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## 4.18 CUMULATIVE IMPACTS

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### 4.18.1 Introduction

The CEQA Guidelines require a discussion of the cumulative impacts of a project. Cumulative impact analysis accounts for the combined impacts associated with two or more projects in a given area. The following cumulative analysis evaluates the potential cumulative impacts from the Proposed Project in combination with other past<sup>1</sup>, present, and reasonably foreseeable future projects in the area that SDG&E is involved in, and projects by others that have the potential to be proximate in time and space to the Proposed Project. Based on the cumulative impacts analysis, the Proposed Project will not result in a significant cumulative environmental impact in any of the resource areas evaluated.

### 4.18.2 Significance Criteria

CEQA defines cumulative impacts as changes in the physical environment resulting from the incremental impact of the project when added to other nearby past, present, and future projects. The Proposed Project's contribution will be analyzed to determine whether it is cumulatively considerable (CEQA Guidelines Section 15064[h][1]). Section 15064(h)(1) of the CEQA Guidelines further explains that "When assessing whether a cumulative effect requires an EIR [Environmental Impact Report], the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. 'Cumulatively considerable' means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The significance of an impact may be weighed against the overall effect as both increases and decreases in impacts may balance one another. Furthermore, "the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable" (CEQA Guidelines Section 15064(h)(4)).

### 4.18.3 Timeframe and Analysis

For the purpose of this cumulative impacts analysis, the Proposed Project is defined in terms of construction and post-construction operation and maintenance. SDG&E anticipates that construction of the entire Proposed Project will take approximately nine months from initial site development through demobilization and site cleanup. Construction of the Proposed Project is anticipated to begin in January 2018 and conclude in September 2018, depending on agency approvals.

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<sup>1</sup> The past projects are part of the environmental baseline and their construction will not overlap with the Proposed Project, which is not anticipated to occur until January 2018.

#### 4.18.4 Areas of Analysis

The analysis of potential cumulative impacts includes projects occurring in the vicinity of the approximately 10 mile Proposed Project alignment. The cumulative projects include present and reasonably foreseeable projects that SDG&E is involved in, and projects by others that have the potential to be proximate in time and space to the Proposed Project. The analysis area represents the physical extent of the limits in which permanent impacts of the Proposed Project may occur. Existing conditions and reasonably foreseeable projects were identified within a 1-mile buffer of any Proposed Project component.

#### 4.18.5 Methodology

Information was gathered from Internet searches of local planning departments, state agency websites, and military websites. The websites of the following entities were reviewed for development projects, road and utility improvement projects, and capital improvement projects:

- City of San Clemente
- County of Orange
- Orange County Transportation Authority (OCTA)
- Caltrans
- CPUC
- Southern California Edison (SCE)
- MCB Camp Pendleton
- San Diego County

#### 4.18.6 Existing/Operating Projects

Past projects within the vicinity of the Proposed Project are in San Diego County, California (primarily on MCB Camp Pendleton) and in Orange County (i.e., within the City of San Clemente). The existing and operating projects in the area consist mainly of military uses and developments, and civilian residential, light industrial, commercial, and public institutional uses. The existing power line has been a part of the local landscape for several decades. Section 4.10, Land Use and Planning outlines all of the specific existing land uses along the alignment of the Proposed Project.

#### 4.18.7 Planned and Proposed Projects Inventory

Table 4.18-1, Planned and Proposed Projects within 1 Mile, lists six planned and proposed projects that are within 1 mile of any Proposed Project component. Projects are included that have the potential to be proximate in space and time to the Proposed Project, and are of sufficient size and type such that, when combined with the Proposed Project, there would be a potential for cumulative effects on the environment. For example, small-scale discretionary projects like usage permit projects (such as liquor license applications) that are internal to an existing building or development and have no potentially significant impact to the environment, modifications to existing individual homes or businesses that do not result in any increases in noise, traffic, air emissions, etc. (i.e. architectural modifications to existing structures such as patios, decks, fences, and awnings), and site-specific residential developments (including swimming pools, backyard renovations, and second story additions), do not create incremental environmental impacts that, when added with the impacts from the Proposed Project, could potentially result in a cumulatively significant impact. Such projects are not included in this analysis.

**Table 4.18-1. Planned and Proposed Projects within 1 Mile**

Project	Approximate Location	Distance from Proposed Project (approx. miles)	Project Description/Size	Anticipated Construction or Implementation Schedule	
				Start	End
<b>Present and Reasonably Foreseeable Future SDG&amp;E Projects</b>					
South Orange County Reliability Enhancement (SOCRE) Project <sup>1</sup>	In the cities of San Juan Capistrano and San Clemente.	A portion of the SOCRE project near the Talega Substation is located in the same power line corridor as the Proposed Project (Adjacent to Proposed Project)	The SOCRE project would include a rebuilt 230/138/12-kilovolt (kV) substation (proposed San Juan Capistrano Substation) in San Juan Capistrano, California; the construction of a new double-circuit 230kV transmission line (approximately 7.8 miles long) from the proposed San Juan Capistrano Substation to SDG&E’s 230/138/69kV Talega Substation within an existing transmission line corridor; the relocation of several transmission line segments (approximately 1.8 miles, total) adjacent to Talega and Capistrano; and the relocation of several 12kV distribution line segments (approximately 6 miles) into underground conduit and overhead on existing and new structures located between Capistrano Substation and Prima Deschecha Landfill.	2016	2020
TL 692 <sup>2</sup>	Within MCB Camp Pendleton.	The northern terminus of TL 692 is at Japanese Mesa Substation, which is the southern terminus of the Proposed Project (Adjacent to Proposed Project)	The TL 692 project involves reconductoring, removal of existing wood pole structures, and installation of new steel pole structures along a 7 mile alignment between Las Pulgas Substation and Japanese Mesa Substation. This project would involve the removal of approximately 73 wood pole structures and the installation of a similar number of steel structures.	2016	2017
San Onofre Nuclear Generating Station (SONGS) Synchronous Condenser Project <sup>3</sup>	SDG&E Switchyard, SONGS	West side of SONGS, adjacent to Interstate 5 (Approx. 0.30 miles southeast of Proposed Project)	This project involves the initial installation of one synchronous condenser and related facilities (e.g., transformers, switchgear, relays) within SDG&E’s existing switchyard area in the SONGS plant. The footprint of the synchronous condenser enclosure would occupy approximately 20,000 square feet within a development area of approximately 105,000 SF. Grading to create the pad for the enclosure requires construction of four retaining walls along portions of the pad and 22,500 cubic yards of grading.	2016	2017

**Table 4.18-1. Planned and Proposed Projects within 1 Mile**

Project	Approximate Location	Distance from Proposed Project (approx. miles)	Project Description/Size	Anticipated Construction or Implementation Schedule	
				Start	End
<b>Non-SDG&amp;E Projects Having the Potential to be Proximate in Time and Space to the Proposed Project</b>					
Joint Logistics Over the Shore (JLOTS), Maritime Prepositioning Force (MPF), and Field Training Exercise (FEX) Training, MCB Camp Pendleton <sup>4</sup>	Within MCB Camp Pendleton and adjacent offshore areas.	Vehicle routes from the landing beach to the west of the San Onofre Nuclear Generating Station (i.e., “Green Beach”) cross segments of the Proposed Project (Intersects Proposed Project).	The JLOTS project consists of an increase in amphibious training exercises at various landing beaches and inland areas within MCB Camp Pendleton. Proposed amphibious training exercises would be similar to existing amphibious training, but at an increased annual tempo and covering a larger area. The number of annual exercises would increase from 12 to 15, and training exercises would be expanded to include White Beach, which is located on the southern portion of MCB Camp Pendleton. JLOTS training would occur once every three to five years, while MPF exercises would take place once every two years, and FEX training could occur four times each year.	2015	Ongoing
Ranch Plan Planned Community <sup>5, 6</sup>	Adjacent to the Cities of San Juan Capistrano, and San Clemente on the west; the City of Rancho Santa Margarita on the north; MCB Camp Pendleton on the south; and Caspers Wilderness Park and the Cleveland National Forest on the east.	Planning Area 8 is located near the Proposed Project, in the vicinity of the Talega Substation (Approx. 0.50 mile northeast of Proposed Project).	The Ranch Plan Planned Community allows for the construction of 14,000 dwelling units, 3,480,000 square feet (sf) of urban activity center uses, 500,000 sf of neighborhood center uses, and 1,220,000 sf of business park uses. The development is concentrated among 8 planning areas within the full area. Planning Areas 1, 2, 3, and 4 are well north of the Proposed Project and have approved Master Plans. Planning Area 8 is located near the Proposed Project, and is designated as a 600 acre maximum development area. Planning Area 8 may include a sheriff station and fire station, a golf course, a hotel, and an affordable housing community. Other elements of Planning Area 8 would be determined in the Master Plan for the area, which is not yet scheduled for release.	Phase 1 Complete 2013; activity at Planning Area 8 not yet scheduled	Complete build out anticipated 2035
Decommissioning of the San Onofre Nuclear Generating Station (SONGS) <sup>7</sup>	SONGS	Approximately 0.30 miles southeast of Proposed Project	Decommissioning and dismantling of the former SONGS facility.	2014	2034

Sources: <sup>1</sup>SDG&E 2012; <sup>2</sup>SDG&E 2014; <sup>3</sup>SDG&E 2015; <sup>4</sup>Naval Facilities Engineering Command Southwest (NAVFAC SW) 2014; <sup>5</sup>Orange County Public Works. 2015, <sup>6</sup>Rancho Mission Viejo 2015; <sup>7</sup>Southern California Edison 2015.

#### **4.18.8 Potential Cumulative Impacts**

This section discusses whether the Proposed Project will result in significant environmental impacts when combined with other planned and proposed projects in the area. The discussion below focuses primarily on construction related impacts. This is because the operation and maintenance activities required for the power line will not change from those currently required for the existing system; thus, no additional operation-related impacts will occur.

The Proposed Project will have no impact on any of the following resources and therefore it will not contribute to any cumulative effect relative to these resources:

- Agriculture and Forestry
- Mineral Resources
- Population and Housing
- Utilities and Service Systems

As a result, these resource areas were not further analyzed with regard to cumulative impacts.

Cumulative impacts to the following resources could occur as a result of construction of the Proposed Project in conjunction with the other planned and proposed projects:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas (GHG) Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Traffic and Transportation

##### **4.18.8.1 Aesthetics**

The Proposed Project will not have any impacts associated with the following CEQA Appendix G significance criterion relating to aesthetics:

- Substantial damage to scenic resources (impact criterion b).

Therefore, there will be no potential for cumulatively considerable impacts associated with this significance criterion, and it is not further discussed herein. The remaining aesthetics-related impacts are discussed below.

### **Scenic Vistas**

The Proposed Project will have a minor effect on two designated view corridors in the City of San Clemente, along Avenida la Pata. As discussed in Section 4.1, Aesthetics, the viewer exposure to the Proposed Project will be minor given the distance and intervening terrain between the view corridors and the power line alignment to the west of Talega Substation. While the SOCRE project would construct a new 230kV transmission line within the same utility corridor to the west of Talega Substation, the SOCRE Draft EIR (CPUC 2015) concluded that SOCRE infrastructure would be viewed against existing transmission lines and the existing substation and would not add distinguishable features to views in these areas. Given the limited degree of viewer exposure and the existing utility infrastructure visible from the view corridors, the impact will not be cumulatively considerable.

### **Overall Visual Character**

The Proposed Project will involve the reconductoring, the removal of existing wood pole structures and the installation of new steel pole structures within an existing power line alignment, and will have a less than significant impact on the overall visual character of the surrounding area. Affected viewer groups include recreational trail users and local drivers (both military and civilian). The land development and infrastructure projects listed in Table 4.18-1 would involve permanent changes to the visual environment as the result of land use development, installation of electric facilities, and the demolition of existing structures as the result of decommissioning. While the JLOTS/MPF/FEX training exercises would involve the construction of temporary base camp, this facility would be located near a landing beach approximately 7 miles to the southeast of the Proposed Project. Given the length of the Proposed Project, portions of all planned and proposed projects listed in Table 4.18-1, with the exception of JLOTS/MPF/FEX, may be visible to viewer groups affected by the Proposed Project. However, as discussed above, the Proposed Project involves proposed facilities are generally consistent with existing structures within the corridor. Therefore, when taken together with the visual impacts associated with the planned and proposed projects, the cumulative impact will be less than significant.

### **New Light or Glare**

Construction of the Proposed Project is anticipated to have less than significant impacts relating to new light or glare (refer to Section 4.1, Aesthetics). Minimal construction work will be performed at night; therefore, the potential for significant cumulative impacts is low. Projects identified in Table 4.18-1 with the potential for night work are associated with the SONGS decommissioning and the SOCRE project. These projects are sufficiently far enough away from the Proposed Project activity so as to avoid a cumulatively considerable effect (CPUC 2015). Therefore, the Proposed Project is not anticipated to contribute to any cumulatively considerable adverse effects related to light or glare.

#### **4.18.8.2 Air Quality**

Construction of the Proposed Project is anticipated to result in short-term, less than significant impacts related to exceeding air quality standards, compliance with the San Diego County Regional Air Quality Strategy (RAQS) and the California State Implementation Plan (SIP), violation of any air quality standard, net increases to any criteria pollutants, exposure of sensitive receptors to pollutant emissions, creation of objectionable odors. The potential for cumulatively considerable effects relating to these significance criteria is discussed below.



### **Air Quality Plans and Standards**

As stated above and within Section 4.3, Air Quality, emissions from construction of the individual segments of the Proposed Project would result in less than significant, short-term impacts relating to criteria pollutants. Construction of the projects listed in Table 4.18-1 could result in significant, short-term impacts to air quality. Therefore, cumulatively considerable adverse effects could result where construction activities for multiple projects occur simultaneously. However, it is assumed that all projects would comply with the San Diego County Air Pollution Control District (APCD) and South Coast Air Quality Management District (SCAQMD) rules and regulations for the control of construction-generated emissions. Impacts from the construction of the projects described in Table 4.18-1 could be significant and unavoidable, but are assumed to be minimized to the greatest extent feasible through compliance with San Diego County APCD and SCAQMD rules and regulations. The incremental increase in emissions related to the construction of the Proposed Project will fall well within the emission budgets for construction projects included in the SIP. The Proposed Project will also implement standard operating procedures to minimize impacts to air quality, as outlined in Section 4.3, Air Quality. Therefore, the Proposed Project is not anticipated to contribute to any significant cumulative adverse impacts relating to the air quality standards compliance.

### **Exposure of Sensitive Receptors**

The Proposed Project was determined to have less than significant impacts relating to emissions of toxic air contaminants during construction activities. These less than significant impacts are related to emissions of diesel particulate matter, which has been identified as having carcinogenic and chronic health effects. However, the duration of construction dictates that emissions will not occur long-term, and will occur in multiple, varying locations, thus dispersing the potentially harmful emission throughout the length of the Proposed Project area. While the projects listed in Table 4.18-1 could have similar potential effects relating to exposure to sensitive receptors, these impacts would similarly be associated with construction activities, which are by nature localized and short-term compared to carcinogenic and chronic exposure periods established by the California Air Resources Board (CARB) and the Office of Environmental Health Hazard Assessment guidelines. In addition, emissions would be minimized through project-level and regional compliance with San Diego County APCD and SCAQMD rules and regulations for controlling construction-related emissions. Therefore, cumulative impacts are less than significant.

### **Objectionable Odors**

Construction of the Proposed Project is anticipated to have less than significant impacts associated with the emission of objectionable odors. Construction equipment and construction operations for the Proposed Project and the cumulative projects would emit trace pollutants that could be considered to have objectionable odors, such as diesel exhaust. However, these odors would be temporary in nature, even where construction of the Proposed Project would occur simultaneously with other projects. Where construction of the Proposed Project is nearest to potential receptors for objectionable odors, there are no planned or likely foreseeable projects that could potentially contribute to cumulatively considerable adverse effects. Therefore, no cumulatively considerable adverse effects are anticipated relating to objectionable odors.

#### **4.18.8.3 Biological Resources**

The Proposed Project will not have any impacts associated with the following CEQA Appendix G significance criteria relating to biological resources:

- Conflicts with local policies (impact criterion e).

- Conflicts with Habitat Conservation Plan or Natural Community Conservation Plan (impact criterion f).

Therefore, there will be no potential for cumulatively considerable impacts associated with these significance criteria. The remaining biological resources impacts are discussed below.

### **Impacts to Protected Species, Habitats, or Species Movement/Migration**

Construction of the Proposed Project is anticipated to have less than significant impacts relating to state and federally listed species, protected habitats, and species movement and/or migration. APMs will be implemented to lessen impacts. Impacts to native vegetation communities resulting from the construction of power lines, access roads, other support facilities, and temporary construction areas can result in a cumulative impact when taken together with other projects in the vicinity. The six planned and proposed projects listed in Table 4.18-1 could result in impacts that could be cumulatively considerable when taken together with the impacts of the Proposed Project.

The Proposed Project will involve permanent impacts on approximately 0.075 acre of sensitive habitat (refer to Section 4.4.6, Potential Impacts), which consists of non-native grassland and Diegan coastal sage scrub. The areas of permanent impacts from pole structures and other Proposed Project elements do not occur all in one place, but rather are spread across the length of the power line in locations that are predominantly undeveloped and therefore continue to have substantial acreage of land available for biological resources and wildlife migration despite the Proposed Project's impact.

Cumulative impacts within a region are most effectively minimized by comprehensive plans that address the impacts of regional growth on wildlife and its habitats. The SOCRE project will be developed in accordance with the SDG&E Subregional Natural Communities Conservation Plan (NCCP), which was developed in accordance with the California NCCP Act to avoid, minimize, and mitigate for regionally cumulative impacts to biological resources. The Ranch Plan Planned Community is located in the Orange County South NCCP/Habitat Conservation Plan area. Projects on MCB Camp Pendleton, including the Proposed Project and TL 692 are subject to the MCB Camp Pendleton Integrated Natural Resources Management Plan, a regional planning document that guides the management and conservation of natural resources on MCB Camp Pendleton. Each of the projects listed in Table 4.18-1 would be required to mitigate any impacts to state and federally listed species and/or habitats through compliance with CEQA, the Federal Endangered Species Act, the California Endangered Species Act, and/or applicable local habitat conservation plans. Therefore, any impacts to biological resources from other projects listed in Table 4.18-1 would also be mitigated, and as such, cumulatively considerable impacts to biological resources would be less than significant.

#### **4.18.8.4 Cultural Resources**

The cultural resources-related impacts are discussed below.

### **Cultural, Archaeological, Paleontological, and Tribal Cultural Resources**

Construction of the Proposed Project is anticipated to have less than significant impacts relating to cultural resources, archaeological resources, and paleontological resources, human remains, and Tribal Cultural Resources, with implementation of APMs (refer to Section 4.5, Cultural Resources). Cumulative impacts to cultural resources could occur due to increased ground disturbance resulting from the construction of the projects detailed in Table 4.18-1. However, impacts to cultural resources are site-specific, and as such are not expected to combine with the development of other projects to cumulatively increase the risk of impacting historic or prehistoric archaeological or paleontological resources or human

remains. Potential impacts are mitigated on a case-by-case basis. As such, the Proposed Project's contribution to cumulative impacts related to cultural resources will be less than significant.

#### **4.18.8.5 Geology and Soils**

The Proposed Project will not have any impacts associated with the following CEQA Appendix G significance criteria relating to geology and soils:

- Alquist-Priolo Earthquake Faults (impact criterion ai), and
- Soils incapable of supporting septic system use (impact criterion e).

Therefore, there will be no potential for cumulatively considerable impacts associated with these significance criteria. The remaining geology and soils impacts are discussed below.

#### **Seismic and Geologic Hazards**

Construction of the Proposed Project is anticipated to have less than significant impacts relating to seismic and geologic hazards (refer to Section 4.6, Geology and Soils). Potential geologic hazards, such as seismic shaking, liquefaction, and landslides, could adversely affect the Proposed Project, as well as the projects listed within Table 4.18-1. However, these potential impacts are largely mitigated through adherence to design and engineering standards, which are applicable to all of the projects listed in Table 4.18-1. Furthermore, construction activities are short-term, and workers are not exposed to potential risks for long periods of time (i.e., only during work hours); therefore, cumulative impacts related to seismic and geologic hazards are less than significant.

#### **Soil Erosion and Loss of Topsoil**

Construction of the Proposed Project will have less than significant impacts relating to soil erosion and loss of topsoil. While planned and proposed projects may also have impacts relating to soil erosion and loss of topsoil in the vicinity of the Proposed Project, all of these projects are subject to the Uniform Building Code for the construction of new buildings and would be required to prepare a Stormwater Pollution Prevention Plan if they involve more than one acre of soil disturbance. Compliance with these requirements will minimize soil erosion and loss of topsoil, and the cumulative impact will be less than significant.

#### **4.18.8.6 Greenhouse Gas Emissions**

The GHG emissions-related impacts are discussed below.

#### **GHG Emissions**

The Proposed Project will result in GHGs emissions during construction. These emissions will be below the San Diego County APCD and SCAQMD thresholds for carbon dioxide equivalents annually for industrial projects. The Proposed Project will not induce growth or development and will therefore not result in GHG emissions associated with induced growth.

A cumulative GHG impact in the Proposed Project area could occur during construction, particularly if construction activities for the planned and proposed projects are concurrent with the Proposed Project. However, emissions generated during Proposed Project construction are projected to be well below the adopted 10,000 million metric tons of carbon dioxide equivalent adopted by the County of San Diego and the SCAQMD. Regardless, SDG&E will be required to adhere to the standards and requirements established by the San Diego County APCD, which will minimize the potential for the Proposed Project's construction activities to contribute GHG emissions. The other projects in the area will also be required to

adhere to the applicable standards and requirements. As such, cumulative impacts contributed by the Proposed Project will be less than significant.

### **Conflict with Adopted GHG Plans, Policies, and Regulations**

Construction of the Proposed Project will comply with AB 32 and CARB requirements for the reduction of GHG emissions. Construction emissions were also determined to be below local significance thresholds for industrial projects (refer to Section 4.7, Greenhouse Gas Emissions). SDG&E will be required to adhere to the standards and requirements established by the San Diego County APCD and SCAQMD, which will minimize the potential for the Proposed Project's construction activities to contribute GHG emissions. The other projects in the area will also be required to adhere to the San Diego County APCD and SCAQMD standards and requirements. As such, cumulative impacts contributed by the Proposed Project will be less than significant.

#### **4.18.8.7 Hazards and Hazardous Materials**

The Proposed Project will not have any impacts associated with the following CEQA Appendix G significance criteria relating to hazards and hazardous materials:

- Section 65962.5 listed sites (impact criterion d).
- Private airstrip safety hazards (impact criterion f).

Therefore, there will be no potential for cumulatively considerable impacts associated with these significance criteria. The remaining hazards and hazardous materials-related impacts are discussed below.

### **Routine Transport and Handling of Hazardous Materials and Wastes**

The Proposed Project will result in less than significant impacts associated with the routine handling and transport of hazardous materials as well as for potential accident or upset (refer to Section 4.8, Hazards and Hazardous Materials). These impacts are reduced to a level that is less than significant through adherence to existing hazardous materials and worker safety regulations. Any potential hazardous materials impacts associated with the projects outlined in Table 4.18-1 would similarly be minimized through adherence to existing regulations. None of the projects outlined within Table 4.18-1 involve large-scale utilization of hazardous or acutely hazardous substances (such as chemical plants, refineries, or heavy manufacturing)<sup>2</sup> and as such the possibility of a cumulatively considerable threat from the routine transport or reasonably foreseeable accident or upset conditions involving hazardous materials is less than significant.

### **Hazardous Emissions within 0.25 Mile of a School**

With the implementation of standard operating procedures, including implementation of SDG&E's Best Management Practices for Water Quality Construction, construction of the Proposed Project is not expected to result in the release of hazardous emissions, or hazardous materials in the vicinity of schools. Additionally, none of the projects outlined in Table 4.18-1 would be likely to involve acutely hazardous

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<sup>2</sup> The off-site removal of radioactive material from the former SONGS facility is not expected to coincide with construction of the Proposed Project, and therefore no potential cumulative impact would occur (Southern California Edison 2014).

materials or emissions proximate to San Onofre Elementary School or Concordia Elementary School (i.e., the schools that are closest to the Proposed Project). Therefore, any cumulative impacts will be less than significant.

### **Construction near an Airport or within an Airport Land Use Plan**

The Proposed Project does not fall within an airport land use plan and Marine Corps Air Station Camp Pendleton is located approximately 13 miles from the Proposed Project. Helicopters will be used in military airspace during construction and SDG&E will coordinate helicopter use with MCB Camp Pendleton and Marine Corps Air Station Camp Pendleton (refer to Section 4.8, Hazards and Hazardous Materials), and therefore potential impacts to safety will be less than significant. Helicopters would be used to construct the SOCRE project and may also be used to build the TL 692 project. Like the Proposed Project, these planned and proposed projects would be required to adhere to applicable MCB Camp Pendleton requirements and Federal Aviation Administration regulations. Because the Proposed Project is not situated near an airport or within an airport land use plan, no cumulative impacts are anticipated.

### **Emergency Response and Evacuation**

The Proposed Project will not interfere with any emergency plans. However, during construction, the Proposed Project will involve the temporary partial closure of some streets. The implementation of traffic control plans will ensure the safe and efficient movement of traffic through and around the construction zones, and will accommodate access by emergency vehicles. Given their location relative to the Proposed Project, the planned and proposed projects are not expected to affect the same roadways at the same time as the Proposed Project. Therefore, there will be no significant cumulative impact.

### **Fire Hazards**

Construction of the Proposed Project is anticipated to have less than significant impacts relating to fire hazards (refer to Section 4.8, Hazards and Hazardous Materials). Construction of the Proposed Project through vegetated areas, including areas designated as Fire Threat Zones, could be cumulatively considerable with other projects that would involve construction in the same areas at the same time. The SOCRE project would be subject to applicable SDG&E fire prevention plans, and therefore, the Proposed Project is not expected to result in any significant cumulative impact when taken together with this project. Similarly, it is assumed that the Ranch Plan Planned Community would likewise implement a fire prevention plan during construction to minimize the potential for wildland fires. Operation of the Proposed Project is expected to result in a beneficial impact with respect to fire hazards, because existing wood pole structures will be removed and new steel pole structures will be installed (refer to Chapter 2.0, Project Purpose and Need). Accordingly, the Proposed Project will not contribute toward any cumulative operations related impact. Therefore, the Proposed Project will not have a significant cumulative impact.

#### **4.18.8.8 Hydrology and Water Quality**

The Proposed Project will not have any impacts associated with the following CEQA Appendix G significance criteria relating to hydrology and water quality during construction or operations and maintenance:

- Substantial depletion of groundwater (impact criterion b).
- Effects on existing drainage patterns (impact criterion d).
- Placement of housing within flood zones (impact criteria g and h).
- Exposure to risk of loss from flood (impact criterion i).

- Exposure to risk from seiche, tsunami, or mud flow (impact criterion j).

Therefore, there will be no potential for cumulatively considerable impacts associated with these significance criteria and the above listed criteria are not further discussed herein. The remaining hydrology and water quality-related impacts are discussed below.

### **Stormwater and Water Quality**

Construction of the Proposed Project will result in less than significant impacts to water quality standards, stormwater, and other water quality. While construction of the Proposed Project has the potential to cause detrimental impacts to water quality, these potential adverse effects are minimized by complying with existing regulations, including National Pollutant Discharge Elimination System (NPDES) and stormwater control regulations, and by implementing SDG&E's Best Management Practices Manual for Water Quality Construction.

The projects listed in Table 4.18-1 would have similar potential to degrade water quality during construction, but these projects would also be subject to existing water quality and stormwater regulations and would also generally be considered to have less than significant impacts on water quality. The projects listed in Table 4.18-1 could result in adding elevated levels of pollutants to the surface water drainage system from stormwater runoff from new or expanded roadways. Implementation of state and local regulations requiring the use of Best Management Practices (BMPs) during construction would prevent impacts on water quality related to runoff. Other construction projects would also be required to implement BMPs and major projects would need to obtain authorization under the Construction General Permit.

None of the projects outlined in Table 4.18-1 are expected to involve direct discharges to surface waters that could result in significant adverse effects to surface water quality, although some of the projects would likely include impacts to waters of the U.S. and waters of the State of California. As discussed in Section 4.9, Hydrology and Water Quality, the preliminary design shows that the Proposed Project will involve minor construction activities (i.e., pole structure overhead work and vegetation trimming to create a footpath) within a jurisdictional feature. Nevertheless, construction of the Proposed Project is not anticipated to result in significant adverse effects to surface water quality. No cumulatively considerable effects are anticipated. Overall, the Proposed Project is not anticipated to contribute to any cumulatively considerable adverse effects on water quality.

### **Drainage Patterns**

Construction of the Proposed Project would not result in substantial effects to the existing drainage patterns in the Proposed Project area. Impacts are therefore anticipated to be less than significant. The Proposed Project will involve construction activities that could indirectly affect drainage patterns and flow rates. However, construction of the Proposed Project will ensure that such activities do not substantially alter the existing drainage pattern and will not result in increased surface flow outside of existing drainage patterns. The Proposed Project will therefore not result in significant adverse effects to surface water quality.

Proposed development and infrastructure projects listed on Table 4.18-1 could alter existing drainage patterns and drainages within the Proposed Project area. However, the Proposed Project does not include new impermeable surfaces that would substantially increase surface flow and would not actually impact existing drainages. The Proposed Project is therefore not anticipated to substantially contribute to any cumulatively considerable adverse effect on the existing drainage pattern or surface flow.

#### **4.18.8.9 Land Use and Planning**

The Proposed Project will not have any impacts associated with the following CEQA Appendix G significance criteria relating to Noise:

- Physically divide an established community (impact criterion a).
- Conflict with any habitat conservation plan or natural community conservation plan (impact criterion c).

Therefore, there will be no potential for cumulatively considerable impacts associated with these significance criteria. The remaining land use and planning-related impact is discussed below.

#### **Compliance with Land Use Plans, Policies, and Regulations**

Proposed Project facilities will occur in existing areas devoted to utilities, and therefore will not conflict with local land use plans, policies, and regulations, as stated in Section 4.10, Land Use. The planned and proposed projects described in Section 4.18-1 will not introduce any new land uses that are in conflict with applicable land use plans, policies, and regulations. Therefore, the Proposed Project is not anticipated to contribute to any cumulatively considerable adverse impacts to land use and planning.

#### **4.18.8.10 Noise**

The Proposed Project will not have any impacts associated with the following CEQA Appendix G significance criteria relating to noise:

- Increases in ambient noise levels (impact criterion c).
- Effects associated with private airports (impact criterion f).

Therefore, there is no potential for cumulative impacts associated with these significance criteria. The remaining noise-related impacts are discussed below

#### **Generation of Noise and Vibration**

As outlined in Section 4.12, Noise, construction of the Proposed Project will have less than significant impacts relating to noise generation. Construction of the Proposed Project will generate noise, as would the projects outlined in Table 4.18-1. However, most of the projects outlined in Table 4.18-1 are not located in the immediate vicinity of the Proposed Project (i.e., are located greater than 0.3 mile from Proposed Project features) and are therefore not likely to combine with Proposed Project-generated construction noise to create significant adverse effects, as noise attenuates (i.e., is reduced) rapidly with distance. Furthermore, the most noise sensitive portion of the Proposed Project is the Talega Substation site, because it is the location in which sensitive receptors are located nearby, but the substation site area does not contain, and is not adjacent to, any other projects which would contribute to cumulatively considerable adverse noise effects. Where the Proposed Project could be constructed in proximity to other construction projects, there are not sensitive land uses.

However, even if construction of the Proposed Project were to combine with construction of one of the other projects (thereby providing for the maximum potential for cumulative noise effects), construction activities are sporadic at any given project location because construction would move along the power line alignment and will only occur generally during daytime hours, when the potential adverse effects of noise are less pronounced for noise sensitive receptors. Therefore, any cumulatively considerable adverse noise effects impacts will be less than significant.

### **Compliance with Noise Codes**

As described in Section 4.12, Noise, the Proposed Project will have a less than significant impact with respect to compliance with noise codes. Construction activities adjacent to sensitive receptors in the City of San Clemente will be reduced to a less than significant level through the implementation of APMs. It is assumed that the projects listed in within Table 4.18-1 would be constructed primarily during daytime construction timeframes. However, should nighttime construction be required, it is unlikely that noise from these projects would affect sensitive receptors proximate to the Proposed Project, given that none of the other projects are located near these receptors. Therefore, no cumulatively considerable adverse effects relating to compliance with noise codes are anticipated.

#### **4.18.8.11 Public Services**

The Proposed Project will not have any impacts associated with the following CEQA Appendix G significance criteria relating to public services:

- Schools (impact criterion aiii).
- Other public facilities (impact criterion av).

Therefore, there will be no potential for cumulatively considerable impacts associated with these significance criteria. The remaining public services-related impacts are discussed below.

### **Police Protection and Fire Protection**

While construction of the Proposed Project will have less than significant impacts on police and fire protection services, these impacts are not associated with any increased demand for these services, or any direct impacts to these services that would require new or expanded facilities. While some of the projects outlined within Table 4.18-1 (such as the Ranch Plan Community) would increase demand for these services and require the construction of new or expanded facilities, the Proposed Project will not contribute to any cumulatively considerable effect because the Proposed Project will not result in similar demands for these services.

### **Parks**

The Proposed Project's impacts to existing parks will similarly not be related to increased use or the construction or expansion of park facilities. While the Ranch Plan Community could increase utilization of park facilities, and would include new parks and similar facilities, the Proposed Project will not add to these impacts. Therefore, no cumulative impacts are anticipated for park facilities.

#### **4.18.8.12 Recreation**

The Proposed Project will not have any impacts associated with the following CEQA Appendix G significance criterion relating to recreation:

- Include or expand recreational facilities (impact criterion b).

Therefore, there is no potential for cumulative impacts associated with this significance criterion. The remaining recreation-related impacts are discussed below.

### **Increase Park Use**

As discussed in Section 4.15, the Proposed Project will have less than significant temporary impacts that will affect the use of some recreational facilities during construction. Give the location of the projects listed in Table 4.18-1, most of the planned and proposed projects are not expected to interact with the



same park and recreation facilities. However, the proposed JLOTS/MPF/FEX training exercise would involve the temporary closure of San Mateo Campground, which is located within MCB Camp Pendleton in the State Parks Lease Area (NAVFAC SW 2014). A cumulative impact could occur if this closure were to coincide with construction activities in the State Parks Lease Area. However, both the Proposed Project and the JLOTS project will involve notification to the California Department of Parks and Recreation before construction begins. As a result, park patrons will be forewarned and could use other recreational facilities during construction. Therefore, the Proposed Project is not anticipated to contribute to cumulatively considerable adverse impacts to recreation.

#### **4.18.8.13 Traffic and Transportation**

The Proposed Project will not have any impacts associated with the following CEQA Appendix G significance criteria relating to transportation and traffic:

- Traffic congestion and LOS (impact criterion a).
- Conflict with congestion management plan (impact criterion b).
- Increase in design hazard (impact criterion d).
- Impacts to emergency access (impact criterion e).

Therefore, there is no potential for cumulative impacts associated with these significance criteria. The remaining transportation-related impacts are discussed below.

#### **Change in Air Traffic Control Patterns**

The Proposed Project will result in less than significant impacts to air traffic pattern due to use of helicopters during construction. Among the cumulative projects, only SOCRE is expected to use helicopters for construction. For this project, helicopter operators would coordinate with local air traffic control and comply with applicable MCB Camp Pendleton requirements and Federal Aviation Administration regulations to prevent any adverse impacts due to increased air traffic. Therefore, any cumulatively considerable effects are anticipated to be less than significant.

#### **Conflict with Local Policies Regarding Transit and Nonmotorized Modes**

The Proposed Project will affect pedestrians using recreational trails in and around the San Mateo Campground in San Onofre State Beach, which is located in the State Parks Lease Area in MCB Camp Pendleton. The proposed JLOTS, MPF, and FEX training exercises may involve the temporary closure of San Mateo Campground for up to 15 consecutive days each year (NAVFAC SW 2015). A cumulative impact may occur if construction-related trail closures occur immediately before or after a training exercise that closes San Mateo Campground. This would in effect prolong the impact to pedestrian access. However, both the Proposed Project and the JLOTS project require advanced notification to the California Department of Parks and Recreation, and other measures to minimize impacts to recreation. Thus any cumulatively considerable effects will be less than significant.

#### 4.18.9 References

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