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4.18 CUMULATIVE ANALYSIS

4.18.0 Introduction

This section discusses potential cumulative impacts related to the construction and operation of the proposed San Diego Gas & Electric Company (SDG&E) Tie Line 649 Wood-to-Steel Replacement Project (Proposed Project).

The California Environmental Quality Act (CEQA) Guidelines require a discussion of cumulative impacts of a project. Cumulative impacts refer to two or more individual impacts that, when considered together, are considerable or that compound or increase other environmental impacts. The following cumulative analysis evaluates the potential cumulative impacts from the Proposed Project in combination with other planned and proposed projects in the area. Based on the cumulative impacts analysis, the Proposed Project will not result in a significant cumulative environmental impact in any of the resource areas evaluated.

4.18.1 Significance Criteria

CEQA defines cumulative impacts as changes in the physical environment resulting from the incremental impact of the project when added to other nearby past, present, and future projects. Impacts will be considered significant if they exceed the individual criterion established for each resource area, as described in Section 4.1 Aesthetics through Section 4.17 Utilities and Service Systems. If this occurs, the Proposed Project's contribution will be analyzed to determine whether it is cumulatively considerable (CEQA Guidelines § 15064[h][1]). Section 15064(h)(1) of the CEQA Guidelines 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 Section 15064(h)(4) of 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."

4.18.2 Timeframe of Analysis

For the purpose of this cumulative impacts analysis, the Proposed Project is defined in terms of construction duration and post-construction operation and maintenance. SDG&E anticipates that construction of the entire Proposed Project will take approximately seven months from initial site development through energization. Construction of the Proposed Project is anticipated to begin in September 2016, depending on agency approvals.

4.18.3 Area of Analysis

The analysis of potential cumulative impacts is limited to projects occurring within an approximately two-mile-wide corridor centered on the approximately seven-mile Proposed Project alignment (i.e., one mile on each side of the alignment). The analysis area represents the physical extent of the limits in which permanent impacts of the Proposed Project may occur. An approximately one-mile buffer is based on the size, location, and the minimal impacts associated

with the Proposed Project. For these reasons, the approximately one-mile buffer is an appropriate distance to determine the potential for other reasonably foreseeable projects to be cumulatively considerable. It is assumed that potential cumulative impacts will not occur in conjunction with other projects beyond this distance because of the nature of power line construction and operation. Construction of power lines entails a short duration of construction activity at each pole site or crossing, and operation of the line involves few impacts due to occasional inspections and repairs. Neither construction nor operation will result in impacts significant enough to be cumulatively considerable, particularly if the planned projects are greater than one mile away.

4.18.4 Methodology

Existing conditions and reasonably foreseeable projects were identified within a one-mile buffer of each Proposed Project component. Information was gathered from Internet searches of local planning department and state agency websites. The websites of the following entities were reviewed for development projects, road and utility improvement projects, and capital investment projects:

- Federal Aviation Administration (FAA)
- California Energy Commission (CEC)
- California Department of Transportation
- California Independent System Operator (CAISO)
- California Public Utilities Commission (CPUC)
- California Department of Corrections and Rehabilitation
- County of San Diego
- City of San Diego
- City of San Diego Airports Division
- City of Chula Vista

4.18.5 Existing/Operating Projects

Past projects within the vicinity of the Proposed Project include residential, light industrial, and commercial developments; private recreational facilities; and correctional facilities. Suburban residential land uses are located predominantly in the western area, within the City of San Diego. East of the residential area (and north of the Proposed Project) are private recreational facilities, including a water park and concert amphitheater. Further to the east and north of the Proposed Project area is the Otay Valley Quarry. Brown Field Municipal Airport is located approximately 0.8 miles south of the Proposed Project. The central portion of the Proposed Project runs parallel to the Otay River for several miles, and crosses rural/undeveloped land, indicating the lack of structures on the properties and uses such as grazing and other rural or semi-agricultural uses. At the eastern end of the Proposed Project, the line travels adjacent to and within the property boundary of the Richard J. Donovan Correctional Facility. Parcels to the west of and adjacent to the correctional facility are open space park land. Parcels at the southwestern end of the Proposed Project are currently undeveloped. As such, the existing and operating projects in the area consist mainly of residential, light industrial, commercial, and public institutional uses. The existing power line has been a part of the local landscape for several decades.

4.18.6 Foreseeable Projects Inventory

For the purposes of this document, "reasonably foreseeable" refers to projects that federal, state, or local agency representatives have knowledge of from the formal application process. Table 4.18-1: Planned and Proposed Projects within One Mile lists 11 known projects that are within one mile of any Proposed Project component. Given that the Proposed Project involves the replacement of poles of an existing power line, it does not have the potential to change land use patterns in the area. Environmental impacts associated with the Proposed Project are expected to be less than significant or have no impact for most resources.

4.18.7 Potential Cumulative Impacts

This section discusses whether the Proposed Project will result in significant short-term or long-term environmental impacts when combined with other past, present, planned, and probable future projects in the area. Short-term impacts are generally associated with construction of the Proposed Project, while long-term impacts are those that result from permanent Proposed Project features or operation of the Proposed Project.

Construction, operation, and maintenance of the Proposed Project will not impact the following resources and, therefore, will not contribute to a cumulative effect in these areas:

- Agriculture and Forestry Resources
- Land Use and Planning
- Mineral Resources
- Recreation

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

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

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas (GHG) Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Population and Housing
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

These resources are discussed further in the subsections that follow.

Table 4.18-1: Planned and Proposed Projects within One Mile

Project	Approximate Location	Approximate Distance from the Proposed Project (miles)	Project Description/Size	Anticipated Construction Schedule	
				Start	End
Parkside at Dennery Ranch	North of Dennery Road/West of Dennery Canyon (City of San Diego)	0.2	Construction of 73 detached condominium townhomes and a neighborhood park, along with the installation of associated roadways, utilities, and landscaping on an approximately 22-acre site.	Unknown	Unknown
Heritage Road Bridge Replacement	Heritage Road between Main Street and Entertainment Circle North (City of Chula Vista)	0.3	Replacement of an interim bridge over the Otay River, which will accommodate future growth and development of Heritage Road into a six-lane highway. Design will also accommodate a 100-year storm event.	2015	Winter 2018
Otay Ranch University Village 3	North of Main Street at Heritage Road (City of Chula Vista)	0.3[1]	Mixed-use development on approximately 250 acres. Development includes 1,597 homes, a business park, mixed office/commercial uses, and open space.	Late 2014	2018
Pio Pico Energy Center Gas Line	Otay Mesa Road (Unincorporated San Diego County)	0.3	Construction of an approximately 11,000-linear-foot, 16-inch gas pipeline.	May 2015	March 2016

[1] This is the distance to the portion of the planned project involving construction of residential areas. The planned project includes protection of open space that is located closer to the Proposed Project.

Project	Approximate Location	Approximate Distance from the Proposed Project (miles)	Project Description/Size	Anticipated Construction Schedule	
				Start	End
Level II Infill Correctional Facilities Project	Adjacent to (southeast of) Richard J. Donovan Correctional Facility (Unincorporated San Diego County)	0.5	Construction of a 792-bed facility, covering approximately 35 acres. Also under consideration for a potential alternative facility that will consist of a 1,584-bed Level II infill correctional facility complex, covering approximately 55 acres.	April 2014	2016
Otay Ranch University Village 8 East	Wiley Road at State Route (SR-) 125 (City of Chula Vista)	0.6[2]	Mixed-use development on approximately 575 acres with 3,560 dwelling units, commercial/retail uses, an elementary school, neighborhood park, and open space.	Early 2016	2024
Otay Ranch University Village 10	Wiley Road, east of SR-125 (City of Chula Vista)	0.6[2]	Mixed-use development on approximately 363 acres with 1,740 dwelling units, an elementary school, private recreation, a neighborhood park, and open space.	2023	2029

[2] This is the distance to the portion of the planned project that involves construction of residential areas. The planned project includes protection of open space that crosses the Proposed Project.

Project	Approximate Location	Approximate Distance from the Proposed Project (miles)	Project Description/Size	Anticipated Construction Schedule	
				Start	End
Otay Water Treatment Plant Concrete Work	Approximately 0.2 mile southwest of the Lower Otay Reservoir, just south of Wueste Road (City of Chula Vista)	0.7	Replacement of the existing concrete coating of Sedimentation Basins 1 and 2 with a pinhole-free protective coating to preserve surfaces from corrosion and to prevent the plant from future malfunction and failure.	March 2013	June 2016
Runway 8L-26R Rehabilitation Project	Brown Field Municipal Airport (City of San Diego)	0.8	Removal of approximately 50 feet of existing Portland Cement Concrete (PCC), building up of the asphalt/concrete section to the proposed grade, rubblization of existing PCC in the middle 50 feet of Runway 26R, and repairs to the westerly end of Runway 8L-26R.	2015	2016
Taxiway A Rehabilitation and Run-Up Pads	Brown Field Municipal Airport (City of San Diego)	0.8	Rehabilitation of pavement at Taxiway A and Run-Up Pads (i.e., areas for engine warm-up and Instrument checks) to meet FAA, state, and local engineering and construction standards. This project will allow smoother and more expeditious use of the taxiway, and increase the size of the engine run-up areas.	Unknown	Unknown

Sources: CEC, 2014; CAISO, 2014; CPUC, 2014; California Department of Corrections and Rehabilitation, 2013; City of Chula Vista, 2014a, 2014b, 2014c; City of San Diego, 2014; City of San Diego Airports Division, 2014; City of San Diego Council District 8, 2014; County of San Diego, 2014; SDG&E, 2014

Aesthetics

Cumulative impacts to visual resources could occur where Proposed Project facilities are viewed in combination with other past, present, planned, and probable developments. The significance of cumulative visual impacts depends on a number of factors, including the degree to which the viewshed is altered and the extent to which scenic resources in the area are disrupted due to either view obstructions or direct impacts to scenic resource features. The Proposed Project viewshed is defined as the general area from which it is visible or can be seen. For the purpose of this analysis, the potential effects on foreground viewshed conditions are emphasized. The foreground is defined as the zone between 0.25 and 0.5 mile from the viewer. Landscape detail is most noticeable and objects generally appear most prominent when seen in the foreground.

The construction schedule for the Proposed Project could overlap with the construction schedules for four of the planned and proposed projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile. An additional two projects have construction timelines that are unknown and could overlap with the Proposed Project. These projects will increase the potential for adverse cumulative impacts to occur from construction equipment, vehicles, materials, staging yards, and project personnel. However, views of construction from most of these cumulative projects will not likely be visible within the same viewshed as the Proposed Project, given the intervening topography and existing structures. For residents in the Dennery Canyon neighborhoods, construction of the Proposed Project could overlap with the Parkside at Dennery Ranch condominium construction. Construction of this project could result in a cumulative impact, but more likely will obscure construction of the Proposed Project due to its close proximity to the neighborhoods. Construction of the Heritage Road Bridge Replacement could overlap with construction of the Proposed Project. Construction of the bridge will be visible to the Dennery Canyon neighborhoods as well, and both projects will temporarily affect the middle-ground viewshed from these residential neighborhoods. Construction of mixed-use developments (i.e., the Otay Ranch University Village 3 and 8 East projects) will overlap with construction of the Proposed Project and may affect the distant views from these neighborhoods. Finally, construction of the Level II Infill Correctional Facilities Project at Richard J. Donovan Correctional Facility and, potentially, the two Brown Field Municipal Airport projects will also temporarily affect the views of drivers in the area. Adverse visual impacts during construction will be temporary and are generally accepted by the public. These temporary aesthetic impacts will be cumulative; however, they are not expected to be significant.

Permanent cumulative visual impacts could occur as a result of Proposed Project components being located near other proposed developments. Expected visual changes associated with the future development in the Proposed Project area will result from a combination of the Proposed Project with other planned projects. Seven of the projects identified in Table 4.18-1: Planned and Proposed Projects within One Mile are located within 0.5 mile of the Proposed Project. However, the permanent impact of the Proposed Project involves incremental changes in pole heights and color, given that the Proposed Project involves the modification of an existing power line. From many locations in the surrounding area, views of the Proposed Project will be partially or fully screened by intervening topography. In addition, several of the planned projects are large residential projects that will have a greater impact on the foreground and distant viewsheds than the Proposed Project. The Proposed Project will represent an incremental visual change to the urban landscape and will not be particularly noticeable, given that the current

views are of existing poles and distances of most viewers from the Proposed Project. For these reasons, the Proposed Project is not expected to result in a cumulatively considerable impact to aesthetics.

Air Quality

The construction of the Proposed Project could occur simultaneously with four of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile. In addition, the construction schedules for two additional projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile are unknown and could overlap with the Proposed Project. As a result, a cumulative air quality impact could occur in the Proposed Project area during construction. Sources of air pollution can include vehicle trips and construction equipment. SDG&E will implement best management practices (BMPs) to reduce emissions and dust during construction, as discussed in Section 4.3 Air Quality. Similarly, other projects within the study area will be required to comply with local ordinances and regulations regulating air quality, including dust control during construction activities. Measures will be required for the cumulative projects to reduce potential impacts on air quality to less-than-significant levels. As a result, cumulative impacts are expected to be less than significant.

In addition, a significant impact may occur if a project is inconsistent with the rules and regulations of the San Diego County Air Pollution Control District (SDAPCD) or if it induces growth in excess of that anticipated by the SDAPCD Regional Air Quality Strategy. Long-term operation of the Proposed Project will not include any permanent or stationary sources of pollution, and will not induce population growth or area employment. Therefore, the Proposed Project will not contribute to a cumulatively considerable air quality impact associated with operation, power generation, or population growth.

Biological Resources

Proposed Project impacts to special-status plant and wildlife species, critical habitat, and wetlands and jurisdictional waters will be less than significant, as discussed in Section 4.4 Biological Resources. The construction of the Proposed Project could occur simultaneously with four of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile. In addition, the construction schedules for two additional projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile are unknown and could overlap with the Proposed Project. Cumulative impacts to biological resources could occur as a result of increased ground-disturbing activities by multiple projects, and the potential removal of suitable habitat for multiple special-status plant and animal species, including species that are protected under the Federal Endangered Species Act (FESA) and the California Endangered Species Act (CESA). As a result, a cumulative impact to biological resources could occur in the vicinity of the Proposed Project.

The projects with the largest expected ground disturbance, and therefore the largest potential to contribute to cumulative impacts to biological resources when considered in conjunction with the Proposed Project, are the Otay Ranch University Village 3, Otay Ranch University Village 8 East, and Otay Ranch University Village 10. Based on a review of aerial photographs and other available data, including the draft and final Environmental Impact Statements for the projects, these three projects contain native habitats that could support many of the same special-status

species that occur or potentially occur within the Proposed Project area. As a result, implementation of these projects in conjunction with the Proposed Project could result in cumulative impacts to these special-status species and their habitats. However, most of the temporary impacts to sensitive biological resources as a result of projects in the area will be avoided or minimized during construction through permit requirements and regulatory agency protocols. The other proposed projects will all be subject to the same permitting requirements under the CESA and CEQA, which are intended to minimize impacts to species, both at the project level and in a regional context.

In addition, the Proposed Project's contribution to a significant cumulative effect will be minimized with the implementation of extensive Operational Protocols contained within the SDG&E Subregional Natural Community Conservation Plan (NCCP) aimed at comprehensively minimizing impacts to biological resources. For Proposed Project construction, SDG&E will consult with the United States (U.S.) Fish and Wildlife Service and California Department of Fish and Wildlife (CDFW), as appropriate, for compliance with the FESA and CESA, but operation and maintenance will continue to be conducted under the NCCP. Many of the proposed and probable projects in the area will be subject to mitigation requirements for the permanent loss of habitat under the applicable Multiple Species Conservation Plan (MSCP) documents, such as the City of San Diego MSCP, the County of San Diego MSCP and the City of Chula Vista MSCP. The mitigation requirements resulting from developments in this area will result in a net increase in native habitats that are protected in perpetuity within the MSCP preserve system, conferring benefits to multiple special-status species. With the implementation of the Project Design Features and Ordinary Construction/Operating Restrictions, which include the NCCP and Vernal Pool Operational Protocols, and mitigation in accordance with SDG&E's Low-Effect Habitat Conservation Plan for Quino checkerspot butterfly (*Euphydryas editha quino*), cumulative impacts will be less-than-significant and will not be cumulatively considerable.

Operation and maintenance activities for the Proposed Project will be conducted in the same manner as the existing facilities. Operation and maintenance activities are expected to decrease slightly as a result of the Proposed Project due to the lower maintenance requirements of the replacement steel poles relative to the existing wood poles; therefore, impacts will be less than significant. As a result, no permanent losses of habitat, special-status species, or jurisdictional waters are expected from operation and maintenance activities. Therefore, cumulative impacts from operations and maintenance activities will be less than significant.

Cultural Resources

Cumulative impacts to cultural resources could occur as a result of increased ground-disturbing activities by multiple projects. Archaeological surveys conducted along the Proposed Project alignment and the surrounding survey area revealed several lithic artifacts associated with early cultures along the Otay River, as well as several historic structures. Other projects shown in Table 4.18-1: Planned and Proposed Projects within One Mile are located in close proximity to the Otay River and are on undeveloped properties that may encounter similar artifacts. These projects include the Heritage Road Bridge Replacement project, the Parkside at Dennery Ranch development, and the Otay Ranch University Village development projects. These projects also have the potential to encounter artifacts related to early cultures, and the Environmental Impact

Report for the Otay Villages indicates the presence of several sites, including sites of cultural significance. The impact analysis for the University Villages 3, 8, and 10 indicate the presence of significant sites, and impacts from these phases of the project are evaluated to be potentially significant. Mitigation is proposed for these phases to reduce the impacts to less than significant. Similarly, other projects with significant ground disturbance will be subjected to a CEQA review process, and it is expected that cultural impacts associated with these planned developments will be mitigated to a less-than-significant level. Additionally, with the implementation of Project Design Features and Ordinary Construction/Operating Restrictions (such as training, unanticipated discovery procedures, and paleontological monitoring), the Proposed Project is not anticipated to impact any significant cultural resources. Other projects are anticipated to implement similar measures to protect and/or catalogue resources. Therefore, cumulative impacts to cultural resources are anticipated to be less than significant.

Geology and Soils

The potential cumulative impacts that may occur as a result of construction of the Proposed Project in conjunction with other planned and proposed projects include risks associated with ground shaking from earthquakes and liquefaction, landslides in areas with unstable soils, and soil disturbance from grading and excavation activities that may cause erosion and sedimentation. All of the construction projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile will be located in areas near fault lines and subject to earthquakes. However, conformance with CPUC General Order 95 for the Proposed Project, as well as the Uniform Building Code for construction of new buildings for the other development projects, will ensure that new structures will be able to withstand ground-shaking events, and as a result, the cumulative impact related to earthquakes and ground shaking is not expected to be significant. Similarly, all of the projects shown in Table 4.18-1: Planned and Proposed Projects within One Mile have the potential for soil erosion and sedimentation. However, impacts related to soil erosion or sedimentation will be minimized through the implementation of Storm Water Pollution Prevention Plans (SWPPPs), which are required for all projects that disturb one or more acres of soil. As a result, the potential for a significant cumulative impact to geology and soils is not expected to be significant.

Greenhouse Gas Emissions

The construction schedule for the Proposed Project and four of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile could occur simultaneously. In addition, two other projects do not have defined construction timelines. A cumulative GHG impact in the Proposed Project area could occur during construction of these projects. The vehicles and heavy equipment used during construction will be the primary sources of these emissions. However, emissions generated during Proposed Project construction are projected to be well below the adopted 10,000 million metric tons of carbon dioxide equivalent adopted by the County of San Diego and the South Coast Air Quality Management District. Regardless, SDG&E will be required to adhere to the standards and requirements established by the SDAPCD, which will minimize the potential for the Proposed Project's construction activities to contribute GHG emissions. The other projects in the area will also be required to adhere to the SDAPCD standards and requirements. As such, cumulative impacts contributed by the Proposed Project will be less-than-significant.

During operation, various projects may potentially contribute to GHG accumulation by emitting carbon dioxide, nitrous oxide, methane, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Projects that will contribute to GHG accumulation generally include those that will induce population growth, such as the large residential and condominium developments listed in Table 4.18-1: Planned and Proposed Projects within One Mile. The Proposed Project, on the other hand, will not contribute to this cumulative impact because SDG&E already operates the existing line and the Proposed Project will not facilitate an increased capacity resulting in future growth. As a result, no cumulative GHG impact related to the Proposed Project will occur.

Hazards and Hazardous Materials

Cumulative impacts associated with hazards and/or hazardous materials can result from the construction of concurrent projects and the Proposed Project having an increased effect on public or worker safety, including exposure to hazardous materials, increased fire potential, or physical hazards. The Proposed Project and four of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile could occur simultaneously. In addition, two other projects do not have a defined timeline. As a result, several of these projects have the potential to result in a cumulative impact related to overall hazards or hazardous materials when combined with the Proposed Project. Because each of these projects requires construction equipment, these projects have the potential to create a temporary impact from accidental releases of diesel and gasoline fuel, hydraulic fluids, and other hazardous liquids. While a significant impact is not anticipated, there is a potential for accidental spills or leaks. Though this potential hazard will exist during construction, it is very unlikely that a spill will occur in the same immediate vicinity during a similar timeframe. Large releases of hazardous materials from multiple projects are highly unlikely with adherence to federal, state, and local regulations. Small releases are expected to be contained, cleaned up, and disposed of properly. As the nearest project that could be constructed during the Proposed Project's timeframe is approximately 0.2 mile away, the potential for accidental releases to result in a cumulative impact is low. As a result, a cumulative impact to hazards and hazardous materials is not anticipated.

Hydrology and Water Quality

Construction of the Proposed Project and four of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile could occur simultaneously. Two additional projects could also occur in the same timeframe, as their construction schedules are currently unknown. A cumulative impact could result from projects involving a significant amount of grading, which could alter natural drainage patterns, contribute to increases in runoff, or result in a degradation of water quality. Cumulative impacts could also result from multiple projects altering water courses. Under Section 402 of the Clean Water Act, all projects disturbing more than one acre will be required to obtain a General Construction Permit, which will require the implementation of a SWPPP and BMPs to avoid erosion and water quality degradation. With the implementation of SWPPPs and BMPs, cumulative impacts to water resources will be less than significant

Some of the projects in the cumulative scenario could also have temporary or permanent impacts to jurisdictional waters regulated by the U.S. Army Corps of Engineers, the CDFW, and/or the Regional Water Quality Control Board, which will require permitting from the respective

agency. Construction of the Proposed Project will not impact jurisdictional waters; therefore, the Proposed Project will not contribute to cumulative impacts to jurisdictional water resources.

Noise

Construction of the Proposed Project and four of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile could occur simultaneously. Two additional projects could also occur in the same timeframe, as their construction schedules are currently unknown. Temporary cumulative noise impacts could occur due to the simultaneous or consecutive construction of the Proposed Project and the planned projects, or if the planned projects are in close proximity to the Proposed Project. With the exception of temporary stringing activities along Sea Lavender Way in the City of San Diego, the typical construction-related noise levels from the Proposed Project will not exceed the 75 A-weighted decibel threshold established for construction noise by the County of San Diego and the City of San Diego. Potential blasting operations could exceed the County of San Diego's impulsive noise standard at Richard J. Donovan Correctional Facility. However, with implementation of the Project Design Features and Ordinary Construction/Operating Restrictions described in Section 4.12 Noise (which require implementation of control measures and potentially meeting and conferring with the County of San Diego and the City of San Diego) impacts will be less than significant. If planned projects—such as the Parkside at Dennery Ranch project—are close to the Proposed Project, some temporary cumulative impacts to noise could occur. In this area, sensitive noise receptors (e.g., single-family homes) are located nearby. However, construction noise associated with the projects will be intermittent and temporary, and significant cumulative impacts are not likely, given the transportation-related ambient noise sources in the area, particularly air traffic associated with Brown Field Municipal Airport. Therefore, the Proposed Project is not anticipated to contribute to a cumulatively significant noise impact.

Long-term operation of the Proposed Project will not increase noise levels beyond the noise levels associated with the existing power line. As a result, the Proposed Project's contribution to a significant cumulative noise impact associated with operation and maintenance will be minimal and the cumulative impact will be less than significant.

Public Services

Fire, police protection, or emergency services could be required due to an emergency during construction of the Proposed Project. In this case, the construction schedule of the Proposed Project will potentially overlap with four of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile. Two additional projects could also overlap with Proposed Project construction as their construction timelines are unknown. Should there be multiple emergencies at several construction sites, cumulative impacts to local public services could occur. However, the probability of a single emergency incident is low, and the probability of simultaneous emergencies at multiple construction sites will be even lower. In addition, temporary slowdowns related to traffic congestion have the potential to cause temporary reductions in response times of emergency services. However, because major road closures and detours are not planned along emergency service routes, the Proposed Project impacts will not be cumulatively considerable.

Permanent cumulative impacts are not anticipated as a result of the Proposed Project in combination with the other planned or proposed projects. The purpose of the Proposed Project is to reduce fire risks by replacing wood poles with steel poles, which are fire resistant. Therefore, the Proposed Project's contribution to impacts on public services will not be cumulatively considerable.

Transportation and Traffic

During the construction phase, cumulative traffic impacts will occur from projects that have overlapping construction timeframes. In this case, construction of the Proposed Project will potentially overlap with four of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile. Two additional projects could also overlap with Proposed Project construction as their construction timelines are unknown. Traffic could be increased in the surrounding area during concurrent construction of these projects. Within the Proposed Project area, Main Street, Ocean View Hills Parkway, Otay Mesa Road, and SR-905 are public highways and roadways that run east to west. Interstate 805, Dennery Road, Ocean View Hills Parkway, Heritage Road, and SR-125 are major roadways that run north to south. During construction, approximately 70 to 80 vehicle trips per day, 20 to 27 truck trips per day, and 10 water delivery truck trips per day will be generated by the Proposed Project during peak construction periods, which is less than an approximately six percent increase in the average weekday traffic volume. In addition, all of the roadways within the Proposed Project area are currently operating at acceptable Level of Service (LOS) standards, with the exception of Heritage Road, which operates at LOS F. The Proposed Project will not further reduce the LOS of affected roadways to levels below the current LOS.

Construction of the Heritage Road Bridge will likely result in temporary closure of that roadway as a means of access to the Proposed Project and other planned projects, as well as increased congestion on other roadways. Alternate roadways can be used by Proposed Project personnel to access the Proposed Project. Construction of the Proposed Project is not expected to cause a significant impact because Proposed Project-generated traffic will be minimal, will occur over the course of the day, and will not result in an increase in the volume/capacity ratio to the point that a significant impact will occur. For these reasons, the Proposed Project's contribution to transportation and traffic impacts during construction will not be cumulatively considerable.

Permanent cumulative impacts are not anticipated as a result of the Proposed Project in combination with the other planned projects. Maintenance of the Proposed Project will generate fewer trips per year. Nonetheless, the amount of trips required to operate the Proposed Project is negligible and will not result in a measurable increase in traffic in the area. Therefore, a significant impact is not expected. For these reasons, the Proposed Project's contribution to transportation and traffic impacts related to operation and maintenance will not be cumulatively considerable.

Utilities and Service Systems

The Proposed Project will utilize limited amounts of water during construction, and disposal of the replaced wood poles will be necessary. Sewer service will not be required as temporary restrooms will be utilized during construction. Construction of the Proposed Project will potentially overlap with four of the projects listed in Table 4.18-1: Planned and Proposed

Projects within One Mile. Two additional projects could also overlap with Proposed Project construction as their construction timelines are unknown. Usage of utilities—including water, sewer, drainage facilities, and landfill—will be needed in greater quantities by these other projects, particularly the large mixed-use developments that are part of Otay Ranch University Village projects. However, because the Proposed Project will utilize relatively small amounts of water and recycled water to the extent feasible, and has a relatively small need for landfill space, the Proposed Project will not contribute to cumulatively considerable impacts.

Permanent cumulative impacts are not anticipated as a result of the Proposed Project in combination with the other planned projects. Operation and maintenance of the Proposed Project will not result in the need for significant amounts of water or other utilities. Therefore, the Proposed Project's contribution to utility impacts will not be cumulatively considerable.

4.18.8 Conclusion

While the Proposed Project will contribute to certain cumulative impacts associated with concurrent development activity in its vicinity, impacts associated with the Proposed Project are minimal and its contribution to cumulative impacts is anticipated to be small or negligible. It is anticipated that the other projects within the vicinity of the Proposed Project will be required to implement avoidance and minimization measures similar to SDG&E's Project Design Features and Ordinary Construction/Operating Restrictions, and permit conditions. These measures will minimize potential environmental impacts, thereby minimizing the overall cumulative effects. As a result, cumulative impacts are expected to be less than significant.

4.18.9 References

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