenic resources is impaired due to either view obstruction or direct impacts to scenic resource features; and the degree to which visual contrast or dominance is increased, due to visibility of the project in combination with other foreseeable projects.

Foreseeable cumulative projects would not overlap temporally or spatially with the Proposed Project. The principal visual impacts of the Proposed Project would be short-term and temporary during the period when the RSGs are being offloaded at MCBCP and transported to SONGS. These short-term impacts would not be experienced in combination with other currently foreseeable cumulative projects. As such, the impacts of cumulative projects are not expected to be cumulatively considerable or significant. Although the Proposed Project would not be likely to cause a cumulatively considerable impact, the cumulative impacts to the viewshed caused by the Proposed Project would be reduced by measures identified in this EIR (Mitigation Measures V-1a: Request decision on closure of San Onofre State Beach, V-1b: Provide advance notice of campground closure to prospective park visitors and campers, V-1c: Minimize night lighting near receptors in MCBCP, V-2a: Minimize disturbance to roadway and landscape within San Onofre State Beach, V-4a: Minimize or eliminate staging within the visual foreground of I-5 and San Onofre State Beach, V-5a: Restore ground disturbances in visual foreground of I-5).

F.5 References

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