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4.16 CUMULATIVE IMPACTS

4.16.1 Introduction

This section of the PEA discusses potential cumulative impacts related to the construction, operation, and maintenance of the Proposed Project. The purpose of the Proposed Project is to improve the reliability of the existing transmission system in the San Diego metropolitan area through the addition of a new 230 kV transmission line between the existing SDG&E Sycamore Canyon and Peñasquitos Substations, as described further in Section 2.0, Proposed Project Purpose and Need. As explained within Sections 4.1 through 4.15, no significant impacts were identified for the Proposed Project.

Potentially significant cumulative impacts are only anticipated to occur where the construction of the Proposed Project occurs concurrently with construction of other planned projects located in the immediate vicinity of the Proposed Project. APMs CUM-1 and CUM-2 have been included to minimize these impacts (see Section 4.16-10, Applicant Proposed Measures). These APMs, along with similar mitigation measures and regulatory requirements for the adjacent projects, would ensure that these impacts are minimized and remain less than significant.

The Proposed Project involves the installation of a new 230 kV transmission line and the consolidation of two existing 69 kV power lines onto new double-circuit, steel structures that would replace existing, predominantly wood structures. The Proposed Project is located within existing SDG&E ROW, where SDG&E currently maintains and operates existing electric power, distribution and substation facilities, and City of San Diego franchise position within Carmel Valley Road. Construction for the Proposed Project would take place entirely within SDG&E ROW, City of San Diego franchise position, and temporary staging yards located in the vicinity of the SDG&E ROW. No other planned SDG&E projects are expected to occur within this specific area.

Similarly, operation and maintenance of the Proposed Project would not be substantially different from existing, baseline conditions, and would be slightly less than baseline due to the increased reliability of the overall transmission system, the installation of fewer poles along the alignment, consolidation of existing lines on new structures, and the utilization of steel structures which require less maintenance than the existing wood structures. Therefore, the Proposed Project is generally not anticipated to contribute to any cumulatively significant impacts during operation and maintenance activities in any of the resource areas evaluated under CEQA.

4.16.2 Significance Criteria

CEQA Guideline 15130(a)(1) defines a cumulative impact as one *"which is created as a result of the project…together with other [past, present, and future] projects causing related impacts."* Cumulative impacts refer to two or more individual effects which, when considered together, are considerable and cumulatively exceed the criteria established for each resource area as described in Sections 4.1 through 4.15 of the PEA. In such cases, the Proposed Project's contribution is

analyzed to determine whether it is cumulatively considerable. *CEQA Guidelines* Section 15064(h)(1) further explains that:

> *When assessing whether a cumulative effect requires an [Environmental Impact Report], the lead agency shall consider whether the cumulative impact is significant and whether… the project's incremental effect, though individually limited, is 'cumulatively considerable.*

Applying this qualitative standard necessarily requires application of judgment based on the facts of a particular project subject to CEQA.

Further, the significance of an impact may be weighed against the overall effect as both increases and decreases in impacts may balance one another. As noted in the *CEQA Guidelines* Section 15064(h)4):

> *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.*

The PEA Checklist advises applicants to analyze past, present, and reasonably foreseeable future projects within the Proposed Project Area that have the potential to be proximate in space and time to the Proposed Project.

4.16.3 Timeframe of Analysis

For the purpose of this cumulative impacts analysis, the Proposed Project is defined in terms of construction duration as well as post-construction operation and maintenance activities. SDG&E anticipates that construction of the Proposed Project would take a total of approximately twelve months, spanning from June 2016 through May 2017. Operation and maintenance of the Proposed Project would occur for the foreseeable future following the completion of construction.

4.16.4 Area of Analysis

In accordance with *CEQA Guidelines* Section 15130(b), past, present, and planned/probable/reasonably foreseeable future projects located within one mile of the Proposed Project were reviewed in order to identify any projects that could, when combined with the Proposed Project, create a cumulatively considerable effect. The analysis of potential cumulative impacts was limited to within approximately one mile of the Proposed Project components because this distance was estimated to be the furthest that the Proposed Project impacts, if any, could extend.

4.16.5 Methodology

Existing conditions and reasonably foreseeable projects were identified within a one-mile radius of each Proposed Project component. Information was gathered from internet searches of local planning department and state agency websites and correspondence with agency staff. The websites of the following entities were reviewed and/or these agencies contacted regarding

development projects, road and utility improvement projects, and capital investment/improvement projects:

- SDG&E,
- City of San Diego,
- City of Poway,
- County of San Diego,
- CPUC,
- CEC,
- CAISO,
- Caltrans, and
- MCAS Miramar.

4.16.6 Existing/Operating Projects

The Proposed Project is generally surrounded by areas designated as Residential, Semi-Rural Residential, Rural (open space), and Public Agency Lands within the City of San Diego, City of Poway, County of San Diego and MCAS Miramar. Limited commercial development exists near Scripps Summit Drive, Rancho Peñasquitos Boulevard and two discrete segments along Carmel Mountain Road. Section 4.9, Land Use and Planning, outlines all of the specific existing land uses for the entire Proposed Project vicinity.

4.16.6.1 Potential Future SDG&E System Upgrades

SDG&E currently has potential future system upgrades planned or contemplated within the general area of the Proposed Project, but not within the one-mile buffer. Currently, none of these system upgrade projects are anticipated to have overlapping construction with the Proposed Project. If any system upgrade projects develop the potential to overlap with the Proposed Project, coordination of construction will be undergone to reduce cumulative impacts and minimize overall disruption to adjoining land uses, as discussed within APM CUM-1.

4.16.7 Foreseeable Projects Inventory

For the purposes of this document, "reasonably foreseeable" refers to projects that federal, state, or local agency representatives have knowledge of resulting from a formal application process. Table 4.16-1, Planned and Proposed Projects within One Mile of the Proposed Project Area, lists known projects that are within one-mile of the Proposed Project facilities with the potential to create cumulative impacts. A total of 27 such projects have been identified within one-mile of the Proposed Project, however, only five have been identified as having potentially overlapping construction with the Proposed Project. Figure 4.16-1, Foreseeable Projects Map, depicts the location of each project with respect to the Proposed Project components.

Projects are included that are located within one mile of 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.

The following City of San Diego CIP Projects were determined to have potential overlap during construction, and as such constitute the main potential for cumulatively considerable adverse effects when considered with the Proposed Project:

- City of San Diego - Residential Project Block 1Y (utility underground project);
- Del Mar Mesa Neighborhood Park (new park project);
- Torrey Highlands Community ID and Enhancement (road sign project);
- Torrey Highlands Neighborhood Park South (new park project); and
- South Creek Park Rain Garden (existing park drainage improvement project).

The remaining projects listed in Table 4.16-1 are generally not anticipated to have the potential to create cumulatively considerable adverse effects, and as such are not discussed in detail further herein.

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Table 4.16-1: Planned and Proposed Projects within One Mile of the Proposed Project Area

Map ID[1] and Project Name	Project Location[1]	Approximate Distance from the Proposed Project[1]	Project Description/Size	Anticipated Construction Schedule	
				Begin	End
1. Interstate 5 North Coast HOV/Express Lanes Project	I-5 west of Peñasquitos (PQ) Substation	0.70 mile west of PQ Substation	The proposed improvements include two High-Occupancy Vehicle (HOV) Express Lanes, in each direction between La Jolla Village Drive in San Diego and Harbor Drive in Oceanside/Camp Pendleton. The project is currently in pre-construction and the Environmental Impact Report/Environmental Impact Statement was released to the public in Fall 2013. The project is expected to start in the southern end, closest to the Proposed Project. Phase I (2013-2020) of the project involves adding a HOV lane from La Jolla Village Drive to the I-5/I-805 merge. This merge occurs just outside of the 1 mile buffer zone, approximately 1.1 miles southwest of the PQ Substation. Phase II (2021-2030) involves adding a second HOV lane from the I-5/I-805 merge to SR-56, which lies mostly within the 1-mile buffer zone, but would occur well after the Proposed Project construction. Phase I Improvements scheduled for 2015 to 2018 occur along the northern route and only extend to as far south as Lomas Santa Fe Drive, approximately 4.75 miles north of the 1-mile buffer zone.	2013 (Phase I) 2021 (Phase 2)	2020 (Phase I) 2030 (Phase 2)
				Phase I work is not planned within 1 mile of the Proposed Project. Phase II work is not planned to occur until 2021.	
2. Industrial CT Channel Replacement	Channel between I-5 and Sorrento Valley Road near Industrial Court	Approximately 0.82 mile west of PQ Substation	This project would replace the cement mortar lined drainage channel near Industrial Court to eliminate water splashing over the slope/embankment and prevent flooding of the commercial establishments adjacent to the channel. The project is currently in the design phase and is expected to be finished before the start of the Proposed Project.	September 2015	January 2016
3. Coastal Rail Trail	Sorrento Valley, west of the I-5	0.75 mile southwest of PQ Substation on west side of I-5	This project is currently in the alignment selection phase for an approximately 10 mile bikeway route generally following the existing railroad tracks from Sorrento Valley/Carmel Valley Road to Gilman Drive/I-5 intersection. A segment of the planned project lies within 0.75 mile of the PQ Substation in Sorrento Valley, west of the I-5. While the start of construction was originally scheduled to begin immediately following the planning phase to end in August 2016, the project is highly controversial with the adjacent community and no funding is secure for future phases, including anticipated construction. This project appears unlikely to occur, particularly during a timeframe that would overlap with the Proposed Project.	October 2015	August 2016
				Planning Phase Start of Construction Phase is unknown.	

Table 4.16-1 (cont.): Planned and Proposed Projects within One Mile of the Proposed Project Area

Map ID[1] and Project Name	Project Location[1]	Approximate Distance from the Proposed Project[1]	Project Description/Size	Anticipated Construction Schedule	
				Begin	End
4. Residential Project Block 1Y[2]	Immediately southeast of I-5 – SR-56 interchange between El Camino Real and Carmel Creek Road	Southernmost portion of designated residential block lies 0.8 mile northwest of PQ Substation	This utility undergrounding project was included in the City of San Diego Program Master Plan 2009 that defines undergrounding projects within the City of San Diego. The project would underground existing utilities within two discrete residential areas near the I-5 and SR-56 interchange. The project would affect an estimated 83 customers and includes an estimated 13,987 feet of estimated trenches. Typical undergrounding projects take place in four phases (I. Trenching, II. Cabling, III. Cut-Overs, and IV. Pole Removal). Phase I & II operations are scheduled to coincide with the Proposed Project schedule.	June 2016	June 2018
5. Water & Sewer Group 965 (W)	Along Sorrento Valley Road, south of Carmel Mountain Road	Approximately 0.75 mile southwest of PQ Substation	This project plans to replace 4,960 linear feet of cement lined (CI), cast iron cement lined (CICL) and asbestos –cement (AC) water mains in CD 1 within the Torrey Pines Community along Sorrento Valley Road including Industrial Ct. and Tripp Ct. The project is currently in the design phase and is not expected to conflict with the Proposed Project Segment D construction activities.	August 2015	July 2016
6 (a-c). SDFD Station Alerting	(1) Torrey Hills, (2) Carmel Valley and (3) Rancho Peñasquitos	(a) 0.2 mile west of PQ -Substation, (b) 0.5 mile west of existing and proposed TL (Segment C), and (c) 0.52 mile southwest of existing and proposed TL (Segment A).	The project consists of the replacement of the Fire In-Station Alerting System at fire stations within the City of San Diego. The current alerting system technology is 21 years old and is no longer in service forcing the department to rely upon a back-up system. Planned Alerting Systems that lie within one mile of the Proposed Project area are located at: (a) Torrey Hills Park, (b) Northwest corner of Carmel Valley Road and Rancho Santa Fe Farm Road intersection, and (c) Salmon River Road in Rancho Peñasquitos. The project would not conflict with the Proposed Project's schedule because it would be completed prior to when construction would begin on the Proposed Project.	February 2014	December 2015
7. Coast View Park	Off West Ocean Air Drive east of I-5	0.42 mile southwest of PQ Substation	A 1.05 acre mini park in the Torrey Hills Community is currently in the design phase and is to be constructed in 2015. The park would be open to the public during construction. Site amenities would include: children's play area, turf, par course, shade trellis and picnic tables. The project is not expected to conflict with the Proposed Project Segment D construction activities.	July 2015	June 2016

Table 4.16-1 (cont.): Planned and Proposed Projects within One Mile of the Proposed Project Area

Map ID[1] and Project Name	Project Location[1]	Approximate Distance from the Proposed Project[1]	Project Description/Size	Anticipated Construction Schedule	
				Begin	End
8. Torrey Hills SDG&E Easement Enhancement	Southwest corner of East Ocean Air Drive and Corte Mar Asombrosa	0.2 mile south southwest of PQ Substation	Project will provide for an enhancement of the easement area located under SDG&E power and transmission lines (TL 6906, 13804 and 675) within the Torrey Hills Maintenance Assessment District. The project is currently in the design phase is expected to be finished before the start of the Proposed Project.	October 2015	January 2016
9. Alta Del Mar Residential Development	Carmel Mountain Road and subsidiary residential streets	0.2 mile northwest of existing and proposed TL (Segment A) and adjacent to Staging Yard No. 4	Within the Del Mar Mesa community, approximately 136 estate and custom home sites are subdivided for residential development, referred to as Alta Del Mar by Pardee Homes. Construction on Belmont Trail Court began in 2012. Construction of new homes is continuously on-going as of 2014 and expected to be complete by late 2014. Currently, a potential staging area is planned for an unbuilt and graded area of the development, adjacent to SDG&E ROW, and pole installations (Structure Nos. P48 - P54) and removals (Structure Nos. R56 - R61) are in close proximity to the development. Potential impacts could exist if construction activities for both projects are on-going, assuming new home construction is still occurring through 2016. Construction within the Proposed Project timeframe is not expected, but remains possible as future development is unknown at this time.	Currently under construction and anticipated to complete by late 2014.	
10. Del Mar Mesa Neighborhood Park – Phase II[2]	Corner of Carmel Mountain Road and Duck Pond Lane	0.5 mile northwest of existing TL (13804 and 23004) and proposed TL within Segment C	The project consists of the construction of a 4-acre park to be consistent with the semi-rural ambiance of Del Mar Mesa with landscaping largely native in nature. Facilities would include a horse rest stop, basketball court, restrooms, parking, tot lot and open use grass field. The project is currently in the planning phase and construction is likely to overlap with the Proposed Project.	January 2016	November 2016
11. The Preserve at Del Mar	The Preserve Way	200 feet west of existing TL (13804 and 23004) and proposed TL within Segment C	Anticipated residential development is planned within this gated community that currently has 32 existing homes. Available unbuilt lots and custom build home sites are adjacent to the ROW Segment C, where reconductoring and stringing operations are planned. Additionally, a pole installation (Structure No. P43) and removals (Structure Nos. R49-R55) are planned for the adjacent area. Construction within the Proposed Project timeframe is not expected, but remains possible as future development is unknown at this time.	Currently under construction and anticipated to be complete by late 2014.	

Table 4.16-1 (cont.): Planned and Proposed Projects within One Mile of the Proposed Project Area

Map ID[1] and Project Name	Project Location[1]	Approximate Distance from the Proposed Project[1]	Project Description/Size	Anticipated Construction Schedule	
				Begin	End
12. Rancho Santa Fe Farm Road Water Main	Immediately south of SR-56 at Rancho Sante Fe Farm Road	0.4 mile west of existing TL (13804 and 23004) and proposed TL within Segment C	The project involves the installation of 0.14 mile of new 8" and 12" PVC water main along the southern end of Rancho Santa Fe Farm Road to add an additional water source to a dead end water system. The project is expected to be finished before the start of the Proposed Project.	February 2014	June 2014
13. Carmel Valley Road Widening-Via Abertura to Camino Del Sur	Carmel Valley Road	Along proposed underground TL (Segment B)	The project involved the construction of two additional travel lanes on Carmel Valley Road in two increments. The first increment was along the frontage of the Torrey Del Mar Development, while the second increment finished the remainder of the widening. This project is in the post-construction phase and would not affect Proposed Project.	November 2011	August 2013
14. Maricel at Torrey Highlands	Off Carmel Valley Road and Chadamy Way	100 ft. south of proposed underground TL Segment B	A group of single family homes is currently being built by Davidson Communities within a small gated community of 41 homes. Future home construction is also planned for Carol Glen Court. All construction is expected to be completed by end of 2014.	Currently under construction and anticipated to be complete by late 2014.	
15. Torrey Highlands Community ID and Enhancement[2]	Carmel Valley Road	Immediately adjacent to the proposed underground TL (Segment B) through existing Carmel Valley Road	This project would provide for community identification signing that would help differentiate Torrey Highlands from the adjacent areas of Rancho Peñasquitos, Black Mountain/Santa Luz and Pacific Highland Ranch. Approximately 17 signs are planned along a 1.5 mile segment of Carmel Valley road between Via Albertura and Camino Del Sur. The installation of these signs could potentially overlap with the Proposed Project (Segment B). Other signage is planned along Camino Del Sur (19 sites), Torrey Meadows Drive (5 sites) and Torrey Santa Fe Road (7 sites) that occur adjacent to the Torrey Santa Fe Staging Yard. The project is currently in the planning phase and construction activities are expected to overlap with the Proposed Project for approximately four months.	November 2015	September 2016
16. Camino Del Sur Water Pipeline Project	Camino Del Sur and SR-56; small segment on Torrey Meadows Drive	0.5 mile south of the proposed underground TL along Carmel Valley Road (Segment B), and adjacent to Staging Area No. 5	The project constructs 2,550 feet of new 16-inch potable waterlines and connects several sections of existing water pipelines together. The project is currently in the post-construction phase and would not conflict with the Proposed Project's schedule.	February 2013	February 2014

Table 4.16-1 (cont.): Planned and Proposed Projects within One Mile of the Proposed Project Area

Map ID[1] and Project Name	Project Location[1]	Approximate Distance from the Proposed Project[1]	Project Description/Size	Anticipated Construction Schedule	
				Begin	End
17. Torrey Highlands Neighborhood Park South[2]	Northside of Torrey Meadows Drive near SR-56	0.32 mile south of the proposed underground TL along Carmel Valley Road (Segment B)	The project involves the acquisition, design and construction of a 5-acre neighborhood park in Torrey Highlands adjacent to a proposed elementary school, including half-width street improvements and a comfort station. The project is currently in the design phase construction activities are expected to occur concurrently with the Proposed Project for approximately four months.	August 2015	September 2016
18. Recycled Water System Upgrades	Carmel Valley Road southwest of the intersection with Felson Road; Scripps Poway Parkway adjacent to the I-15	Intersects the proposed underground TL at Carmel Valley Road; 0.56 mile southwest of existing TL (13820/25, 23051 and 6920) and proposed TL (Segment A)	Nuisance water from multiple recycled water vaults is being discharged into municipal storm drains against State regulation. The project would bring the city into compliance by rerouting the reclaimed vault drains to the water waste system. The project occurs within the Proposed Project area at two locations: (1) crosses Carmel Valley Road within the proposed underground TL (Segment B), and (2) at Scripps Poway Pkwy., adjacent to the I-15. The project is currently under construction and would not overlap with the Proposed Project's schedule.	October 2012	January 2015
19. Rancho Peñasquitos Towne Centre Park Improvement	Salmon River Road and Paseo MontalBan	0.52 mile southwest of existing and proposed TL (Segment A)	The project provides installation of miscellaneous amenities to serve off-leash dog users, such as a group shade structure and dog drinking fountains at the park. The project is currently in the design phase and would not conflict with the Proposed Project's schedule.	September 2014	December 2014
20. Rancho Peñasquitos Library Roof Replacement	Off Salmon River Road just north of SR-56	0.6 mile southwest of existing and proposed TL (Segment A)	The project consists of a roof replacement due to fire prevention measures at the Rancho Peñasquitos Friends of the Library. The project is to begin construction in June 2014 and would not conflict with the Proposed Project's schedule.	June 2014	October 2014
21. Rancho Peñasquitos Skate Park Improvements	Carmel Mountain Road near Freeport Road	250 feet east of existing and proposed TL (Segment A)	The project provides for the replacement and upgrade of previously existing wooden skateboard ramps and installation of shade structures for park users. The project is currently in the bid and award phase and will not conflict with the Proposed Project's schedule.	March 2014	October 2014

Table 4.16-1 (cont.): Planned and Proposed Projects within One Mile of the Proposed Project Area

Map ID[1] and Project Name	Project Location[1]	Approximate Distance from the Proposed Project[1]	Project Description/Size	Anticipated Construction Schedule	
				Begin	End
22. Peñasquitos North Trunk Sewer	Camto Anzio and segments on west side of I-15	0.9 mile northwest of existing and proposed TL (Segment A)	The project involves the replacement of 711 feet of 15-inch sewer main, 460 feet of 18-inch sewer main, slip-lining of 471 feet of 15-inch sewer main with 8-inch sewer main, and four trunk sewer point repairs. The project is currently in the planning phase and is not expected to conflict with the Proposed Project's schedule.	August 2017	September 2018
23. Ovation Upgrade at Peñasquitos Pump Station	Immediately south of the I-15 Poway Road interchange	0.1 mile southwest of existing and proposed TL (Segment A)	The project involves an upgrade of the existing control system to Ovation since the existing system has reached the end of its life cycle. This project is currently in the construction phase and is expected to be complete before the start of the Proposed Project.	August 2011	March 2016
24. Poway Road – Class I Bicycle Path	Poway Road east of I-15	0.1 mile northeast of existing and proposed TL (Segment A)	The project consists of the construction of a Class I Bicycle path with combined pedestrian and bicycle travel along the south side of Poway Road from the I-15/Poway Road interchange to Sabre Springs Pkwy., approximately 1,950 feet in length. The project is currently in the design phase and would not conflict with the Proposed Project's schedule.	May 2014	May 2015
25. South Creek Park Rain Garden[2]	Off Wicker Bay Cove near Springbrook Drive	0.6 mile northwest of Segment A	The project intends to construct a "rain garden" at the existing southwest corner of South Creek Park for the purpose of drainage improvements. The project would occur within a grassy area just to the left of the parking lot entrance and the purpose is to treat the runoff from the park and surrounding community. The two inlets (one in the cul-de-sac and one in the parking lot) would be reconfigured to divert runoff up to the 85th percentile storm in to the rain garden instead of flowing in to the storm drain. Construction activities are expected to occur concurrently with the Proposed Project.	March 2016	August 2016
26. Scripps Ranch Reservoir Slope Repair and Bracket Replacement	Spring Canyon Road west of Cypress Canyon Park Drive	0.35 mile south southwest of existing and proposed TL (Segment A)	The project installs a 240-foot extension of the existing reservoir's 18" drain pipe, an energy dissipater at the drain pipe outlet, and the repair and stabilization of 2,600 square feet of hillside slope in Cypress Canyon. The project is in the construction phase and is expected to be complete before the start of the Proposed Project.	December 2013	August 2014

Table 4.16-1 (cont.): Planned and Proposed Projects within One Mile of the Proposed Project Area

Map ID[1] and Project Name	Project Location[1]	Approximate Distance from the Proposed Project[1]	Project Description/Size	Anticipated Construction Schedule	
				Begin	End
27. Rancho Encantada Park II – 6AC	Off Stonebridge Parkway	Within Segment A ROW	This project provides for the development of approximately six acres for a neighborhood park to include active and passive uses, parking lot, playground, comfort station, and lighted ball fields. The park is already mostly completed as of late 2013, and phase II activities as of early 2014 include "punch list items and in turf establishment." Construction activities would be completed in early 2014 before the start of the Proposed Project.	Early 2013	April 2014

Notes:
[1] Refer to Figure 4.16-1 for locations of all of the projects listed in this table and locations relative to the Proposed Project facilities. Projects are numbered (MAP ID) as they occur from west to east along the Proposed Project Alignment as indicated on Figure 4.16-1.
[2] These projects have a potential to combine with the Proposed Project to create a cumulative impact.

Sources: *City of San Diego, SanGIS-Project Map Viewer, County of San Diego, City of San Diego GIS Project Map Viewer (Updated 2/01/2014), City of Poway; California Department of Transportation.*

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Sycamore to Peñasquitos 230 kV Transmission Line Project

Foreseeable Projects Map

Figure 4.16-1

- Proposed Route
- 1-mile Project Buffer
- 1 - Interstate 5 North Coast HOV/Express Lanes Project
- 2 - Industrial CT Channel Replacement
- 3 - Coastal Rail Trail
- 4 - Residential Project Block 1Y
- 5 - Water & Sewer Group 965 (W)
- 6 - SDFD Station Alerting
- 7 - Coast View Park
- 8 - Torrey Hills SDG&E Easement Enhancement
- 9 - Alta Del Mar Residential Development
- 10 - Del Mar Mesa Neighborhood Park - Phase II
- 11 - The Preserve at Del Mar
- 12 - Rancho Santa Fe Farm Road Water Main
- 13 - Carmel Valley Road Widening
- 14 - Maricel at Torrey Highlands
- 15 - Torrey Highlands Community ID and Enhancement
- 16 - Camino Del Sur Water Pipeline Project
- 17 - Torrey Highlands Neighborhood Park South
- 18 - Recycled Water System Upgrades
- 19 - Rancho Peñasquitos Towne Centre Park Improvement
- 20 - Rancho Peñasquitos Library Roof Replacement
- 21 - Rancho Peñasquitos Skate Park Improvements
- 22 - Peñasquitos North Trunk Sewer
- 23 - Ovation Upgrade at Peñasquitos Pump Station
- 24 - Poway Rd – Class I Bicycle Path
- 25 - South Creek Park Rain Garden
- 26 - Scripps Ranch Res Slope Repair Bracket Replacement
- 27 - Rancho Encantada Park II – 6AC

TRC

SDGE A Sempra Energy utility

3/13/2014

0 1 2 3 Miles

Service Layer Credits: SDG&E, 2013; TRC, 2013; Sources: Esri, DeLorme, HERE, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

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4.16.8 Potential Cumulative Impacts

This section of the PEA discusses potential cumulative impacts associated with the Proposed Project. As discussed in Section 4.16.2, cumulative impacts are those impacts that result from a combination of effects from the Proposed Project and other past, present, or planned, approved, or otherwise probable future projects. In order for cumulatively significant impacts to result, projects must generally share two factors in common; schedule and location. Thus, for cumulative impacts to occur, the Proposed Project must occur within the vicinity of other projects and be either constructed or operated at the same time, such that impacts associated with the project can combine for a net effect greater than either project taken individually. Projects that were not within one mile of the Proposed Project would not contribute to cumulative impacts and as such are not analyzed herein. As stated above, there were generally five identified projects that could reasonable result in cumulative considerable adverse effects, mainly due to location and potential overlaps during construction. These five projects are listed below:

- 4. City of San Diego - Residential Project Block 1Y (utility underground project);
- 10. Del Mar Mesa Neighborhood Park (new park project);
- 15. Torrey Highlands Community ID and Enhancement (road sign project);
- 17. Torrey Highlands Neighborhood Park South (new park project); and
- 25. South Creek Park Rain Garden (existing park drainage improvement project).

Operation and maintenance of the Proposed Project would almost exclusively mirror existing operation and maintenance activities and as such there is considered to be very little potential for cumulative effects resulting from operation and maintenance of the Proposed Project.

The potential cumulative impacts are analyzed for the following resource areas:

- Aesthetics,
- Agriculture and Forestry Resources,
- Air Quality and Greenhouse Gases,
- Biological Resources,
- Cultural Resources,
- Geology, Soils and Mineral Resources,
- Hazards and Hazardous Materials,
- Hydrology and Water Quality,
- Land Use and Planning,
- Noise,
- Population and Housing,
- Public Services,
- Recreation,

- Transportation and Traffic, and
- Utilities and Service Systems.

For each of these resource areas, only the criteria for which a potential cumulative impact exists are discussed. Where there is no potential for the Proposed Project to create an adverse effect relating to an individual CEQA Appendix G criterion, no potential for cumulative effects were deemed possible and the particular criterion is not discussed. At the beginning of each subsection below, the specific criterion with no potential for impacts are listed. Where there is potential for adverse impact, the pertinent CEQA Appendix G significance criteria are discussed and the Proposed Project's contribution of any cumulatively considerable effects is analyzed.

No impacts were identified relating to the following CEQA Appendix G resource areas; therefore there is no discussion of potential cumulative impacts relating to these resource areas:

- Agriculture and Forestry Resources, and
- Land Use and Planning.

4.16.8.1 Aesthetics

The Proposed Project would not have any impacts associated with the following CEQA Appendix G significance criteria relating to aesthetics or visual resources during construction or operations and maintenance:

- Substantial damage to scenic resources (Question 1b).

In addition, as outlined in Section 4.1, Aesthetics, there is no potential for impacts during operation and maintenance of the Proposed Project associated with the following CEQA Appendix G significance criteria:

- New sources of light or glare (Question 1d).

Therefore, there would be no potential for cumulatively considerable impacts associated with these significance criteria and the above listed criteria are not further discussed herein. The remaining aesthetics-related impacts are discussed below for construction, operation, and maintenance of the Proposed Project.

Construction

Substantial Adverse Effect on a Scenic Vista (Question 1a)

The Proposed Project is anticipated to have less than significant impacts during construction associated with adverse effects on scenic vistas. An undesignated scenic pull-out located along Calle Cristobal on the south rim of Los Peñasquitos Canyon is approximately one mile away from the Proposed Project and is barely visible at that distance. However, the limited number of identified projects in the vicinity of the Los Peñasquitos Canyon (Proposed Project Segment D) are not anticipated to have overlapping construction with the Proposed Project. Therefore, significant adverse cumulative impacts are not anticipated.

Overall Visual Character (Question 1c)

Construction of the Proposed Project is anticipated to have temporary, less than significant impacts on the overall visual character of surrounding areas. Similarly, the projects listed in Table 4.16-1 would also result in temporary impacts in this regard, mostly involving short-term visual impact effects to residents, motorists, and recreation users. Where construction of multiple projects overlap, and construction equipment and activities are visible within the same viewsheds, impacts would be cumulatively considerable. However, any resulting cumulatively considerable adverse impacts are not anticipated to be significant because construction of the Proposed Project would be mitigated through implementation of APMs where applicable (thereby minimizing the visual impact of Proposed Project construction), construction itself would be temporary, and there would be limited numbers of potential receptors because the aesthetic impact of each construction project is site specific, as described below.

With respect to the Torrey Highlands Community ID and Enhancement Project, construction-related equipment may be present on Carmel Valley Road and Camino Del Sur that could potentially add to temporary construction-related visual impacts to passing motorists and limited nearby residents if the activities overlap. Specific areas where construction could overlap would be on Carmel Valley Road during the installation of the underground transmission line and in the vicinity of the Torrey Santa Fe Staging Area off Camino Del Sur. As outlined in Section 4.1.5, the staging yard would be screened to reduce visual impacts during construction, and the area surrounding the staging yard is largely industrial in nature with a corresponding overall visual character that would not be subject to significant degradation due to the presence of construction activities, including the potential staging yard. Construction for this project is anticipated to be complete by September 2016, thus creating a potential construction overlap of 3 to 4 months with the Proposed Project. To minimize potential adverse cumulative effects that could occur due to this overlap, SDG&E shall coordinate with the City of San Diego CIP to ensure that construction activities for both projects would not occur concurrently at the same location (APM CUM-2). The Torrey Highlands Community ID project is therefore not expected to directly conflict with activities for the Proposed Project or create significant cumulative effects with respect to disruption of visual character. If needed, construction of Segment B of the Proposed Project could be started on the east end, thereby avoiding overlap should the Torrey Highlands Community ID project conflict with Proposed Project on the western end of Segment B.

Additionally, if construction activities for the Proposed Project and Torrey Highlands Neighborhood Park South physically overlap, the areas in which this cumulative project would be visible contains few viewers, namely nearby residents. Construction activities for this park are anticipated to be complete by September 2016, and while the project is expected to overlap with the Proposed Project for a four month period, it is are not expected to directly conflict with the Proposed Project.

While the following groups of projects identified in Table 4.16-1 could combine to create cumulatively considerable impacts to the overall visual character (due to the physical extent and location of construction activities), the Proposed Project construction would not substantially contribute to this effect because the Proposed Project is located at least 0.5 mile from each of the below listed groups of projects and, therefore, project construction is unlikely to be visible within a common viewshed with either of these groups of projects:

- 1. I-5 North Coast HOV/Express Lanes Project;
- 3. Coastal Rail Trail;
- 4. Residential Project Block 1Y;
- 5. Water & Sewer Group (965) (W);
- 10. Del Mar Mesa Neighborhood Park—Phase II; and
- 25. South Creek Park Rain Garden.

The majority of construction-related activities for the I-5 North Coast HOV/Express Lanes Project during Phase I (2013-2020) would occur within northern San Diego County only (north of SR-56) and no activities would be conducted within the segment of the I-5 Freeway near the Proposed Project. With respect to Del Mar Mesa Neighborhood Park, construction for Phase II is scheduled to occur from January through November of 2016. The park is located approximately 0.5 mile northwest of Proposed Project Segment D and a limited number of residences occur between the park and Proposed Project along Duck Pond Lane and Duck Pond Trail that could potentially be affected, although both projects would not be in the same viewshed. Site preparation, road construction, and foundation construction along Segment D are scheduled to start in October of 2016, thus construction activities are expected to overlap from October through November of 2016, although it is anticipated that construction within Del Mar Mesa Neighborhood Park would be mostly completed by the start of the Proposed Project Segment D construction activities. Therefore, construction of the Proposed Project is not anticipated to contribute to any significant cumulative adverse impacts relating to the overall visual character of the Proposed Project area.

New Light or Glare (Question 1d)

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). No night time construction is planned and temporary security lighting may be installed at staging yards and would be directed on site and away from sensitive receptors; therefore, the potential for significant cumulative impacts is low. No other projects outlined in Table 4.16-1 occur within the immediate vicinity of the identified staging yards that could combine with the Proposed Project to create cumulatively considerable adverse effects relating to light and glare. Therefore, the Proposed Project is not anticipated to contribute to any cumulatively considerable adverse effects in this regard.

Operation & Maintenance

Substantial Adverse Effect on a Scenic Vista (Question 1a)

Operation and maintenance of the Proposed Project is anticipated to have less than significant impacts associated with adverse effects on scenic vistas. A scenic pull-out located along Calle Cristobal on the south rim of Los Peñasquitos Canyon is approximately one mile away from the Proposed Project and is barely visible at that distance. Thus, any changes from baseline conditions would be minimal. Additionally, recreational trail views from Los Peñasquitos Canyon Preserve would have no substantial change from existing views due to the Proposed Project. The two residential projects being constructed adjacent to the Proposed Project along Segments C and D (The Preserve at Del Mar and the Maricel at Torrey Highlands) could affect

views from the south side of Los Peñasquitos Canyon. However, the relatively incremental change that would result from the Proposed Project would not be anticipated to significantly increase the visual change created by the residential projects and any resulting cumulative effect is anticipated to be less than significant.

Overall Visual Character (Question 1c)

Operation and maintenance of the Proposed Project is anticipated to have less than significant impacts on the overall visual character of the surrounding area. The change from baseline would be an incremental visual effect within a visual setting where existing transmission structures of similar scale and appearance are visible. It is not expected that this change would create a substantial change in the visual landscape of the public. Segment B would be underground and not visible. The other Proposed Project components would be located within existing SDG&E ROW and utility corridors where non-utility development is extremely limited, generally to roadways, parks, and open space. One park project (Rancho Encantada Park II) outlined within Table 4.16-1 would be located within the Proposed Project Segment A ROW; however, routine maintenance or other activities associated with this park would not be anticipated to combine with the Proposed Project to create a significant adverse effect on the overall visual character of the area.

4.16.8.2 Air Quality and Greenhouse Gases

The Proposed Project would not have any impacts associated with the following CEQA Appendix G significance criterion during construction or operations and maintenance:

- Compliance with Adopted GHG Plans, Policies, and Regulations (Question 3h).

The Proposed Project would not have significant impacts associated with the following CEQA Appendix G significance criterion during construction or operations and maintenance:

- Generate GHG emissions, either directly or indirectly (Question 3g).

In addition, as outlined in Section 4.3, Air Quality and Greenhouse Gases, there is no potential for impacts during operation and maintenance of the Proposed Project associated with the following CEQA Appendix G significance criterion:

- Compliance with Applicable Air Quality Plan (Question 3a),
- Violate Air Quality Standards (Question 3b),
- Cumulatively considerable net increase of any criteria pollutant (Question 3c),
- Exposure of Sensitive Receptors (Question 3d),
- Objectionable odors (Question 3e), and
- Diminish existing rule or future compliance requirement (Question 3f).

There would be no potential for cumulatively considerable impacts associated with these significance criteria, and the above listed criteria with no impacts are not further discussed

herein. The remaining air quality and GHG-related impacts are discussed below for construction, operation, and maintenance of the Proposed Project.

Construction

Construction of the Proposed Project is anticipated to result in less than significant short-term impacts to air quality standards, compliance with the RAQS and SIP, exposure of sensitive receptors to pollutant emissions, creation of objectionable odors, and generation of GHGs. The potential for cumulatively considerable effects relating to these significance criteria is discussed below.

Compliance with the 2009 RAQS and SIP (Question 3a)

Construction of the Proposed Project would comply with all requirements and recommendations for construction equipment and fugitive dust control, and would result in emissions below all applicable thresholds and standards (refer to Section 4.3). The Proposed Project is therefore anticipated to have only less than significant impacts relating to compliance with applicable air quality plans. Moreover, the SDAPCD anticipated construction within its emissions budget and assumes that all projects under construction would comply with the applicable rules and regulations implemented to attain and maintain air quality standards. Therefore, it is reasonably anticipated that the projects outlined in Table 4.16-1 would also comply with all air quality applicable rules and regulations and as such there would be no cumulatively significant adverse effect on compliance with the applicable air quality plans. Therefore, no significant cumulatively considerable adverse effects are anticipated relating to compliance with the RAQS and SIP.

Air Quality Standards (Question 3b, 3c and 3f)

As stated above and within Section 4.3, Air Quality and Greenhouse Gases, emissions from construction of the individual segments of the Proposed Project would result in less than significant, short-term, temporary impacts relating to emission of criteria pollutants. Maximum daily emissions for the Proposed Project (simultaneous construction along all four Proposed Project segments) are also anticipated to be well below established significance thresholds (refer to Section 4.3 and Table 4.3-8).

The Proposed Project is not anticipated to result in cumulatively significant impacts relating to air quality and emissions of criteria pollutants, either. Table 4.16-1 lists reasonably foreseeable projects located within 1 mile of the Proposed Project. Some of the projects listed in Table 4.16-1 may result in short-term impacts to air quality during construction activities. Therefore, while construction of the Proposed Project is not anticipated to result in significant cumulative impacts to air quality, potential construction overlap with other nearby projects could be cumulatively considerable. Therefore, the potential for cumulative emissions within the immediate vicinity of the Proposed Project are discussed below.

In general, construction emissions thresholds are developed with respect to existing air basin air quality and with respect to the fact that air emissions can be cumulatively considerable throughout a given air basin. Because construction emissions thresholds are developed to account, in part, for the possibility of other simultaneous projects and because precise evaluation of all construction emissions throughout a given air basin is not feasible, the construction

significance thresholds are considered herein as an indicator of the potential significance of the Proposed Project's direct and cumulative effect on air quality.

Moreover, project design features and construction restrictions were identified for the Proposed Project to minimize potential impacts on air quality. As appropriate, SDG&E would implement air emission control measures and standard fugitive dust control practices during construction that specifically consider exhaust from construction equipment and worker vehicles, minimizing vehicle idling time, and controls for TACs including diesel particulate matter. The mobile fleets used in the Proposed Project are expected to be in full compliance with CARB adopted ATCMs to ensure pollutant emissions are minimized. All construction activities are subject to SDAPCD Rule 50, Visible Emissions; SDAPCD Rule 51, Nuisance; and SDAPCD Rule 55, Fugitive Dust Control. SDG&E's standard construction practices are consistent with the requirements of SDAPCD Rules 50, 51, and 55. Similarly, other nearby projects would be required to comply with local ordinances and regulations regulating air quality, including dust control during construction activities. Because the Proposed Project and each of the cumulative projects would implement procedures to limit air quality impacts, including fugitive dust control, localized effects would be limited to immediate areas only. This analysis conservatively considers localized effects to include areas within one mile of any given construction activity.

There are five projects located within 1 mile of the Proposed Project that could result in overlapping construction with the Proposed Project. This analysis considers whether the cumulative impacts of simultaneous construction activities that will occur within a mile of each other would be significant.

The South Creek Park Rain Garden project is within one mile of portions of Segment A and could result in a 2- to 3-month overlap in construction (June through August 2016) of Segment A. The South Creek Park Rain Garden project is considered to have a relatively low potential for air quality impacts because it is a small construction project. Maximum daily construction emissions along Segment A in year 2016 are well below significance thresholds (refer to Table 4.3-8). Therefore, the relatively small construction effect of Segments A, when added to the even smaller impact of South Creek Park Rain Garden construction, will not yield a cumulatively significant impact.

The Torrey Highlands Community ID project and the Torrey Highlands Neighborhood Park South project are within one mile of each other, and within one mile of Segments B and C. Both Torrey Highlands projects are scheduled to complete construction in September of 2016, and would therefore be towards the end of their construction activities when construction of Segments B and C within a mile of the nearby projects would begin in June 2016. For land development projects such as the Torrey Highlands Neighborhood Park project, heavy equipment usage (which corresponds to highest emission of criteria pollutants) would be completed early within the construction schedule and therefore prior to initiation of Proposed Project construction. The Proposed Project's maximum daily emissions along Segments B and C in year 2016 are well below significance thresholds (refer to Table 4.3-8), never exceeding 50 percent of any single criteria pollutant threshold. Therefore, the relatively small construction effect of Segment B and the relatively small site preparation effect of Segment C within one mile of the Torrey Highlands projects, when added to the small impacts of the Torrey Highlands projects, will not yield a cumulatively significant impact.

The Del Mar Mesa Neighborhood Park project is within one mile of portions of Segment C and could result in overlapping construction with Segment C from September through November of 2016. The Del Mar Mesa Neighborhood Park project is scheduled to complete construction in November of 2016, and would therefore also be towards the end of its construction activities during potential overlaps with Section C construction. As stated above, for land development projects such as the Del Mar Mesa Neighborhood Park project, heavy equipment usage (which corresponds to highest emission of criteria pollutants) would be completed early within the construction schedule prior to initiation of Proposed Project construction. The Proposed Project's maximum daily emissions along Segment C in year 2016 are well below significance thresholds (refer to Table 4.3-8), never exceeding one fifth (or 20 percent) of any single criteria pollutant threshold. Therefore, the relatively small construction effect of Segment C within one mile of Del Mar Mesa Neighborhood Park, when added to the small impact of the Del Mar Mesa Neighborhood Park, will not yield a cumulatively significant impact.

The Residential Block 1Y (utility undergrounding) project is within one mile of Segment D (approximately 0.8 mile northwest of the Peñasquitos Substation). The Block 1Y project is currently scheduled to have construction occur concurrent with Segment D construction from October 2016 through May of 2017. The Proposed Project's maximum daily emissions along Segment D during the potentially overlapping construction are well below significance thresholds (refer to Table 4.3-8), never exceeding one fourth (or 25 percent) of any single criteria pollutant threshold. Assuming that the Block 1Y construction emissions are equal to the maximum daily emissions from the whole of the Proposed Project, the impact of Block 1Y construction, when added to the effect of Segment D construction within one mile of Block 1Y, will not yield a cumulatively significant impact.

As stated above, no significant cumulatively considerable adverse effects are anticipated.

Exposure of Sensitive Receptors (Question 3d)

Although sensitive receptors were identified within a 1-mile radius of the Proposed Project's components, impacts to these receptors would be less than significant with implementation of SDG&E's standard construction practices which includes reducing idling time and implementing dust-control measures.

The Kids Bay Learning Center, located on Carmel Valley Road, approximately 72 feet from the Proposed Project Segment B, could experience a cumulatively adverse impact with respect to air pollution, as the private preschool also lies within the vicinity of the Torrey Highlands Community ID and Enhancement Project, which plans to install road signage on Carmel Valley Road near the school. However, the construction activities for this project are expected to be completed by September 2016, and due to the small construction footprint of this enhancement project and coordination with the City of San Diego CIP as discussed in APM CUM-2, no conflict with the construction of the underground transmission line along Carmel Valley Road is expected.

The undergrounding utility project referred to as Residential Project Block 1Y is scheduled to start construction in June of 2016, and lies approximately 0.8 mile northwest of the Peñasquitos Substation in Torrey Hills. Construction activities that would occur during the Proposed Project schedule would include trenching during the first nine to twelve months, followed by cabling.

This utility undergrounding project also lies within 0.5 mile of Ocean Air Elementary School, 0.7 mile from Torrey Hills Park, 0.15 mile of the SR-56 Bike Path, and directly adjacent (around 250 feet) to the San Diego Jewish Academy, and could potentially contribute to pollutant exposure to these listed sensitive receptors. While these groups of sensitive receptor sites identified in Table 4.3-6 could be temporally impacted with respect to pollutant exposure due to this project, it is not expected to combine to create cumulatively considerable impacts to the substantial pollutant exposure to sensitive receptors, as the Proposed Project construction would not substantially contribute to this effect because the Proposed Project is located at least 0.5 mile from each of these listed groups of projects with the exception of Torrey Hills Neighborhood Park.

In addition, emissions for the Proposed Project would be minimized through project-level and regional compliance with the SDAPCD's rules and regulations for controlling construction-related emissions. Therefore the potential for increased, cumulative adverse effects to sensitive receptors is considered to be low. Impacts, if any, would be less than significant.

Objectionable Odors (Question 3e)

Construction of the Proposed Project is anticipated to have less than significant impacts associated with the emission of objectionable odors. Typical odor nuisances include emissions of substances such as hydrogen sulfide, ammonia, chlorine, and other sulfide-related compounds. No substantial sources of these pollutants would exist during construction of the Proposed Project, and none of the projects identified in Table 4.16-1 are likely to result in the emission of any of these substances during construction or operation, because none of them are the type of project that typically use these strong odor-producing compounds. 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 and limited in nature, and are localized in effect, 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 (near the Peñasquitos Substation) there are no other 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. Impacts, if any, would be less than significant.

Greenhouse Gas Emissions (Question 3g)

The Proposed Project would result in GHG emissions during construction, specifically relating to fossil fuel combustion. These emissions would be below the County of San Diego's and SCAQMD's threshold of 10,000 metric tons of carbon dioxide equivalents annually for industrial projects. Impacts are therefore anticipated to be less than significant.

All GHG emissions can be considered to have a cumulative effect, and potential cumulative impacts associated with GHG emissions can be considered a state-wide effect. Existing thresholds were developed with this in mind. While construction of the Proposed Project could combine with construction of other projects, cumulative emissions would not likely result in total GHG emissions that could exceed the threshold (note that the Proposed Project's amortized GHG emissions represent less than 1 percent of the GHG threshold of 10,000 metric tons), and

any cumulative impacts would not substantially hinder the long-term reduction of GHG emissions within the State of California. Therefore, cumulative effects are less than significant.

Operation and Maintenance

Greenhouse Gas Emissions (Question 3g)

Operation and maintenance activities would generate a minor amount of GHG emissions from vehicles and/or equipment used to inspect and maintain the facilities. However, this effect would mirror current conditions whereby the majority of the alignment is already operated and maintained by existing SDG&E employees and equipment. Required operation and maintenance activities would actually decrease for the majority of the Proposed Project alignment as existing wood structures are being replaced by steel structures which require less maintenance activities.

The Proposed Project emissions were calculated to be well below the SCAQMD's GHG significance threshold for industrial projects (refer to Section 4.3). Additionally, the Proposed Project will comply with applicable rules and regulations following SDG&E's design and operational features to decrease GHG emissions.

Some of the projects listed in Table 4.16-1, such as the I-5 North Coast HOV/Express Lanes project and the small scale residential development projects, would induce limited future population growth or development. The Proposed Project, however, would not induce this growth or development and would therefore not result in increased GHG emissions from growth or development. In conclusion, any cumulative impacts to air quality and GHGs during operation and maintenance of the Proposed Project are anticipated to be less than significant.

4.16.8.3 Biological Resources

The Proposed Project would not have any impacts associated with the following CEQA significance criteria relating to biological resources during construction or operations and maintenance:

- Conflict with local policies and ordinances (Question 4e), and
- Conflict with adopted habitat conservation plans (Question 4f).

In addition, the Proposed Project would not have any impacts during operation and maintenance activities. Therefore, there is no potential for cumulative impacts associated with these significance criteria or operation and maintenance of the Proposed Project. The remaining biological resources-related impacts are discussed below for construction of the Proposed Project.

Construction

Impacts to Protected Species, Habitats, Wetlands, or Species Movement/Migration[1] (Question 4a through 4d)

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. Impacts to native vegetation communities resulting from the construction of transmission and power lines, access roads, other support facilities, and temporary construction areas can be cumulatively significant when assessed with other projects in the vicinity. As illustrated in Table 4.16-1, there are 27 projects that are either within a one-mile radius of the Proposed Project or large enough to have a regionally significant impact. However, impacts to biological resources associated with the Proposed Project would be avoided, minimized or mitigated through implementation of Project Design Features and Ordinary Construction/Operating Restrictions, and an APM (refer to Section 4.4.5). Specifically, the *SDG&E Subregional NCCP, SDG&E QCB HCP,* and APM BIO-1, Special-Status Plant Species would ensure that impacts to biological resources would be less than significant. SDG&E would avoid and minimize any impacts according to the *SDG&E Subregional NCCP* Section 7.1, Operational Protocols and 7.2, Habitat Enhancement Measures, as well as all other conditions outlined in the Proposed Project permits. With the implementation of the *SDG&E Subregional NCCP* Operational Protocols and prior approvals, all permanent and temporary impacts are expected to remain less than significant.

The Proposed Project would permanently impact approximately 4.50 acres of sensitive vegetation communities. Consistent with the *SDG&E Subregional NCCP*, the Proposed Project has been designed to avoid impacts to wetlands and non-wetland waters and sensitive vegetation communities when possible by placing poles outside of drainage areas, using existing access roads to the greatest extent possible, and placing any new facilities, staging areas, or access roads outside native vegetation communities, when feasible. Where sensitive resources are located within or adjacent to temporary work areas, such features would be avoided, to the extent feasible. The areas of permanent impacts from poles or new access roads do not occur all in one place but rather are spread across the length of the transmission 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. In addition, permanent impacts will be mitigated in accordance with the *SDG&E Subregional NCCP* by withdrawing credit from the SDG&E mitigation bank at prescribed ratios.

Cumulative impacts within a region are most effectively minimized by comprehensive plans that address the impacts of regional growth on wildlife and its habitats. SDG&E has developed and implemented a regional, multi-species conservation program within its southern California range, known as the *SDG&E Subregional NCCP*. The *SDG&E Subregional NCCP* was developed in accordance with the California NCCP Act to avoid, minimize, and mitigate for regionally cumulative impacts to biological resources. Impacts to sensitive habitat are fully addressed through the *SDG&E Subregional NCCP*; therefore the Proposed Project's impacts to sensitive

[1] Consistent with the discussion of permanent impacts to vegetation and habitat in Section 4.4, Biological Resources, potential permanent cumulative impacts resulting from construction of new facilities are discussed within the Construction impacts section to provide consistency with implementation of the *SDG&E Subregional NCCP*, which addresses avoidance and minimization measures for biological resources.

habitat would not be significant. Implementation of operational protocols in the *SDG&E Subregional NCCP* would ensure that any other cumulative impacts to biological resources would not be significant. Similarly, all other projects listed in Table 4.16-1 would be required to mitigate any impacts to state and federally listed species and/or habitats through compliance with Federal ESA, CESA, CWA, and applicable local habitat conservation plans. Therefore, any impacts to biological resources from other projects listed in Table 4.16-1 would also be mitigated, and as such, cumulatively considerable impacts to biological resources would be less than significant.

4.16.8.4 Cultural Resources

Operation and maintenance of the Proposed Project is not anticipated to have impacts on cultural resources. Therefore, no cumulative impacts would result from this significance criterion for operation and maintenance of the Proposed Project. The remaining cultural resources-related impacts are discussed below for construction of the Proposed Project.

Construction

Construction of the Proposed Project is anticipated to have less than significant impacts relating to cultural and paleontological resources (refer to Section 4.5, Cultural Resources) and less than significant impacts to human remains. The Proposed Project has been designed to avoid known cultural resources and project design features as well as APMs CUL-1 to CUL-6 would ensure that any potential impacts relating to unanticipated discovery would be less than significant. For construction projects that occur within undisturbed soil units, potentially significant impacts to buried cultural resources can occur. Potential impacts can also occur where historic, cultural, and paleontological resources have been identified.

Nine of the proposed pole/work area locations are in the vicinity of identified cultural resources and an additional 15 poles and six work areas are proposed in areas of high sensitivity for buried cultural deposits. Excavation of holes and underground trenches could potentially impact unidentified archaeological resources. Eight previously recorded paleontological sites are also known to exist within the Proposed Project Area. The implementation of APMs CUL-7 and CUL-8 would ensure that possible potential impacts would remain less than significant.

As illustrated in Table 4.16-1, there are 27 projects that are within a one-mile radius of the Proposed Project and are potentially large enough to have a regionally significant impact. 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 evaluated on a case-by-case basis. The Proposed Project is designed to avoid known cultural resources and includes APMs to ensure impacts to any cultural resources within the Proposed Project area are less than significant. As such, the Proposed Project's contribution to cumulative impacts related to cultural resources would be less than significant.

4.16.8.5 Geology, Soils, and Mineral Resources

The Proposed Project would not have any impacts associated with the following CEQA Appendix G significance criteria relating to geology, soils, and mineral resources during construction or operations and maintenance:

- Alquist-Priolo Earthquake Faults (Question 6a[i]),
- Soils incapable of supporting septic system use (Question 6e), and
- Loss of mineral resources (Questions 6f and 6g).

In addition, as outlined in Section 4.6, Geology, Soils and Mineral Resources, there is no potential for impacts during operation and maintenance of the Proposed Project associated with the following CEQA Appendix G significance criterion:

- Substantial soil erosion or loss of topsoil (Question 6b), and
- Located on expansive soil (Question 6d).

Therefore, there would be no potential for cumulatively considerable impacts associated with these significance criteria and the above listed criteria are not further discussed herein. The remaining geology, soils and mineral resources impacts are discussed below for construction, operation, and maintenance of the Proposed Project.

Construction

Seismic and Geologic Hazards (Question 6a[ii] through 6a[iv])

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, Soils, and Mineral Resources). Potential geologic hazards, such as seismic shaking, liquefaction, and landslides, could adversely affect the Proposed Project, as well as most of the projects listed within Table 4.16-1. However, these potential impacts are largely avoided through adherence to project design features and engineering standards, which are generally applicable to all of the projects listed in Table 4.16-1 (note that SDG&E projects are not subject to the same standards as private development projects, however, all projects would be designed to account for geologic hazards). 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). Finally, construction activities would not occur at the same site, thereby reducing the probability that multiple construction crews (i.e., from different projects) would be exposed to the same potential risks during construction activities at one location. Therefore, any potential cumulative impacts would be less than significant.

Soil Erosion and Loss of Topsoil (Question 6b)

Construction of the Proposed Project would have less than significant impacts relating to soil erosion and loss of topsoil. None of the projects outlined in Table 4.16-1 that are planned to occur concurrently with the Proposed Project could result in similar impacts during construction activities. Specifically, the Torrey Highlands Community ID and Enhancement project involves very minimal surface disturbance during identification signage installation near existing roadways, while construction for the planned Torrey Highlands Neighborhood Park South is being constructed in a previously graded area adjacent to recent residential development. While these projects are not likely to have impacts relating to soil erosion and loss of topsoil in the immediate vicinity of the Proposed Project, all of these projects (including the Proposed Project) would be subject to NPDES requirements, including the preparation of a SWPPP. Adherence to

NPDES requirements and erosion control BMPs included within the SWPPPs would ensure that the cumulative effects from the combined projects would be less than significant.

Operation and Maintenance

Seismic and Geologic Hazards (Question 6a[ii] through 6a[iv])

Operation and maintenance of the Proposed Project is anticipated to have less than significant impacts relating to seismic and geologic hazards (refer to Section 4.6, Geology, Soils, and Mineral Resources) and activities for the Proposed Project would be similar to baseline conditions. Potential geologic hazards, such as seismic shaking, liquefaction, and landslides, could adversely affect the Proposed Project, as well as most of the projects listed within Table 4.16-1. However, these potential impacts are largely avoided through adherence to design and engineering standards, which are applicable to all of the projects listed in Table 4.16-1. Therefore, any potential cumulative impacts would be less than significant.

4.16.8.6 Hazards and Hazardous Materials

The Proposed Project would not have any impacts associated with the following CEQA significance criteria relating to hazards and hazardous materials during construction or operations and maintenance:

- Sites listed pursuant to Government Code Section 65962.5 (Question 7d),
- Airport land use plans (Question 7e), and
- Private airstrip safety hazards (Questions 7f).

In addition, as outlined in Section 4.7, Hazards and Hazardous Materials, there is no potential for impacts during operation and maintenance of the Proposed Project associated with the following CEQA Appendix G significance criteria:

- Routine Transport and Handling of Hazardous Materials and Waste (Question 7a and 7b),
- Hazardous Emissions within one-quarter mile of school (Question 7c),
- Section 65962.5 listed sites (Question 7d),
- Airport land use plans (Question 7e),
- Private airstrip safety hazards (Questions 7f), and
- Fire Hazards (Question 7h).

Therefore, there would be no potential for cumulatively considerable impacts associated with these significance criteria and the above listed criteria are not further discussed herein. The remaining hazards and hazardous materials-related impacts are discussed below for construction, operation, and maintenance of the Proposed Project.

Construction

Routine Transport and Handling of Hazardous Materials and Wastes (Question 7a and 7b)

The Proposed Project would result in less than significant impacts associated with the routine handling and transport of hazardous materials as well as for potential accident or upset conditions. Any other similar potential hazardous materials impacts associated with the projects outlined in Table 4.16-1 would similarly be minimized through adherence to existing regulations. SDG&E, and all contractors involved in the construction of the Proposed Project, would implement standard operational procedures to ensure that potential impacts resulting from hazardous material transport, use, storage and disposal remain less than significant. None of the projects outlined within Table 4.16-1 are likely to involve large-scale utilization of hazardous or acutely hazardous substances (such as chemical plants, refineries, or heavy manufacturing) and as such the possibility of a cumulatively considerable threat from the routine transport or reasonably foreseeable accident or upset conditions involving these hazardous materials is considered to be less than significant.

Hazardous Emissions within 0.25 Mile of a School (Question 7c)

The Proposed Project would result in less than significant impacts related to hazardous emissions within 0.25 mile of a school. Construction of the transmission line (overhead and underground segment within Carmel Valley Road [Segment B]) would include the handling and use of common hazardous materials such as fuels and lubricants, and while the potential for upset conditions to cause a release of these materials does exist, the chances of an upset or accident condition resulting in a substantial hazard to the public or the environment due to a hazardous material release is considered low. With the implementation of standard operational procedures as well as BMPs, construction of the Proposed Project is not expected to result in the release of hazardous emissions, or hazardous materials in the vicinity of any sensitive receptors including schools.

The Torrey Highlands Community ID and Enhancement project, outlined within Table 4.16-1 has the potential to create cumulatively considerable adverse effects with respect to hazardous emissions within 0.25 mile of a school, although, the minimal ground disturbance footprint associated with this project is expected to be negligible compared to the Proposed Project and the combination of the projects is not anticipated to create a substantial threat or cumulative emission source at local schools. Both the Kids Bay Learning Center and Adobe Bluffs Elementary School (200 feet and approximately 0.25 mile, respectively) are located within 0.25 mile of this City of San Diego project and the Proposed Project. Construction activities consisting of excavation vaults and trenching for the Proposed Project on Carmel Valley Road are scheduled to begin in June 2016, and would overlap with Torrey Highlands Community ID and Enhancement project construction until September of 2016 for a three to four month period. Any potential cumulative effects that could occur due to this overlap of construction would be minimized through coordination efforts with the City of San Diego CIP to limit overlapping construction activities at the same locations to reduce hazardous emissions as described in APM CUM-2. Additionally, the planned Torrey Hills utilities undergrounding project (Residential Project Block 1Y) would occur within 0.25 mile of the San Diego Jewish Academy, although no potential cumulative impacts would be applicable as this private school is more than a mile from

the Proposed Project. Therefore, no significant cumulatively considerable adverse effects are anticipated relating to hazardous emissions near a sensitive receptor.

Emergency Response and Evacuation (Question 7g)

The Proposed Project would not interfere with any emergency plans. Refer to discussion for cumulative impacts associated with traffic and transportation under Section 4.16.8.10 (Transportation and Traffic) below.

With traffic management practiced in accordance with City of San Diego requirements and no expected complete road closures, impacts on emergency response or emergency evacuation routes from the Proposed Project would be less than significant. Temporary construction with appropriate traffic controls would occur as needed for installation of Proposed Project facilities. Emergency response planning would not be impacted during construction as streets would remain open to emergency vehicles throughout construction. Temporary lane closures would be needed for underground transmission line construction in Carmel Valley Road (Segment B). The emergency response plan, with respect to potential traffic delays could be impacted if construction activities for both the Proposed Project and the Torrey Highlands Community ID and Enhancement project were on-going at the same locations during the potential period of overlap (June through September of 2016). However, any potential cumulative effects that could occur due to this overlap of construction would be minimized through coordination efforts with the City of San Diego CIP to ensure construction for both projects does not directly coincide as described in APM CUM-2. Thus, no significant, cumulative adverse effects are anticipated relating to emergency response and evacuation.

Fire Hazards (Question 7h)

Construction of the Proposed Project is anticipated to have less than significant impacts relating to fire hazards (refer to Section 4.7, Hazards and Hazardous Materials). Construction of the Proposed Project through vegetated areas, including areas designated as Very High Fire Threat Zones, could be cumulatively considerable with other projects that would involve construction in the same areas. The projects outlined in Table 4.16-1 are either not located in heavily vegetated areas or are not in the immediate vicinity of the Proposed Project construction areas. During construction activities, workers would follow the *SDG&E Fire Prevention Plan*, *Electric Standard Practice 113.1*, and the project-specific fire prevention plan, to ensure that the risk of a fire event during construction of the Proposed Project is minimized. With respect to potentially cumulatively considerable impacts resulting from construction of the Proposed Project and the projects outlined in Table 4.16-1, impacts would be less than significant because appropriate fire measures would be implemented during construction activities for any of the listed San Diego CIP projects, SDG&E related-projects (undergrounding of utilities) or residential development projects (Alta Del Mar, etc.) within the city limits.

Operation & Maintenance

Emergency Response and Evacuation (Question 7g)

The Proposed Project would result in very minimal disruption of traffic (which could affect emergence response and evacuation) along Segment B. This effect is considered to be very minor due to the very infrequent nature of scheduled maintenance of the splice vaults located

along Segment B, and the established process for within city streets (traffic control plans) that minimize the adverse effect of work occurring with roadways. None of the projects listed within Table 4-16.1 are anticipated to cumulatively increase the severity of this effect. Therefore, any cumulative effect would remain less than significant. All other operation and maintenance activities (Segments A, C, and D) would mirror existing activities and would therefore not contribute to any cumulative increase in adverse effects on emergency response and evacuation.

4.16.8.7 Hydrology and Water Quality

The Proposed Project would have no potential for impacts associated with the following CEQA significance criteria relating to hydrology and water quality during construction or operations and maintenance:

- Substantial depletion of groundwater (Question 8b),
- Placement of housing within 100-year flood hazard area (Question 8g),
- Placement of structures within 100-year flood hazard area (Question 8h), and
- Exposure of people or structures to flooding (Question 8i).

In addition, as outlined in Section 4.8, Hydrology and Water Quality, there is no potential for impacts during operation and maintenance of the Proposed Project associated with the following CEQA Appendix G significance criteria:

- Effects on existing drainage patterns (Question 8c and 8d),
- Runoff water (Question 8e),
- Substantially degrade water quality (Question 8f), and
- Exposure of people or structures to seiche, tsunami, or mud flow (Question 8j).

Therefore, there would be no potential for cumulatively considerable impacts associated with these significance criteria or with operation and maintenance of the Proposed Project. The remaining hydrology and water quality-related impacts are discussed below for construction of the Proposed Project.

Construction

Stormwater, Erosion and Water Quality (Question 8a, 8e, 8f)

Construction of the Proposed Project would result in less than significant impacts to water quality standards, stormwater, and erosion. 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 NPDES and stormwater control regulations, and by implementing guidance and BMPs presented in the project-specific SWPPP and *SDG&E BMP Manual*. Additionally, the Proposed Project would comply with the Construction General Permit (SWRCB Order No. 2012-0006-DWQ) and would require implementation of BMPs to prevent degradation of water quality from stormwater runoff and other non-stormwater permitted discharges. No other discharges to surface or ground water are anticipated during construction.

The projects listed in Table 4.16-1 would have a 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 roadway improvement project (I-5 North Coast HOV/Express Lanes) listed in Table 4.16-1 could result in adding elevated levels of pollutants to the surface water drainage system from stormwater runoff from new or expanded roadways. However, no construction activities during Phase I of this project would occur within the I-5 corridor west of the Peñasquitos Substation that falls within the one-mile buffer zone for the Proposed Project. In addition, construction of the Proposed Project would not substantially contribute to this effect because it would not increase the amount of impermeable surfaces.

None of the projects outlined in Table 4.16-1 that occur concurrently with the Proposed Project would likely involve direct discharges to surface waters that could result in significant adverse effects to surface water quality. As such, no cumulatively considerable effects are anticipated. Overall, the Proposed Project is not anticipated to contribute to any cumulatively considerable adverse effects on water quality, and, should limited construction overlap occur, impacts are not anticipated to be significant.

Drainage Patterns (Question 8c and 8d)

Construction of the Proposed Project would not result in substantial effects to the existing drainage patterns within the Proposed Project area. Impacts are therefore anticipated to be less than significant. BMPs would be implemented during construction to contain sediment and protect water quality. Limited grading and earth-moving activities during construction is designed to return runoff to existing drainage patterns without increasing runoff, and no grading within creeks or drainages would occur that could alter flow. The Proposed Project would therefore not result in significant adverse effects in this regard.

Some of the projects listed in Table 4.16-1 would alter existing drainage patterns and drainages within the Proposed Project area: I-5 North Coast HOV/Express Lanes, planned utilities undergrounding in Torrey Hills (Residential Project Block 1Y), and the South Creek Park Rain Garden. 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.

Mudflow Effects (Question 8j)

Some of the slopes adjacent to Los Peñasquitos Creek and other locations are shown in the Multi-Jurisdictional Hazard Mitigation Plan to be prone to landslides. BMPs would include measures to minimize disturbance to soils and stabilizing of disturbed areas, which would minimize the likelihood of construction contributing to the potential for mudflows. With the implementation of BMPs, the risk that the Proposed Project would contribute to the occurrence of mudflows or be affected by a mudflow is less than significant. None of the projects outlined within Table 4.16-1 occur within these landslide prone areas located within SDG&E ROW to cause an adverse cumulative impact. Thus, the Proposed Project is not anticipated to contribute to any cumulatively considerable adverse effects relating to the exposure to a potential mudflow.

Operation and Maintenance

Water Quality (Question 8a)

Operation and maintenance of the Proposed Project is anticipated to have less than significant impacts to water quality. The Proposed Project would generally require less operations and maintenance activities due to the smaller project footprint and increased transmission line reliability. However, marginal changes from baseline conditions include an increase in SDG&E's annual inspection requirements along the underground transmission line segment within Carmel Valley Road (Segment B) and new maintenance pads and spur roads that would require regular maintenance, although these new maintenance pads and spur roads would only marginally increase current requirements. Potential adverse effects on water quality during operation and maintenance of the Proposed Project would be controlled by complying with existing water quality regulations, such as the SPCC regulations, and implementing the *SDG&E BMP Manual*.

Operations and maintenance effects on water quality would not represent a substantial change, if any, from existing conditions. No other projects would cause a significant impact with respect to operation and maintenance of the Proposed Project, and therefore, it is not anticipated to contribute to cumulatively considerable adverse impacts to water quality.

4.16.8.8 Noise

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

- Effects associated with public airports (Question 10e), and
- Effects associated with private airports (Question 10f).

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

- Substantial permanent increase in ambient noise (Question 10c).

In addition, as outlined in Section 4.9, Noise, there is no potential for impacts during operation and maintenance of the Proposed Project associated with the following CEQA Appendix G significance criteria:

- Exposure to noise levels in excess of applicable standards (Question 10a), and
- Exposure to excessive groundborne vibration or noise (Question 10b).

Therefore, there is no potential for cumulative impacts associated with these significance criteria. The remaining noise-related impacts are discussed below for construction, operation, and maintenance of the Proposed Project.

Construction

Generation of Noise and Vibration (Question 10a through 10c)

As outlined in Section 4.10, Noise, construction of the Proposed Project would have less than significant impacts relating to noise and groundborne vibration. Construction of the Proposed Project would generate noise and groundborne vibration, as would the projects outlined in Table 4.16-1. However, most of the projects outlined in Table 4.16-1 are not located in the immediate vicinity of Proposed Project (i.e., are located greater than 0.5 mile from Proposed Project features) and are therefore not likely to combine with Proposed Project-generated noise or vibration to create significant adverse effects. The most noise sensitive portions of the Proposed Project are near the Peñasquitos Substation, along the western segment of Carmel Valley Road (Segment B), along Rancho Peñasquitos Boulevard, and along Scripps Poway Parkway, because these are the locations in which sensitive receptors are located nearby. Only one of the four identified noise sensitive portions where other projects would potentially contribute to cumulatively considerable adverse noise effects occurs along the western end of the Carmel Valley Road segment (Segment B), as outlined below:

- Segment B, along Carmel Valley Road and adjacent to the proposed Torrey Santa Fe Staging Yard where construction of the Proposed Project could overlap with construction noise relating to installed signage along Carmel Valley Road and Torrey Santa Fe Road for the Torrey Highlands Community ID and Enhancement project during a four-month period from June through September of 2016. Coordination with the City of San Diego CIP will ensure construction activities for both projects do not directly coincide and cause adverse cumulative impacts with respect to noise as described in APM CUM-2. Sensitive receptors within 0.25 mile of either project include the Kids Bay Learning Center, Westview High School, Mesa Verde Middle School, and Adobe Bluffs Elementary School.
- Segment B, within the existing residential neighborhoods off Torrey Meadows Drive and Torrey Santa Fe Road, and two nearby schools off Camino Del Sur, where construction of the Proposed Project and operations at the Santa Fe Staging Yard could overlap with construction at the Torrey Highlands Neighborhood Park South. The park is located 0.35 mile south of the Carmel Valley Road, 0.25 mile north of the staging yard and directly adjacent to the Westview High School sports fields. Sensitive receptors within 0.25 mile of either project include Westview High School and Mesa Verde Middle School.

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 and would only occur during allowable construction hours, when the potential adverse effects of noise are minimized (refer to Section 4.10, Noise). Additionally, per APM CUM-2, coordination with the City of San Diego CIP would limit overlapping construction of both projects at the same location, reducing potential cumulative noise effects. Therefore, while the potential for cumulatively considerable adverse noise effects are possible where the construction of the Proposed Project could overlap with construction of other projects in the immediate vicinity, impacts would be less than significant.

Compliance with Noise Codes (Question 10d)

As outlined in Section 4.10, Noise, construction of the Proposed Project would have less than significant impacts relating to local noise standards and ordinances following implementation of project design features and ordinary construction restrictions (refer to Section 3.8). The Proposed Project would comply with applicable cities of San Diego and Poway noise codes during construction, because the majority of construction activities would occur during allowable construction periods and because where construction activities may occur outside of allowable construction periods, the construction activities are not anticipated to generate high levels of noise that would exceed local noise ordinance limits. It is possible that construction sound levels may exceed the 75 dBA limit at the few noise sensitive area locations where construction would occur less than 100 feet of a residential property line, although no single receptor would be exposed to significant noise levels for an extended period of time. Additionally, helicopter usage for Proposed Project construction would be limited to those hours deemed acceptable for construction activities by the cities of San Diego and Poway Noise Code. Typical noise levels from construction activities can be found in Table 4.10-6 through 4.10-9. It is assumed that the projects listed within Table 4.16-1 would also be constructed during allowable construction timeframes. Therefore, no cumulatively considerable adverse effects relating to compliance with noise codes are anticipated.

Operation and Maintenance

Generation of Noise and Compliance with Noise Codes (Question 10c and 10d

Operation and maintenance of the Proposed Project would have less than significant impacts relating to noise and groundborne vibration. While the addition of the new 230 kV transmission line would result in minimal increases in corona noise levels (less than 3 dBA), no substantial temporary or periodic increases in ambient noise levels are expected. Operations and maintenance of both the above ground and below ground segments would be consistent with the existing conditions. None of the projects listed within Table 4.16-1 are anticipated to result in substantial noise increases that would combine with Proposed Project-generated operations noise. Therefore, no significant cumulative adverse impacts are anticipated.

4.16.8.9 Population and Housing

The Proposed Project would not have any impacts associated with the following CEQA Appendix G significance criteria relating to population and housing during construction or operations and maintenance:

- Displacement substantial numbers of existing housing (Question 11b), and
- Displacement of substantial numbers of people (Question 11c).

In addition, operation and maintenance of the Proposed Project is not anticipated to have any impacts on population and housing. Therefore, there is no potential for cumulative impacts associated with these significance criteria or operation and maintenance of the Proposed Project. The remaining population and housing-related impacts are discussed below for construction of the Proposed Project.

Construction

Construction of the Proposed Project is anticipated to have less than significant impacts relating to induced population growth in the Proposed Project area. Construction of the Proposed Project, while lasting approximately 12 months, would only include up to approximately 100 employees, which would not constitute a substantial increase in employment in the area. Furthermore, the Proposed Project would primarily employ workers who are already living within San Diego County. Additionally, the Proposed Project would not provide access to previously inaccessible areas, extend public services to previously un-served areas, or cause new development elsewhere, outside of the San Diego County area. Therefore, construction of the Proposed Project is not anticipated to combine with other projects to create cumulatively significant impacts relating to population growth.

4.16.8.10 Public Services

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

- Other public facilities (Question 12a[v]).

In addition, as outlined in Section 4.12, Public Services, there is no potential for impacts during operation and maintenance of the Proposed Project. Therefore, there would be no potential for cumulatively considerable impacts associated with these significance criteria and the above listed criteria are not further discussed herein. The remaining public services-related impacts are discussed below for construction, operation, and maintenance of the Proposed Project.

Construction

Police and Fire Protection Services (Question 10a[i and ii])

While construction of the Proposed Project would have less than significant impacts relating to the operation of police and fire protections 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. The Proposed Project would improve overall safety with regard to Fire Protections Services by decreasing fire-related impacts through the replacement of existing wood structures with steel structures along Segment A and D. Additionally, the San Diego Fire Department Station Alerting project scheduled to be complete in December 2015 would replace the fire in-station alerting systems at three locations near the Proposed Project ROW, and would decrease fire protection response time and indirectly decrease the fire impact caused by the Proposed Project, thus minimizing the potential cumulative impact in this regard. While some of the projects outlined within Table 4.16-1 (such as residential development projects) could increase demand for these services or require the construction of new or expanded facilities, the Proposed Project would not contribute to any cumulatively considerable effect because the Proposed Project would not result in similar impacts to these services. Therefore, no cumulative impacts are anticipated for police and fire protection services.

Schools (Question 10a[iii])

There are seven schools within close proximity to the Proposed Project that could potentially be impacted by some of the projects listed in Table 4.16-1. The Proposed Project would not cause any impacts with respect to school enrollment or the generation of new students, and as such, no adverse cumulative effects would exist in this regard. The seven schools that are located near the Proposed Project ROW could experience increased levels of noise, traffic, and dust due to construction vehicles and activities during the construction period, although these impacts would be minimized through the implementation of SDG&E's standard construction practices and operational procedures as well as BMPs, and other mitigation including traffic control measures.

Additionally, with respect to school traffic, none of the projects listed in Table 4.16-1 occur within the vicinity of Scripps Poway Parkway or Sundevil Way that would combine with construction traffic generated for the Proposed Project to cause an adverse cumulative effect to traffic at Dingeman Elementary and the Innovations Academy, or Carmel Valley High School, respectively. During construction activities for the Proposed Project along Segment B, access along Carmel Valley Road would be impacted for the Kids Learning Bay Center, and also to Westview High School and Mesa Verde Middle School along Camino Del Sur due to traffic entering and leaving the Torrey Santa Fe Staging Yard. Additional traffic may be generated to create an adverse cumulative impact due to the Torrey Highlands Community ID and Enhancement project along Carmel Valley Road and Camino Del Sur, and on Torrey Meadows Drive due to construction traffic for the Torrey Highlands Neighborhood Park South. However, coordination with the City of San Diego CIP per APM CUM-2 would limit additional cumulative traffic effects generated by the Torrey Highlands Community ID and Enhancement project and the Proposed Project. The Torrey Highlands Neighborhood Park South project occurs on a dead-end residential street that is not a primary access point for Westview High School or the Proposed Project. Therefore, no cumulative impacts are anticipated for these schools.

Parks (Question 10a[iv])

Utilization of Parks

The Proposed Project's impacts to existing parks would similarly not be related to increased use or the construction or expansion of park facilities. Additionally, several parks are anticipated to be constructed from 2014 to 2016 within the one mile-buffer zone surrounding the Proposed Project including Coast View Park, Del Mar Mesa Neighborhood Park, and Torrey Highlands Neighborhood Park South. Therefore, no cumulative impacts are anticipated for park facilities.

Restricted Access and Physical Impacts to Existing Parks and Recreational Facilities

While the Proposed Project would have less than significant temporary impacts with the incorporation of APM's (PS-1, PS-2, PS-3, PS-4 and PS-5) associated with restricted access to certain parks and recreational facilities during construction, the projects listed in Table 4.16-1 for the most part would not have similar effects within any facilities in common with the Proposed Project. Therefore, there is a low likelihood of cumulative impacts associated with restricted access to existing recreational facilities.

Construction-related impacts to parks within close proximity to the Proposed Project include restricted (minor and temporary) access to the following parks: Black Mountain Open Space

Park, Del Mar Mesa Preserve, Los Peñasquitos Canyon Preserve, Spring Canyon Neighborhood Community Park, Hilltop Community Park, and Black Mountain Ranch Community Park. In addition, parks within the ROW, such as Torrey Hills Dog Park, Rancho Encantada Park and associated open space and trails may be temporarily closed during construction. Alternatively, several parks are scheduled to be constructed from 2014 to 2016 within the mile-buffer zone surrounding the Proposed Project that could help to offset any restricted use due to the Proposed Project including Coast View Park and Rancho Encantada Park, as well as Torrey Highlands Neighborhood Park South and Del Mar Mesa Neighborhood Park, which are scheduled to be completed during the primary stages of the Proposed Project.

While the Proposed Project would have less than significant temporary impacts associated with restricted access to certain parks and recreational facilities, the projects listed in Table 4.16-1 for the most part would not have similar effects. Therefore, there is a low likelihood of cumulative impacts associated with restricted access to existing recreational facilities.

4.16.8.11 Recreation

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

- Construction of new or expanded recreational facilities that could result in adverse impacts to the environment (Question 13b).

In addition, as outlined in Section 4.13, Recreation, there is no potential for significant impacts during operation and maintenance of the Proposed Project. Therefore, there is no potential for cumulative impacts associated with these significance criteria or operation and maintenance of the Proposed Project. The remaining recreation-related impacts are discussed below for construction of the Proposed Project.

Construction

As discussed under Section 4.13, the Proposed Project would have less than significant temporary impacts associated with restricted access to certain parks and recreational facilities. While an increased demand for non-restricted parks may exist during construction for the Proposed Project, the quantity of existing parks and soon to be completed parks, and the short duration of the Proposed Project's construction within local parks, it is likely that not all of the parks would be restricted simultaneously, and thus, these impacts would be negligible. The projects listed in Table 4.16-1 for the most part would not have similar effects in the same location as the Proposed Project. Therefore, cumulative impacts associated with restricted access to existing parks and recreational facilities, if any, are anticipated to be less than significant.

4.16.8.12 Transportation and Traffic

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

- Changes to air traffic control patterns (Question 14c), and
- Impacts to public transit (Question 14f).

Therefore, there is no potential for cumulative impacts associated with these significance criteria for operations and maintenance. The remaining traffic and transportation-related impacts are discussed below for construction, operation and maintenance of the Proposed Project.

Construction

Traffic Congestion and LOS (Question 14a and 14b)

Construction of the Proposed Project would result in temporary less than significant impacts relating to the traffic congestion and LOS mostly due to construction activities installing the underground transmission line segment along Carmel Valley Road from Black Mountain Road to Via Albertura (Segment B), and additionally due to above ground transmission line construction along Scripps Poway Parkway, Poway Road, Carmel Mountain Road and adjacent to potential staging yards at two locations along Camino Del Sur.

Construction of the Proposed Project would result in minor, temporary increases in ADT along road segments where construction personnel, equipment, and other construction-related trips would access work areas (refer to Appendix 3-B for all work areas and roadways within the Proposed Project area). Required trips would be dispersed along multiple access routes to limit impacts. No significant deterioration of existing LOS conditions, specifically on the I-15 are expected due to the Proposed Project, and no other concurrent projects are planned as of 2014 along this corridor that could cause an adverse cumulative impact. The Peñasquitos North Trunk Sewer replacement project is also not expected to cause any adverse cumulative impacts with respect to traffic congestion along Carmel Mountain Road as the project is nearly a mile away from the Proposed Project, and is scheduled to begin in August of 2017, well after the end of Proposed Project construction activities. Additionally, the utility undergrounding project (Residential Project Block 1Y) is also nearly a mile from the Proposed Project (Peñasquitos Substation) and would only affect local traffic on El Camino Real and access to immediate residents and, as such, would have no adverse cumulative impacts related to traffic.

With respect to the underground transmission line along Carmel Valley Road, construction potentially could require temporary lane closures on Carmel Valley Road, although Traffic Control Plans would ensure AM and PM peak hours would be avoided. The Torrey Highlands Community ID and Enhancement project could generate potential adverse cumulative impacts along Segment B with respect to increased traffic congestion along this roadway if both projects were occurring concurrently along the same stretch of road. Coordination efforts with the City of San Diego CIP (APM CUM-2) would ensure construction activities do not occur concurrently in the same location and that these potential adverse cumulative impacts would remain less than significant. Additionally, no active home construction is scheduled to be on-going adjacent to

Carmel Valley Road, as construction for Marciel at Torrey Highlands is expected to be completed by the start of the Proposed Project.

Temporary impacts would also be present due to construction activities during the school year at the following locations:

- Within Torrey Highlands, of which Carmel Valley Road and Camino Del Sur provides access to the existing Westview High School and Mesa Verde High School.
- Within Torrey Highlands, along Harvest Run Road which provides access to Sage Canyon Elementary School and SDG&E ROW.
- Within Rancho Peñasquitos, along Sundevil Way which provides access to Mount Carmel High School and SDG&E ROW.
- Within Sabre Springs, along Scripps Poway Parkway, Spring Canyon Road, Scripps Creek Road, and Cypress Canyon Road which provides access to SDG&E ROW and the Innovations Academy, Dingeman Elementary, and Ellen Browning Scripps Elementary School.

With respect to intermittent school-related traffic, the only projects listed in Table 4.16-1 that would generate additional construction related traffic to cause adverse cumulative impacts would be the Torrey Highlands Community ID and Enhancement project, and the Torrey Highlands Neighborhood Park South project, both of which are scheduled to overlap with the Proposed Project from June through September 2016. The projects would mostly overlap during the summer months when school is not in session and the enhancement project construction would not occur concurrently at the same location with the Proposed Project as described in APM CUM-2. Additionally, the park would only affect traffic along a secondary access road to the recreational fields at Westview High School. Thus, cumulative impacts associated with traffic during the school year, if any, are anticipated to be less than significant.

Temporary guard structures where the transmission and/or power line would cross major roadways including Stonebridge Parkway, Pomerado Road, Scripps Poway Parkway, Poway Road, I-15, SR-56, Carmel Mountain Road, Carmel Valley Road, and East Ocean Air Drive would not cause any traffic-related impacts and none of the projects listed in Table 4.16-1 with concurrent construction activities with the Proposed Project occur within the vicinity of any of these intersections.

The only roadway project listed in Table 4.16-1 (I-5 North Coast HOV/Express Lanes Project) would not have any cumulative impacts with the Proposed Project as active construction during Phase I would only affect the I-5 corridor within northern San Diego County and south of the I-5 and I-805 merge, and additionally, the segment of I-5 within a mile of the Proposed Project would not be directly affected by construction at the Peñasquitos Substation.

Thus, with the incorporation of APM CUM-2 and timing of the potential overlap of concurrent projects with the Proposed Project, any potential adverse cumulative impacts would remain less than significant.

Change in Air Traffic Control Patterns (Question 14c)

The Proposed Project would result in less than significant impacts to air traffic patterns due to utilization of helicopters during construction and encroachment on navigable airspace within the MCAS Miramar AIA. Consultations with MCAS Miramar would ensure minimal impacts and notification to Air Traffic Control and the FAA, where applicable, prior to and during construction would also prevent any adverse impacts due to the slight increase in air traffic. None of the projects listed in Table 4.16-1 would include helicopter usage or would cause an additional impact to air traffic control patterns. Therefore, any cumulatively considerable effects are anticipated to be less than significant.

Design Hazards (Question 14d)

The Proposed Project would result in less than significant impacts during construction within public roadways, as discussed above. SDG&E would utilize guard structures for conductor stringing over roadways and encroachment permits would include traffic control plans that would ensure work is completed in a safe manner, in accordance with applicable local regulations. None of the projects outlined above would involve construction within roadways in the immediate vicinity of the Proposed Project. Therefore, any cumulative impacts associated with temporary design hazards would be less than significant.

Emergency Access (Question 14e)

Construction of the Proposed Project would result in less than significant impacts to emergency access with incorporation of APMs (refer to Section 4.14, Transportation and Traffic). APM TR-1 would ensure that SDG&E would coordinate in advance with emergency service providers to avoid restricting movements of emergency vehicles, to ensure that emergency vehicle access is maintained, and that impacts to emergency-related traffic flow are minimized. The following projects could also have impacts to emergency access that would require mitigation:

- 1. I-5 North Coast HOV/Express Lanes Project,
- 4. Residential Project Block 1Y (utility undergrounding), and
- 15. Torrey Highlands Community ID and Enhancement.

The combination of these projects could result in cumulative impacts to emergency vehicle response and access if the roadway construction were to take place in the same area (i.e., on the same roads) and at the same time, which is not expected for these three projects with the incorporation of APM CUM-2. Therefore, potentially cumulative impacts to emergency vehicle access would be less that significant.

Public Transit and Alternate Transportation (Question 14f)

The Proposed Project would result in less than significant impacts during construction due to short term disruption to two Class I Bike Lanes during construction of Segment B (Carmel Valley Road), and construction of Segment A along Poway Road east of I-15 (Poway Road-Class I Bicycle Path Project). Both of these bike lane segments would experience minimal effects during construction of the Proposed Project and temporary guard structures would be in place during stringing operations. The Residential Project Block 1Y project (utility

undergrounding) occurs adjacent to a different segment of the SR-56 Bicycle Path than the Carmel Valley Road segment (Proposed Project Segment B) that would be temporarily affected by the Proposed Project, and as such, no adverse cumulative impacts would be applicable. Additionally, the Ovation Upgrade at Peñasquitos Pump Station project adjacent to the Poway Road Bike Path and the I-15 is scheduled to have construction activities completed by March of 2016, and would not conflict with the Proposed Project schedule in this area. Thus, potentially cumulative impacts to public transit and alternate transportation would be less that significant.

Operation and Maintenance

Traffic Congestion and LOS (Question 14a and 14b)

The Proposed Project would result in less than significant impacts relating to traffic congestion and LOS during operation and maintenance activities. Operation and maintenance of Segment B would result in inspection activities at ten splice vault locations along Carmel Valley Road on 3-year cycles. While these activities may require encroachment permits and traffic control measures, any impact to local traffic conditions is anticipated to be less than significant due to the use of the median, the frequency and duration of these events, the timing of work to avoid peak hours, and the effectiveness of traffic control. None of the projects listed within Table 4.16-1 would have any substantial traffic congestion and LOS related impacts with respect to regular operations and maintenance, and as such, there are no cumulatively considerable adverse effects.

Design Hazards (Question 14d)

The Proposed Project would result in less than significant impacts relating to design hazards during operation and maintenance activities. Operation and maintenance of Proposed Project Segment B would result in a requirement for periodic access to approximately ten new underground splice vaults which could result in short-term alterations to traffic flow along Carmel Valley Road. None of the projects listed within Table 4.16-1 would have any substantial design hazard related impacts with respect to regular operations and maintenance, and as such, there are no cumulatively considerable adverse effects.

Emergency Access (Question 14e)

The Proposed Project would result in less than significant impacts relating to emergency access during operation and maintenance activities. As described above, operation and maintenance of the Proposed Project would occur in the same or essentially the locations as they occur today under baseline, existing conditions, with the exception of the identified splice vaults within the median of Carmel Valley Road. While access to these splice vaults could impact emergency access, none of the projects listed within Table 4.16-1 would have any substantial emergency related impacts with respect to regular operations and maintenance in this regard, and as such, there are no cumulatively considerable adverse effects.

4.16.8.13 Utilities and Service Systems

The Proposed Project would not have any impacts associated with the following CEQA Appendix G significance criteria relating to utilities and service systems during construction or operations and maintenance:

- Wastewater treatment requirements (Question 15a),
- New water or wastewater facilities (Question 15b),
- New stormwater facilities (Question 15c),
- Water Supply (Question 15d),
- Wastewater treatment services (Question 15e), and
- Compliance with solid waste regulations (Question 15g).

In addition, operation and maintenance of the Proposed Project is not anticipated to have any impacts relating to utilities and service systems. Therefore, there is no potential for cumulative impacts associated with these significance criteria or operations and maintenance. The remaining utilities and service system-related impacts are discussed below for construction of the Proposed Project.

Construction

Solid Waste and Landfill Capacity (Question 15f)

Construction of the Proposed Project would result in less than significant impacts to solid waste (landfill) capacity. While some of the projects listed in Table 4.16-1 (I-5 North Coast HOV/Express Lanes project and Utility Undergrounding-Residential Project Block 1Y) would have a similar potential to impact solid waste and landfill capacity, the existing local landfill system has ample capacity for the foreseeable future, waste generated by the I-5 North Coast HOV/Express Lanes project would be spread out over time, and the utility undergrounding project is not expected to result in large amounts of solid waste generation due to the small nature of the project. Therefore, cumulative impacts to solid waste and landfill capacity, if any, would be less than significant.

4.16.9 Project Design Features and Ordinary Construction/Operating Restrictions

SDG&E would implement project design features and adhere to ordinary construction and operating restrictions, as outlined in Section 3.8. While the design features and ordinary restrictions ensure the Proposed Project complies with applicable regulations, ordinances, and standards, they would also avoid significant adverse impacts to the project, public, and environment.

4.16.10 Applicant Proposed Measures

While no potentially significant cumulative impacts are expected for the following resources areas and specific significance criteria, APM CUM-2 would ensure that these impacts are minimized:

- Aesthetics: Overall Visual Character;
- Air Quality and Greenhouse Gases: Exposure of Sensitive Receptors;
- Hazards and Hazardous Materials: Hazardous Emissions within 0.25 mile of a School and Emergency Response and Evacuation;
- Noise: Generation of Noise and Vibration;
- Public Services: Schools; and
- Traffic and Transportation: Emergency Services.

These potential cumulative impacts are discussed in Sections 4.16.8.1, 4.16.8.2, 4.16.8.6, 4.16.8.8, 4.16.8.10 and 4.16.8.12. APMs relating to these impacts have also been included within Sections 4.12 (Public Services), and 4.14 (Transportation and Traffic), respectively.

Potentially significant cumulative impacts could result during construction of the Proposed Project if the construction of the Proposed Project occurs simultaneously with the construction of other key projects, specifically the previously mentioned City of San Diego CIP projects. One potentially significant cumulative impact identified relates to traffic congestion and deterioration of LOS. This potential impact is discussed in Section 4.16.8.11. Through the incorporation of APM TR-1 (see Section 4.14.6) and APM CUM-2, this potentially significant cumulative impact, would be effectively minimized and remain less than significant. Additionally, the two APMs included herein with respect to construction scheduling coordination with potential SDG&E system upgrades and City of San Diego CIP projects would ensure cumulative impacts would remain less than significant.

APM CUM-1: If any SDG&E system upgrade projects and/or planned operation and maintenance activities develop the potential to overlap with the Proposed Project, coordination of construction will be undertaken to reduce cumulative impacts and minimize overall disruption to adjoining land uses.

APM CUM-2: If any City of San Diego CIP projects have the potential to directly conflict with Proposed Project construction activities, SDG&E shall coordinate with the City of San Diego CIP to ensure that construction would not occur concurrently at the same location.

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