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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 and operation of the Proposed Project. The purpose of the Proposed Project is to increase reliability and reduce the risk of a system-wide outage affecting all of its customers and substations in the South Orange County region, as described further in Section 2.0, Proposed Project Purpose and Need. As explained below, the Proposed Project would result in the following potentially significant cumulative impacts during construction activities:

- Construction Emissions of Criteria Pollutants (mainly nitrogen oxides and particulate matter), and
- Traffic Congestion and Deterioration of LOS.

These significant cumulative impacts would only occur where construction of the Proposed Project occurs concurrently with construction of other planned projects located in the immediate vicinity of the Proposed Project. APMs have been included to minimize these impacts (refer to Sections 4.3, Air Quality and Greenhouse Gases, and 4.14, Transportation and Traffic). These APMs, along with similar mitigation measures and regulatory requirements for the adjacent projects, would ensure that these impacts are minimized.

The Proposed Project would not 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 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 criterion 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* § 15064(h)(1) further explain 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*:

> *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."*

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 48 months. 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/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 one mile of the Proposed Project components because this distance was estimated to be the furthest that the Proposed Project impacts would 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 projects:

- County of San Diego,
- County of Orange,
- City of San Juan Capistrano,
- City of San Clemente,
- City of Laguna Nigel,
- CPUC,
- CEC,
- CAISO, and
- Caltrans.

4.16.6 Existing/Operating Projects

The Proposed Project is generally surrounded by suburban (mainly single-family housing) and commercial development within the cities of San Juan Capistrano and San Clemente with some areas of undeveloped land, mainly within the unincorporated Orange County. Section 4.9, Land Use and Planning, outlined all of the specific existing land uses for the entire Proposed Project vicinity.

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 the formal application processes. 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 11 such projects have been identified within one-mile of 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 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 2nd 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.

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

Project Name	Project Location[1]	Approximate Distance from the Proposed Project[1]	Project Description/Size	Anticipated Construction Schedule	
				Begin	End
La Pata Avenue Gap Closure and Camino Del Rio Extension Project	Unincorporated Orange County, city of San Clemente	Immediately adjacent to Pole Nos. 18 through 31	This project would eliminate an existing gap in the County arterial highway system and establish a connection between Ortega Highway (SR-74) to the north and Avenida Vista Hermosa to the south. The proposed project also includes the completion of the planned extension of Camino Del Rio to Avenida La Pata.	2015	2018
SR-241 Extension Project	Unincorporated Orange County, Unincorporated San Diego County, city of Rancho Santa Margarita, city of San Clemente	Crosses under (between) Pole Nos. 43 and 44, 5b and 6b, 13a and 14a, 19a and 20a, and is adjacent to the Talega Substation	The Foothill Transportation Corridor-South is the continuation of the existing SR-241, which would complete the Foothill Toll Road, or SR-241. The 16-mile project extends the SR-241 south from Oso Parkway in Rancho Santa Margarita / Mission Viejo to the I-5 at the San Diego County line near San Onofre.	Unknown	Unknown
SR-74 Widening Project	From Calle Entradero to San Juan Capistrano / County of Orange limit line	The west end of the SR-74 Widening Project is located approximately 0.3 mile west-southwest of Pole No. 8	Caltrans would be widening approximately 0.9 mile of SR-74 from two lanes to four lanes, between Calle Entradero and the Orange County line. Construction is anticipated to last approximately 18 months.	2013	2015
I-5/SR-74 Interchange Project	I-5 and SR-74 Interchange within the city of San Juan Capistrano	0.8 mile south of the Capistrano Substation site and 0.5 mile southwest of Pole No. 7	Caltrans would be reconstructing the I-5/SR-74 Interchange. The new interchange would replace all four on/off-ramps and would affect adjacent land uses as the new I-5/SR-74 interchange would be larger than the existing interchange. The affected area is approximately 22 acres.	2012	2015
The Oaks Project	SR-74 and Avenida Siega	0.7 mile northeast of Pole No. 12	Residential development including 32 single family units and a 10-acre equestrian facility. The affected area is approximately 20.4 acres.	Unknown	Unknown

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

Project Name	Project Location[1]	Approximate Distance from the Proposed Project[1]	Project Description/Size	Anticipated Construction Schedule	
				Begin	End
The Ranch Planned Community Project/ Rancho Mission Viejo / Sendero Village	Unincorporated Orange County	Planning Area 1 (Sendero) is located approximately 0.75-mile northeast of Pole No. 5 and Planning Area 8 is located approximately 0.72 mile northeast of the Talega Substation.	The Ranch Planned Community includes 14,000 residential units, 3.48 million square feet of Urban Activity Center uses, 500,000 square feet of Neighborhood Center uses, 1.22 million square feet of Business Park uses, a 25-acre Golf Resort, and 15,132 acres of open space. The first village on the Ranch would be Sendero, scheduled to open in summer of 2013 and currently under construction. The Sendero Village would be 690 acres in size and would include approximately 940 attached and detached homes, 200 apartment units, a gated active adult enclave of 285 single-level residences adjacent to a private clubhouse and recreational facilities. Additional features include a community hall, clubhouse and recreational core, a 15-acre community park, neighborhood parks, hiking/biking trails accessing Reserve trails and a County Regional hiking and biking trails network, a 10-acre retail plaza, fire station, and a child day care center.	Sendero is under construction. No dates for other construction.	2013 for Sendero. ~2030 for all construction
Historic Town Center (San Juan Capistrano) Master Plan	Down Town San Juan Capistrano – SR-74, Camino Capistrano, Del Obispo Street	0.6 mile southwest of Pole No. 6 and 0.7 mile south of the Capistrano Substation site	Re-define zoning and land use plan for the downtown area of San Juan Capistrano. The project would provide guidance for future redevelopment of the downtown San Juan Capistrano area. The Plaza Banderas Hotel and Mission Gate House Preservation Projects (see below) are the first two development projects under the Historic Town Center Master Plan. The overall project size is approximately 150 acres.	Unknown	~2035

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

Project Name	Project Location[1]	Approximate Distance from the Proposed Project[1]	Project Description/Size	Anticipated Construction Schedule	
				Begin	End
Plaza Banderas Hotel	SR-74 and El Camino Real	0.6 mile southwest of Pole No. 6 and 0.7 mile south of the Capistrano Substation site	Mixed use development including a 124-room hotel, a 5,747 square-foot restaurant, 14,500 square feet of downtown commercial development, and a 1,971 square-foot office building. The affected area is approximately 3.18 acres. The Plaza Banderas Hotel is one of the first planned elements of the Historic Town Center Master Plan.	Unknown	Unknown
Mission San Juan Capistrano Gate House Preservation Project	SR-74 and Camino Capistrano	0.7 mile south of the Capistrano Substation site and 0.7 mile southwest of Pole No. 6	Alterations and repairs to the entry gate, gate house, electric room, gift shop, exterior wall, and landscaping for the Mission San Juan Capistrano.	Unknown	Unknown
Water and Sewer Line Construction	Del Obispo Street	0.9 mile south of the Capistrano Substation site	The city of San Juan Capistrano would be constructing/updating water and sewer lines and facilities throughout the city. This particular project is located in the Historic Town Center planning area, immediately south of the planned Plaza Banderas Hotel. The affected area is approximately 2 acres.	2012	2015
Rancho San Juan (Phase 1 and 2)	Intersection of La Pata Road and Vista Montana	Adjacent to Segment 2 of the Proposed Project	Residential development including 155 single family homes south of Vista Montana (Phase 1) and a 100-unit apartment complex north of Vista Montana, east of the San Juan Hills High School (Phase 2). The affected area is approximately 125 acres. Phase 1 is under construction and Phase 2 is under consideration (discretionary review) by the city of San Juan Capistrano.	Phase 1 is currently under construction; Phase 2 is under review by the city	Unknown

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.
Sources: city of San Juan Capistrano, Caltrans, city of San Clemente, Orange County Public Works, Rancho Mission Viejo

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Created By: TRC

Date: 4/25/2012

SDG&E is providing this map with the understanding that the map is not survey grade.

Legend

- Proposed Transmission Line - Overhead
- Proposed Transmission Line - Underground
- SR-241 Extension Project
- La Pata Avenue Gap Closure and Camino Del Rio Extension
- SR-74 Widening
- Sendero Village (The Ranch Plan)
- Water and Sewer Line Construction
- The Oaks
- Historic Town Center Master Plan
- Mission San Juan Capistrano Gate House Preservation
- Plaza Banderas Hotel
- Rancho San Juan Phase 1
- Rancho San Juan Phase 2
- I-5/SR-74 Interchange

N

0 750 1,500 3,000 Feet

South Orange County Reliability Enhancement Project

Foreseeable Projects Map

Figure 4.16-1

Sheet 1 of 3

South Orange County Reliability Enhancement

SDGE A Sempra Energy utility

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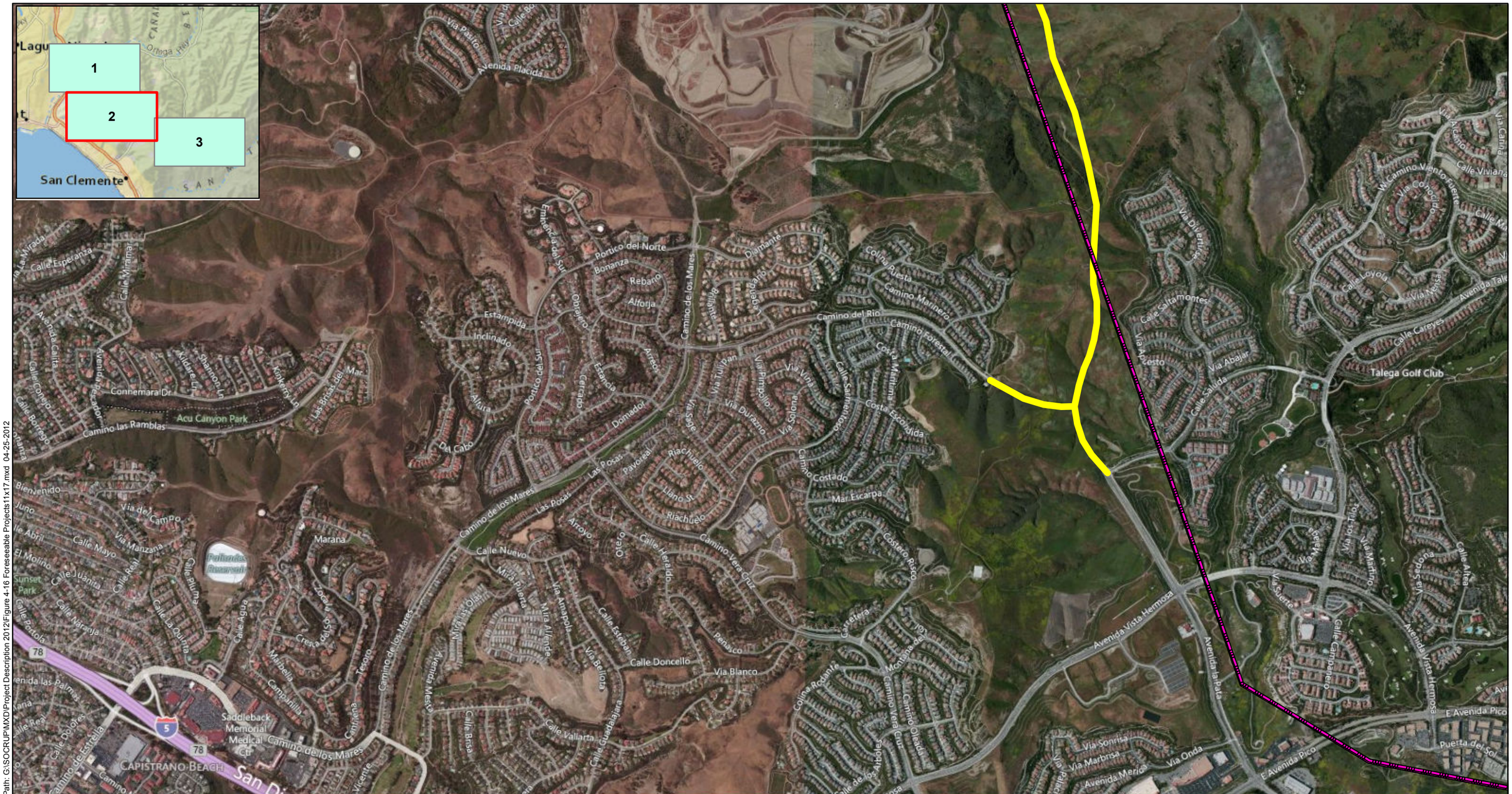

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- Rancho San Juan Phase 1
- Rancho San Juan Phase 2
- I-5/SR-74 Interchange

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South Orange County Reliability Enhancement Project

Foreseeable Projects Map

Figure 4.16-1

Sheet 2 of 3

SOUTH ORANGE COUNTY RELIABILITY ENHANCEMENT

SDGE A Sempra Energy utility

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Created For: Mary Turley

Created By: TRC

Date: 4/25/2012

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South Orange County Reliability Enhancement Project

Foreseeable Projects Map

Figure 4.16-1

Sheet 3 of 3

SOUTH ORANGE COUNTY RELIABILITY ENHANCEMENT

SDGE A Sempra Energy utility

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BACK OF FIGURE 4.16-1 (SHEET 3)

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. Projects that were not within one mile of the Proposed Project and would not likely be constructed or operated at the same time as the Proposed Project are not analyzed herein.

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

- Aesthetics,
- Air Quality and Greenhouse Gases,
- Biological Resources,
- Cultural Resources,
- Geology and Soils,
- Hazards and Hazardous Materials,
- Hydrology and Water Quality,
- Noise,
- Population and Housing,
- Public Services,
- Transportation and Traffic, and
- Utilities and Service Systems.

For each of these resource areas, only the areas in 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 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 resources areas:

- Agriculture and Forestry,
- Mineral Resources,

- Land Use and Planning, and
- Recreation.

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 adverse effects on scenic vistas (Question 1a), and
- 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

Overall Visual Character

Construction of the Proposed Project is anticipated to have temporary, less than significant impacts on the overall visual character of the surrounding area. Similarly, the projects listed in Table 4.16-1 would also result in temporary impacts in this regard. Where construction of multiple projects overlap, and construction equipment and activities are visible within the same viewsheds, impacts would be cumulatively considerable. The Proposed Project could contribute to cumulative effects on the overall visual character of the surrounding area in conjunction with the following projects, assuming that construction activities overlap:

- Rancho San Juan (Phase 1 and 2),
- La Pata Avenue Gap Closure and Camino Del Rio Extension, and
- SR-241 Extension.

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 (thereby minimizing the visual impact of Proposed Project construction), construction itself would be temporary, and there would be limited numbers of potential receptors. Where construction of the Proposed Project and the La Pata Avenue Gap Closure and Camino Del Rio Extension and SR-241 Extension projects physically overlap, the areas in which these cumulative projects would be visible contain few viewers, and large portions of the view would be blocked by intervening terrain, vegetation and other existing

topographic features that would limit potential public views of the construction activities. With respect to the Rancho San Juan project, construction of Phase 1 has already begun, and Phase 2 is unlikely to begin prior to completion of the construction of the Proposed Project, therefore it is not considered likely that construction would overlap with the Proposed Project, limiting the potential for the generation of adverse cumulative impacts.

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:

- Oaks, Sendero Village, and SR-74 Widening projects, and
- The Plaza Banderas Hotel, I-5/SR-74 Interchange, Water and Sewer Line Construction, and the Mission San Juan Capistrano Gate House Preservation projects.

Therefore, 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

Construction of the Proposed Project is anticipated to have less than significant impacts relating to new light or glare (refer to Section 4.1, Aesthetics). Minimal construction work would be performed at night; therefore the potential for significant cumulative impacts is low. The main location of night work is at the proposed San Juan Capistrano Substation site. There are, however, no other projects outlined in Table 4.16-1 within the vicinity of the proposed San Juan Capistrano Substation site that could combine with the Proposed Project to create cumulatively considerable adverse effects. Therefore, the Proposed Project is not anticipated to contribute to any cumulatively considerable adverse effects in this regard.

Operation & Maintenance

Overall Visual Character

Operation and maintenance of the Proposed Project is anticipated to have less than significant impacts on the overall visual character of the surrounding area with the incorporation of APMs (refer to Section 4.1, Aesthetics). The majority of the Proposed Project would be constructed within an existing transmission corridor and at two existing substation sites. The most intense visual changes that would result from the Proposed Project would be at the new San Juan Capistrano Substation. As outlined in Table 4.16-1 and Figure 4.16-1, there are no potential projects in this area that could combine with the Proposed Project to create a cumulative adverse effect on the overall visual character of the area.

Many of the projects listed in Table 4.16-1 would result in significant changes to the overall visual character of the surrounding area, most notably including the Plaza Banderas Hotel, The Ranch Plan/Sendero Village, Rancho San Juan, SR-241 Extension, and the La Pata Avenue Gap Closure and Camino Del Rio Extension projects. However, where these projects are in close

vicinity to the Proposed Project, significant cumulative effects are not anticipated because the Proposed Project facilities would be very similar, and located in very similar alignment, to current existing electric transmission and distribution facilities. Furthermore, the Plaza Banderas Hotel and Sendero Village projects are located over 0.7 mile from Proposed Project facilities and would not be visible in the same viewshed as the Proposed Project. Therefore, the Proposed Project is not anticipated to contribute to any cumulatively considerable adverse effects on the overall visual character of the Proposed Project 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 relating to air quality and GHG during construction or operations and maintenance:

- Diminish existing rule or future compliance requirement (Question 3f).

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:

- Objectionable odors (Question 3e).

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 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 short-term significant impacts to air quality standards and less than significant impacts relating to compliance with the 2007 AQMP, exposure of sensitive receptors to pollutant emissions, creation of objectionable odors, generation of GHGs, and compliance with GHG plans, policies, and regulations. The potential for cumulatively considerable effects relating to these significance criteria is discussed below.

Compliance with the 2007 AQMP

Construction of the Proposed Project would comply with all requirements for construction equipment and fugitive dust control as outlined in the 2007 AQMP and is therefore anticipated to have only less than significant impacts. The 2007 AQMP anticipated construction within its emissions budget and assumes that projects would comply with the applicable rules and regulations implemented to attain and maintain air quality standards. Therefore, it is assumed 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 considerable adverse effect on compliance with the 2007 AQMP.

Air Quality Standards

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 significant, short-term impacts relating to emission of the criteria pollutant nitrogen oxide for both the regional significance thresholds and LSTs, and PM_{10} and $PM_{2.5}$ would exceed the localized significance thresholds. Maximum construction emissions with overlapping segments would result in significant, short-term impacts relating to emission of all criteria pollutants except sulfur dioxide. Similar to the Proposed Project, many of the projects listed in Table 4.16-1 could also result in significant, short-term impacts to air quality. Therefore, cumulatively considerable adverse effects would result where construction activities for multiple projects occur simultaneously. However, it is assumed that all projects would comply with the SCAQMD rules and regulations for the control of construction-generated emissions. Cumulative impacts would be significant and unavoidable, but are assumed to be minimized to the greatest extent feasible through compliance with SCAQMD rules and regulations and through the APMs outlined in Section 4.3, Air Quality and Greenhouse Gases.

Exposure of Sensitive Receptors

The Proposed Project was determined to have less than significant impacts relating to emissions of TACs during construction activities. These less than significant impacts are related to emissions of diesel particulate matter, which has been identified as having carcinogenic and chronic health effects. However, the duration of construction dictates that emissions would not occur long-term, and would occur in multiple, varying locations, thus diluting the potentially harmful emission throughout the length of the Proposed Project area. While the projects listed in Table 4.16-1 could have similar potential effects relating to exposure to sensitive receptors, these impacts would similarly be associated with construction activities, which are by nature short-term compared to carcinogenic and chronic exposure periods established by the CARB and the Office of Environmental Health Hazard Assessment guidelines. In addition, emissions would be minimized through project-level and regional compliance with the SCAQMD's rules and regulations for controlling construction-related emissions. Therefore, cumulative impacts are less than significant.

Objectionable Odors

Construction of the Proposed Project is anticipated to have less than significant impacts associated with the emission of objectionable odors. 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 uses 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 in nature, even where construction of the Proposed Project would occur simultaneously with other projects. Where construction of the Proposed Project is nearest to potential receptors for objectionable odors (near the proposed San Juan Capistrano 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.

Greenhouse Gas Emissions

The Proposed Project would result in GHGs emissions during construction. These emissions would be below the 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 to result in total GHG emissions that could exceed the SCAQMD threshold, these impacts and would not substantially hinder the long-term reduction of GHG emissions within the State of California. Therefore, cumulative effects are less than significant.

Compliance with Adopted GHG Plans, Policies, and Regulations

Construction of the Proposed Project would comply with AB 32 and CARB requirements for the reduction of GHG emissions. Construction emissions were also determined to be below the SCAQMD's significance threshold for industrial projects. Therefore, impacts are anticipated to be less than significant. While construction of the Proposed Project could combine with construction of other projects to result in total emissions that could exceed the SCAQMD threshold, these impacts would not substantially hinder the long-term reduction of GHG emissions within the State of California. Therefore, cumulatively considerable adverse effects are not anticipated from construction of the Proposed Project.

Operation & Maintenance

Air Quality Standards, Compliance with the 2007 AQMP, and Sensitive Receptors

In general, operation and maintenance activities for Proposed Project would be less than or equal to current operations and maintenance activities at the Capistrano and Talega Substations and along the Talega to Capistrano transmission corridor. Actual emissions from operation and maintenance activities were all calculated to be below SCAQMD significance thresholds, and therefore would not result in significant impacts. Therefore, the potential for significant cumulatively considerable adverse effects relating to emissions and/or compliance with the 2007 AQMP is considered to be very low and less than significant.

Greenhouse Gas Emissions and Policies

Operation and maintenance GHG emissions were calculated to be well below the SCAQMD's GHG significance threshold for industrial projects (refer to Section 4.3, Air Quality and Greenhouse Gases). Some of the projects listed in Table 4.16-1, such as those with new residential development, could result in increased GHG emissions. But other projects listed in Table 4.16-1, such as roadway extension projects, would reduce GHG emissions by improving regional circulation and reducing regional vehicles miles traveled and vehicle hours traveled.

For example, the EIR for the La Pata Avenue Gap Closure and Camino Del Rio Extensions project concluded that the project would reduce GHG emissions by 28,012 lbs per day.

None of the projects listed in Table 4.16-1 are anticipated to include sulfur hexafluoride. No cumulative impacts associated with the use and fugitive emission of sulfur hexafluoride are therefore anticipated.

Some of the projects listed in Table 4.16-1, such as the Sendero Village, Rancho San Juan, and the Oaks, would induce 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, or Species Movement/Migration

Construction of the Proposed Project is anticipated to have less than significant impacts relating to state and federally listed species, protected habitats, and species movement and/or migration. Impacts to native vegetation communities resulting from the construction of substations, transmission lines, access roads, other support facilities, and temporary construction areas can be cumulatively significant when assessed with regional projects. As illustrated in Table 4.16-1, there are 11 projects that are either within a one-mile radius of the Proposed Project or large enough to have a regionally significant impact.

The majority of the Proposed Project's permanent impacts would be limited to areas that are not highly sensitive, with the exception of less than 1.5 acres of permanent impacts from poles and access roads located in CSS. The areas of permanent impacts from poles or 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.

Cumulative impacts within a region are most effectively mitigated by comprehensive plans that addresses 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 reduce and mitigate for regionally cumulative impacts to biological resources. Impacts to CSS are pre-mitigated through the *SDG&E Subregional NCCP*, and therefore the Proposed Project's impacts to CSS would not be significant. Implementation of mitigation measures 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 State and Federal Endangered Species Acts, 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

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

- Impacts to historic resources (Question 5a).

In addition, 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 or 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 with implementation of APMs (refer to Section 4.5, Cultural Resources) and less than significant impacts to human remains. 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.

It is anticipated that projects of various scale and type would be developed within the area of the Proposed Project, given the nature of the area and the length and alignment of the transmission routes. As illustrated in Table 4.16-1, there are 11 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 cultural resources are site-specific, and as such are not expected to combine with the development of other projects to cumulatively increase the risk of impacting historic or prehistoric archaeological or paleontological resources or human remains. Potential impacts are mitigated on a case-by-case basis. As such, the Proposed Project's contribution to cumulative impacts related to cultural resources would be less than significant, with the APMs outlined in Section 4.5, Cultural Resources.

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.

Therefore, there would be no potential for cumulatively considerable impacts associated with these significance criteria or operation and maintenance of the Proposed Project. The remaining geology, soils and mineral resources impacts are discussed below for construction of the Proposed Project.

Construction

Seismic and Geologic Hazards

Construction of the Proposed Project is anticipated to have less than significant impacts relating to seismic and geologic hazards, with implementation of APMs (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 some of the projects listed within Table 4.16-1. For instance, the La Pata Avenue Gap Closure and Camino Del Rio Extension project would involve construction of a new roadway segment through areas with some of the same geologic risks affecting the Proposed Project (such as landslide risk). However, these potential impacts are largely mitigated through adherence to design and engineering standards, which are applicable to all of the projects listed in Table 4.16-1. Furthermore, construction activities are short-term, and workers are not exposed to potential risks for long periods of time (i.e. only during work hours). Finally, construction activities would not occur at the same site, thereby reducing the probability of multiple construction crews (i.e. from different projects) substantially increasing the number of people exposed to potential risks during construction activities.

Soil Erosion and Loss of Topsoil

Construction of the Proposed Project would have less than significant impacts relating to soil erosion and loss of topsoil. The following projects would result in similar impacts during construction activities, and are located in close proximity to the Proposed Project:

- La Pata Avenue Gap Closure and Camino Del Rio Extension,
- SR-241 Extension, and
- Rancho San Juan (phase 1 and 2).

While these projects would have impacts relating to soil erosions 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 while the cumulative effects from the combined projects 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:

- Section 65962.5 listed sites (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.

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

Construction

Routine Transport and Handling of Hazardous Materials and Wastes

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 with implementation of APMs (refer to Section 4.7, Hazards and hazardous Materials). Specifically, these impacts are reduced to a level less than significant through incorporation of APM HAZ-1 and adherence to existing hazardous materials and worker safety regulations, including SDG&E Environmental Standards and construction BMPs. APM HAZ-1 is specific to the existing Capistrano Substation and is not applicable to any other projects. 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. None of the projects outlined within Table 4.16-1 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 hazardous materials is less than significant.

Hazardous Emissions within 0.25 Mile of a School

Construction of the San Juan Capistrano Substation would involve the handling of hazardous building materials such as asbestos-containing materials and lead-based paints. Adherence to existing worker safety and hazardous waste control regulations would ensure that potential impacts to nearby schools are less than significant. Additionally, none of the projects outlined in

Table 4.16-1 are in the immediate vicinity of the San Juan Capistrano Substation site (or the JSerra and Saddleback Valley Christian schools north of the San Juan Capistrano Substation site) and none of these projects would be likely to involve acutely hazardous materials or emissions. Therefore, any cumulative impacts would be less than significant.

Emergency Response and Evacuation

The Proposed Project would not interfere with any emergency plans. Refer to discussion for cumulative impacts associated with traffic and transportation under Section 4.16.8.13 (Transportation and Traffic) below.

Fire Hazards

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 FTZs, could be cumulatively considerable with other projects that would involve construction in the same areas (including the La Pata Avenue Gap Closure and Camino Del Rio Extension and the SR-241 Extension projects). The remaining projects outlined in Table 4.16-1 are either not located in heavily vegetated areas or not in the immediate vicinity of the Proposed Project construction within such areas. With respect to potentially cumulatively considerable impacts resulting from construction of the Proposed Project and either the La Pata Avenue Gap Closure and Camino Del Rio Extension project or the SR-241 Extension project, impacts would be less than significant because none of these projects would expose large numbers of people to the risk of wildland fire and because all three projects involve construction of infrastructure and not housing, commercial, or industrial development.

4.16.8.7 Hydrology and Water Quality

The Proposed Project would not have any 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), and
- Placement of housing within flood zones (Question 8g).

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 significance criteria:

- Effects on existing drainage patterns (Questions 8c and 8d).

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 hydrology and water quality-related impacts are discussed below for construction, operation, and maintenance of the Proposed Project.

Construction

Stormwater and Water Quality

Construction of the Proposed Project would result in less than significant impacts to water quality standards, stormwater, and other water quality. While construction of the Proposed Project has the potential to cause detrimental impacts to water quality, these potential adverse effects are minimized by complying with existing regulations, including NPDES and stormwater control regulations, and by implementing the *SDG&E BMP Manual*.

The projects listed in Table 4.16-1 would have similar potential to degrade water quality during construction, but these projects would also be subject to existing water quality and stormwater regulations and would also generally be considered to have less than significant impacts on water quality. The roadway extension projects 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. Construction of the Proposed Project would not substantially contribute to this effect, however, because it would not increase the amount of impermeable surfaces.

None of the projects outlined in Table 4.16-1 involve direct discharges to surface waters that could result in significant adverse effects to surface water quality, although some of the projects would likely include impacts to WUS and waters of the State of California. Regardless, construction of the Proposed Project is not anticipated to result in significant adverse effects to surface water quality. No cumulatively considerable effects are anticipated. Overall, the Proposed Project is not anticipated to contribute to any cumulatively considerable adverse effects on water quality.

Drainage Patterns

Construction of the Proposed Project would not result in substantial effects to the existing drainage patterns in the Proposed Project area. Impacts are therefore anticipated to be less than significant. The Proposed Project would involve grading and earth-moving activities that could indirectly effect drainage patterns and flow rates. However, construction of the Proposed Project would ensure that grading and earthwork does not substantially alter the existing drainage pattern and would not result in increased surface flow outside of existing drainage patterns. The Proposed Project would therefore no result in significant adverse effects to surface water quality.

Some of the projects listed in Table 4.16-1 would alter existing drainage patterns and drainages within the Proposed Project area: Rancho San Juan, SR-241 Extension, and the La Pata Avenue Gap Closure and Camino Del Rio Extension projects. 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.

100-Year Flood Zone and Mudflow Effects

While the Proposed Project would place two pole structures within the 100-year flood zone, these structures would not create a substantial risk to people or other structures, and would be designed to withstand foreseeable floods conditions. Therefore, impacts are anticipated to be

less than significant. These structures are relatively small in scale in relation to the flood zone and are not expected to substantially alter flood conditions in the vicinity. While the Oaks and Sendero Village projects appear to potentially place habitable structures within the 100-year flood zone, the Proposed Project does not and would therefore not contribute to any cumulatively considerable adverse effect.

The Proposed Project would implement soil erosion and stormwater control BMPs and would therefore not result in significant impacts relating to potential mud flow conditions. The La Pata Avenue Gap Closure and Camino Del Rio Extension project would have the potential to create and/or be affected by mud flow conditions. This project, however, would be subject to the same stormwater control regulations, including BMPs, as the Proposed Project. The La Pata Avenue Gap Closure and Camino Del Rio Extension project has also been designed to include remedial grading activities to mitigate the potential for mud flow conditions to result from, or effect, the project or the surrounding area.

The Proposed Project is not anticipated to contribute to any cumulatively considerable adverse effects relating to the 100-year flood zone or mudflow.

Operation & Maintenance

Stormwater and Water Quality

Operation and maintenance of the Proposed Project is anticipated to have less than significant impacts to stormwater and water quality. 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*. Operation and maintenance of the Proposed Project would also be very similar to existing operation and maintenance activities at the Capistrano and Talega Substations and along the Talega to Capistrano transmission corridor.

Operations and maintenance effects on water quality would not represent a substantial change, if any, from existing conditions. Operation and maintenance of the Proposed Project is therefore not anticipated to contribute to cumulatively considerable adverse impacts to water quality.

100-Year Flood Zone and Mudflow Effects

Operation and maintenance of the Proposed Project is anticipated to have less than significant impacts relating to 100-year flood zones and mudflow effects with implementation of APMs (refer to Section 4.8, Hydrology and Water Quality). Once the Proposed Project is constructed, potential effects relating to mudflow conditions would be greatly reduced in relation to construction. The two pole structures placed within the 100-year flood zone would be properly designed for this placement and would not result in the exposure of substantial numbers of people to potential flood and/or mudflow conditions.

Operation and maintenance of the Proposed Project would also be very similar to existing operation and maintenance activities at the Capistrano and Talega Substations and along the Talega to Capistrano transmission corridor. Some of the projects listed in Table 4.16-1, such as the Oaks and Sendero Village projects, could result in the placement of large numbers of people and structures within existing flood zones. The Proposed Project would not contribute to any

potentially cumulative adverse effects in this regard because the Proposed Project would not place large numbers or structure or people at risk to flood conditions.

The La Pata Avenue Gap Closure and Camino Del Rio Extension project would affect drainage patterns and could alter the potential for mudflow or flood conditions in the vicinity of the Proposed Project. The La Pata Avenue Gap Closure and Camino Del Rio Extension project, however, would be designed to mitigate for these potential conditions. The Proposed Project would not involve similar construction within existing drainages or addition of new impermeable surfaces. The Proposed Project therefore is not anticipated to substantially contribute to any cumulatively considerable adverse effects.

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).

In addition, as outlined within Section 4.10, Noise, construction of the Proposed Project would not have any impacts associated with the following CEQA Appendix G significance criterion:

- Increases in ambient noise levels (Question 10c).

As also outlined in Section 4.10, Noise, operation and maintenance of the Proposed Project would not have any impacts associated with the following CEQA Appendix G criteria:

- Groundborne vibration (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

As outlined in Section 4.10, Noise, construction of the Proposed Project would have less than significant impacts relating 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. Furthermore, the most noise sensitive portion of the Proposed Project is the San Juan Capistrano Substation site, because it is the location in which sensitive receptors are located nearby, but the substation site area does not contain any other projects which would contribute to cumulatively considerable adverse noise effects. The

main areas where the Proposed Project could be constructed in close proximity to other construction projects, there are much less noise sensitive land uses. Specifically, potential cumulative noise effects are most likely at the following locations:

- Segment 3, near Pole Nos. 18 through 28, where construction of the Proposed Project could overlap with construction of the La Pata Avenue Gap Closure and Camino Del Rio Extension project.
- Segment 4, where construction of the Proposed Project could overlap with construction of the SR-241 Extension project.

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 are would only occur during allowable construction hours, when the potential adverse affects of noise are minimized. 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

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. The Proposed Project would comply with applicable 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 assumed that the projects listed within Table 4.16-1 would also be constructed during allowable construction timeframes. Where other projects may require extensive work outside of allowable construction timeframes (such as, for example, the I-5/SR-74 Interchange project which may require extensive work at night) it is unlikely that the Proposed Project would substantially contribute such effects either due to distance or the limited potential for the Proposed Project to generate construction noise during non-allowable construction hours. The majority of the construction work to occur outside of allowable construction hours would be conducted at the San Juan Capistrano Substation site, where no other projects were identified. Therefore, no cumulatively considerable adverse effects relating to compliance with noise codes are anticipated.

Operation & Maintenance

Generation of Noise and Compliance with Noise Codes

Operation and maintenance of the Proposed Project would have less than significant impacts relating noise and groundborne vibration, mainly occurring at the San Juan Capistrano Substation, where new equipment would be installed that would have different noise output levels that the current substation equipment. Actual operation and maintenance activities (i.e. substation maintenance, structure brushing, and access road maintenance) at both substations and along the transmission corridor would be very similar to those that occur as part of the operation and maintenance of existing facilities. Therefore, the only potential for significant noise-related

cumulative impacts associated with the operation and maintenance of the Proposed Project would be at the new San Juan Capistrano Substation. However, no other projects were indentified within 0.7 mile of the San Juan Capistrano Substation site, therefore, there is not potential for noise generated from the new substation equipment to contribute to a cumulatively considerable adverse effect.

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 48 months, would not include substantial numbers of workers (up to approximately 60 workers at one time). 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 or operations and maintenance:

- Schools (Question 12a[iii]), and
- 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 associated with the following CEQA Appendix G significance criteria:

- Police and fire protection (Question 12a [i and ii]).

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

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. While some of the projects outlined within Table 4.16-1 (such as the Ranch Plan and Sendero Village project, Rancho San Juan, the Plaza Banderas Hotel, and The Oaks project) would increase demand for these services and 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.

Parks

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. While the Ranch Plan/Sendero Village, Rancho San Juan, Plaza Banderas Hotel, and the Oaks projects all could increase utilization of park facilities, and, in the case of the Oaks and Ranch Plan/Sendero Village, would include new parks and similar facilities the Proposed Project would not add to these impacts. 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 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.

Reduction in Availability of Existing Equestrian Facilities

The Oaks and Sendero Village (The Ranch Plan) projects do propose impacts to existing equestrian facilities (the Oaks project would to replace an existing private equestrian facility with a similar, but smaller facility at the same site and the Sendero Village site is partially located on an existing equestrian facility). While the combination of these two projects could be considered to have an impact on recreation due to reduction of availability of equestrian facilities, the Proposed Project does not include any similar impacts to existing equestrian facilities and as such would not result in any cumulative impacts.

Operation & Maintenance

Restricted Access and Physical Impacts to Existing Parks and Recreational Facilities

While the Proposed Project would result in less than significant impacts (with incorporation of APMs) to existing parks and recreational facilities that occur within the existing SDG&E ROW, none of the projects listed in Table 4.16-1 are likely to have similar impacts. The Oaks and Sendero Village projects would involve a net reduction in the availability of private equestrian facilities in the San Juan Capistrano area; however, the Proposed Project would not result in similar impacts. Therefore, no cumulatively considerable impacts are anticipated.

4.16.8.11 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 construction or operations and maintenance:

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

In addition, as discussed in Section 4.14, Transportation and Traffic, the Proposed Project would not have any impacts relating to transportation and traffic during operation and maintenance. Therefore, there is no potential for cumulative impacts associated with these significance criteria or operations and maintenance. The remaining traffic and transportation-related impacts are discussed below for construction of the Proposed Project.

Construction

Traffic Congestion and LOS

Construction of the Proposed Project would result temporary potentially significant impacts relating to the traffic congestion and LOS (Questions 14a and 14b) due to construction activities during the school year within Vista Montana, which provides access to the existing San Juan Hills High School. All of the roadway projects listed in Table 4.16-1 (I-5/SR-74 Interchange, SR-74 Widening, and the La Pata Avenue Gap Closure and Camino Del Rio Extension projects) would have similar impacts to the Proposed Project during construction activities on/within existing roadways. However, with respect to the I-5/SR-74 Interchange and SR-74-Widening projects, the impacted roadway segments would not be located in the same roadway segments that the Proposed Project would affect. The Proposed Project would involve construction within the following roadways:

- Camino Capistrano,
- Calle San Diego,
- Vista Montana, and
- Via Pomplona.

While none of the roadway projects listed in Table 4.16-1 directly involve any of the above listed roadways, the La Pata Avenue Gap Closure and Camino Del Rio Extension project involves the widening of La Pata Avenue between the Prima Deshecha Landfill to approximately 2,700 feet south of the intersection of SR-74 and La Pata Avenue. This section of La Pata Avenue connects to Vista Montana. Therefore, should construction of the La Pata Avenue Gap Closure and Camino Del Rio Extension project be conducted concurrently with construction of Segment 2 of the Proposed Project during the hours when the San Juan Hills High School has students arriving and departing from the school campus cumulatively considerable impacts to traffic congestion and LOS would occur.

The Rancho San Juan project (Phase 1 and 2) is also located at the intersection of La Pata Avenue and Vista Montana, and as such could also contribute to traffic impacts during construction of the Proposed Project and the La Pata Avenue Gap Closure and Camino Del Rio Extension project. However, Phase 1 of the Rancho San Juan project is already under construction and Phase 2 has not yet been approved by the city of San Juan Capistrano. Considering that construction of the Proposed Project (Segment 2) would not occur until 2016/2017 and the La Pata Avenue Gap Closure and Camino Del Rio Extension project is not scheduled to begin construction until 2015, it is likely that construction of Rancho San Juan (Phase 1) would already be complete by the time Proposed Project construction began.

Construction of the Proposed Project at the San Juan Capistrano Substation would last approximately 48 months, with varying levels of intensity, including construction related traffic. However, none of the projects listed in Table 4.16-1 are in the vicinity of the San Juan Capistrano Substation site and it is unlikely that construction traffic associated with any of the projects located in the downtown San Juan Capistrano area (I-5/SR-74 Interchange project, Plaza Banderas Hotel, Historic Town Center Master Plan, Mission San Juan Capistrano Gate House Preservation project, and the Water and Sewer Line Construction project) would generate traffic in the vicinity of the San Juan Capistrano Substation site or in the vicinity of the transmission line work west of the substation. Therefore, there would not be any cumulatively considerable traffic effects in the area of the San Juan Capistrano Substation as a result of the Proposed Project combined with the other cumulative projects.

Emergency Access

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). The following projects could also have impacts to emergency access that would require mitigation:

- I-5/SR-74 Interchange project,
- SR-74 Widening project, and
- La Pata Avenue Gap Closure and Camino Del Rio Extension project.

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. Only the La Pata Avenue Gap Closure and Camino Del Rio Extension project has this potential. However, similar to the Proposed Project, the potential impacts would be mitigated through adherence to applicable local regulations for traffic control

and emergency vehicle access. The La Pata Avenue Gap Closure and Camino Del Rio Extension project would include the preparation of a Traffic Management Plan that would ensure that construction activities would not restrict the movement of emergency vehicles. Implementation of APM TR-3 would ensure that the Proposed Project is constructed in compliance with the Traffic Management Plan for the La Pata Avenue Gap Closure and Camino Del Rio Extension project. Therefore, potentially cumulative impacts to emergency vehicle access would be less that significant.

Design Hazards

The Proposed Project would result in less than significant impacts during construction within public roadways, as discussed above. As outlined above, only the La Pata Avenue Gap Closure and Camino Del Rio Extensions project would involve construction within roadways in the immediate vicinity of the Proposed Project (at Segment 2 – Rancho San Juan). However, the La Pata Avenue Gap Closure and Camino Del Rio Extension project would have in place similar traffic control measures that would mitigate potential hazards associated with the construction along La Pata Avenue. Therefore, any cumulative impacts associated with temporary design hazards would be less than significant.

4.16.8.12 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

Construction of the Proposed Project would result in less than significant impacts to solid waste (landfill) capacity. While almost of all of the projects listed in Table 4.16-1 would have a similar potential to impact solid waste and landfill capacity, the existing local landfill system has ample capacity for the foreseeable future. As outlined in Table 4.15-1, the three local landfills have a

combined existing capacity of 185.4 million cubic yards. Therefore, there would not be a cumulatively considerable adverse effect on solid waste and landfill capacity.

4.16.9 Application Proposed Measures

Two 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. These impacts relate to 1) emission of the criteria pollutants, and 2) traffic congestion and deterioration of LOS. These potential impacts are discussed in Sections 4.16.8.2 and 4.16.8.11, respectively. APMs relating to these impacts have been included within Sections 4.3 (Air Quality and Greenhouse Gases) and 4.14 (Transportation and Traffic), respectively. These APMs would effectively minimize these potentially significant cumulative impacts, and as such no additional APMs are included herein.

4.16.10 References

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