

## **15.0 GROWTH-INDUCING AND CUMULATIVE IMPACTS**

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### **15.1 INTRODUCTION**

This chapter discusses the potential for growth-inducing and cumulative impacts that could result from Pacific Gas and Electric Company's Windsor Substation Project. The California Environmental Quality Act (CEQA) requires a discussion of whether the project will foster economic or population growth, either directly or indirectly, in the surrounding environment, including projects that could remove obstacles to growth. CEQA and California Public Utilities Commission Rule 17.1 also require a discussion of any cumulative effects when the project is added to other closely-related past, present and probable future projects. As explained further below, although the project will increase electrical service reliability in the Fulton – Fitch Mountain Distribution Planning Area (DPA), implementation of the project will not result in any significant growth-inducing or cumulative environmental impacts.

### **15.2 GROWTH-INDUCING IMPACTS**

#### **15.2.1 Significance Criteria**

Consistent with the CEQA Guidelines, the following criteria are used to evaluate whether the project will result in potentially individual or cumulative growth-inducing impacts:

- Will the project, either directly or indirectly, foster economic or population growth, or remove obstacles to growth in the area?
- Will the project provide new employment?
- Will the project provide access to previously inaccessible areas or extend public services to previously unserved areas?
- Will the project burden existing community services?
- Will the project cause development elsewhere?

#### **15.2.2 Economic or Population Growth**

The Fulton – Fitch Mountain DPA has significant projected load growth due to a general increase in demand from residential, commercial, and light industrial developments. The electric demand in the DPA has an existing annual growth rate of 2.5 Megawatts per year (MW/year). In 2001, the Fulton DPA was growing at an annual rate of 4.7 MW/year with a projected summer 2003 area deficiency of 4.7 MW or 5.7 percent. Although the downturn in the economy in recent years and subsequent slow down of development pushed the projected deficiency out to 2011, there is continuing electric growth in the area and the demand for electricity is still expected to exceed the available capacity. Most of that growth is concentrated in the central portion of the DPA, located within the limits of the Town of Windsor, where loads are projected to exceed available capacity in 2011 by 1.7 percent, and in 2012 by 4.4 percent. As a result, PG&E forecasts that the ability of the electric system to safely and reliably serve the area will be exceeded in 2012 unless a new substation is built.

The project is being implemented to increase the reliability of the existing electrical system in a developed, urban area. The project is not being implemented in advance of growth but, rather, in response to growth and development in the Windsor area. *PG&E is legally required to provide services as development is approved through the local planning process.* The project is designed to remove the deficiency in the current system that is projected to occur in the Town of Windsor in 2011 and 2012 and to accommodate existing and planned electrical load growth in the Fulton – Fitch Mountain DPA. The project will accommodate projected demand in the service area by providing additional electric transmission capacity to a system where, based on projected growth information, the existing transmission capacity cannot meet anticipated needs. If these improvements are not implemented, deterioration of services and an increased likelihood of system instability will result. This project will not directly or indirectly foster growth or remove obstacles to economic or population growth in the area.

### **15.2.3 New Employment**

The project will provide short-term construction employment, but no permanent employment. Approximately 15 construction workers will be at the substation site and approximately 16 construction workers will be at various locations for distribution line installation during peak construction. PG&E will draw solely from PG&E's existing labor pool in the San Francisco Bay Area. The limited, temporary nature of this employment will not result in long-term growth in this area.

### **15.2.4 Extended Access, Extended Public Services**

The project will not provide access to previously inaccessible areas, or extend public services to unserved areas, and PG&E currently provides electric service to the project area as the project is located immediately adjacent to Mitchell Lane.

### **15.2.5 Existing Community Services**

The project will not burden community services. The substation will not require wastewater, or solid waste services, and its demand for Town- and County-provided services, such as road improvements, law enforcement, and fire protection, will be negligible (see Chapter 13: Population and Housing, Public Services, and Utilities and Service Systems). The project will use recycled water from the Town of Windsor for drip irrigation of landscaping; however, the amount of water required will be negligible.

### **15.2.6 New Development**

The project will not promote new development, either in the Fulton – Fitch Mountain DPA area or elsewhere, because it is a response to existing and planned development. The project will satisfy PG&E's obligation to accommodate the demand that the development market and local governments have projected or planned. Established and locally supported patterns of development and growth carry with them a corresponding electrical demand that PG&E is obligated to anticipate and serve to avoid the consequences of electrical overload, as discussed in Chapter 1: Project Description.

## **15.3 CUMULATIVE IMPACTS**

To determine the potential for cumulative impacts, the General Plan of the Town of Windsor was reviewed, and planning department staff was contacted to determine if approved or proposed projects will occur in the same timeframe and location as the project. The Town planning department staff continually reviews and updates the list of potential projects for which development applications have been submitted.

A list of current and probable projects near the substation project is provided in Table 15-1 and depicted in Figure 15-1. As shown in Table 15-1, no current and/or probable projects near the vicinity of the substation have known anticipated construction schedules happening simultaneous to the project, which might create a cumulative impact. Due to the downturn in the economy in recent years, several developments previously under construction, or anticipated to be under construction, that required development applications from the Town of Windsor have since been suspended until increased economic demand.

### **15.3.1 Significance Criteria**

Consistent with CEQA Guidelines (Section 15130), a project has a significant cumulative impact if a change in the environment results from the incremental impacts of the project when added to other closely related past, present, and reasonably foreseeable projects. Cumulative impacts could result from individually minor, but collectively significant, impacts taking place over a period of time.

### **15.3.2 Analysis of Cumulative Impacts**

This section analyzes whether the project, when combined with other proposed projects in the area, will result in either short-term or long-term environmental impacts. Short-term impacts are those related primarily to project construction, and long-term impacts are those related primarily to permanent project features or operation of the project. In the Fulton – Fitch Mountain DPA, short-term construction impacts could include increased traffic, air emissions, and noise. Short-term construction-related impacts are not typically considered significant under CEQA. Long-term impacts could include those related to visual and biological resources.

#### ***15.3.2.1 Aesthetics***

Construction and operation of the project will not result in any significant impacts to visual resources. The project is sited on relatively flat, low-lying terrain that is generally not visible from more distant locations due to intervening landform, vegetation and development. In addition, the project utilizes a low-profile substation design. Although the replacement pole along Eagle Drive will be taller and therefore, potentially more noticeable, the change will be incremental and will not substantially alter the existing visual character or landscape composition seen in the area. The broader surrounding area, however, is undergoing a rapid and fundamental change from open space to residential and commercial/industrial development, which will likely change the visual character of the area.

### ***15.3.2.2 Air Quality***

Air emissions will result from both construction and operation of the substation. As discussed in Chapter 5: Air Quality, the pollutants of concern during construction of a project are particulate matter and other pollutants associated with equipment and vehicle usage. Greenhouse gases (GHG) emissions will result from the burning of fuel required to operate the on-site construction equipment and vehicle use during construction activities. Construction emissions of particulate matter will be less than significant with the implementation of measures identified in the Bay Area Air Quality Management District CEQA Guidelines. Other pollutants resulting from construction activities are accounted for in emissions inventories for regional air quality maintenance plans and will not impede attainment or maintenance of ozone or carbon monoxide (CO) standards. Greenhouse gases reduction measures will be implemented to reduce already less-than-significant GHG emissions. All avoidance and protection measures are described in detail in Chapter 5: Air Quality of this report. The contributions for substation construction are  $2.1 \times 10^{-3}$  percent or less for GHG and for substation operations and maintenance are  $2.9 \times 10^{-4}$  percent or less for all pollutant categories; a very small amount when compared to the total emissions in Sonoma County. Since the substation is unmanned, there will be no vehicular emissions associated with regular commuting to and from the substation. As a result, there will be no significant cumulative impacts to Air Quality.

### ***15.3.2.3 Biological Resources***

A pre-construction wildlife and plant survey will be conducted prior to the start of construction activities to confirm whether special-status species are present at or near the project site. Should special-status species be identified, the implementation of the avoidance and protection measures identified in Chapter 6: Biological Resources will result in less than significant impacts.

Removal of the grassland and/or upland habitat for construction and operation of the substation will not contribute to a significant cumulative impact as no established sensitive habitat exists on the site. The site has recently been disturbed and graded in preparation for development. Since then, grassland that has developed does not possess the same habitat components that are desirable to special-status species. There is also established grassland habitat located on parcels east and south of the site that can be utilized by wildlife and is suitable for plants, and there are no scheduled developments for these sites. The project site provides discontinuous habitat to other distant areas as it is bordered by a residential development to the west, Mitchell Lane and Wilson Ranch Soccer Park to the north, and additional light industrial-zoned and recently graded land to the east, also making it less desirable for wildlife species. Tree trimming will be avoided when feasible within the substation property and along the existing power line and distribution alignments; however, tree trimming will be performed to meet clearances as required under GO 95-D. Minor tree trimming may be required for existing trees bordering the NWPRR tracks west of the substation property. One oak tree located on the north-eastern front of the substation (approximately 6-inch diameter breast height [dbh]) is anticipated for removal. If tree removal is necessary within private properties along the distribution line alignment, PG&E will coordinate appropriately with property owners.

**Table 15-1: Planned and Current Projects in the Vicinity of the Project**

<b>Project Name</b>	<b>Address</b>	<b>Proximity to Project (approx.)</b>	<b>Type of Development</b>	<b>Description</b>	<b>Size<sup>1</sup> (approx.)</b>	<b>Status<sup>2</sup></b>	<b>Anticipated Construction Schedule</b>
Shiloh Oak Subdivision	790 Shiloh Road and 340 Standard Way	1.0 mile	Mixed Use Subdivision	Request to rezone to planned development district and establish a master development Plan for the Shiloh Oaks Properties. Plan involves phasing of infrastructure improvements, including roadways, drainage, and utilities	4.7 ac. (retail), 43.9 ac. (remain)	P	Unknown
Conde Lane Business Park	7455 Conde Lane	Project site is northerly adjacent to the Conde General Partnership Subdivision	Subdivision	Subdivision of parcel into 12 light industrial lots ranging in size, a wetland preservation parcel, and a creek parcel	27.3 ac.	P	Two of 12 parcels have already been developed, the remaining parcels have unknown construction schedules

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Evans - Drew Subdivision	900 Mitchell Lane	Project site is located within the Evans-Drew Subdivision	Subdivision	Subdivision of parcel into 8 light industrial lots ranging in size	21.5 ac.	P	The project is one of eight parcels in the Evans – Drew Subdivision; another parcel east of the project was recently graded; the remaining parcels have unknown construction schedules
FedEx Ground Distribution	North of Aviation Blvd (adjacent to North Western Pacific Railroad (NWPRR))	1.25 miles	Distribution	Building of a FedEx ground distribution center involving the sorting and delivery of packages. Building will involve truck storage space, lighting poles, employee parking area, security fencing, administration office, and trailer park area.	65,000 sq. ft. (building), 7.4 ac. (remain)	P	Unknown

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Micro-Vu Addition	7923 Conde Lane	1000 feet	Manufacturing	18,365 sq. ft. warehouse addition to an existing 19,905 sq. ft. building	18,365 sq. ft.	P	Unknown
Pool Creek Business	101-501 American Way	1500 feet	Office/ Manufacturing/ Warehouse	Building of one 2-story office building and eight 1-story buildings; buildings intended for office manufacturing, processing, and warehouse space	3.2 ac; 20,000 sq. ft. (commercial), 47,100 sq. ft. (manufacturing and warehouse)	P	Unknown
Kittyhawk Wine Storage	1145 Kittyhawk Blvd.	0.8 mile	Wine Storage	Building of a wine storage warehouse	39,000 sq. ft. warehouse on a 5.56 ac. parcel	P	Unknown
Town of Green Village	168, 180, 190, and 236 Windsor River Road; and 8900 Bell Road	1.0 mile	Residential and Retail	66 Single family detached condos; over 30,400 sq. ft. of commercial space	30,400 sq. ft. development on a 3.7 ac. parcel	U	Construction is suspended, anticipated construction schedule for remaining buildings unknown.

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Windsor Mill	8629, 8709, 8711, 8713, 8716, and 8777 Bell Road; 8955 Conde Lane; 366 Johnson Street; and 8820 Larson Way	0.75 mile	Residential	53 Single family detached homes and 23 live and work townhomes, up to 203 residential units	20.3 ac.	P	Unknown
Windsor Creekside Commons	8225 Conde Lane	0.75 mile	Residential	15,000 sq. ft. of retail commercial, medical and office condos; to divide into 86 single family detached homes, 78 residential condos, 46 commercial condos, and common areas	18.2 ac.	C	Unknown

<b>Project Name</b>	<b>Address</b>	<b>Proximity to Project (approx.)</b>	<b>Type of Development</b>	<b>Description</b>	<b>Size<sup>1</sup> (approx.)</b>	<b>Status<sup>2</sup></b>	<b>Anticipated Construction Schedule</b>
Shiloh Park Industrial Subdivision	930 Shiloh Road	0.50 mile	Subdivision	Subdivision into 18 industrial lots, ranging in size, parcels with retain existing land uses (Heavy Industrial)	29.7 ac.	P	Unknown
Marriott Springhill Suites Hotel	8755 Old Redwood Highway	0.50 mile	Hotel	84 unit hotel consists of five floor levels, including a subterranean garage. A variance is also requested for improvements proposed within the creek setback.	1.4 ac.	P	Unknown
Hembree Village	6808, 6816, 6842 Hembree Lane	Adjacent to Distribution Line	Residential	184 Units	Not Available	C	Unknown
Windsor Redwoods Burbank Housing	6065 Old Redwood Highway	0.40 mile	Residential	65 apartments, project is a mix of two and three story buildings located within Shiloh Road Village Vision Plan area	2.72 +/- ac.	P	Unknown

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Simpson Housing Solutions	8685 Old Redwood Highway	0.50 mile	Residential	41 unit affordable housing project. Project awaiting financing	1.66 ac.	C	Unknown
Sustainable Village	295 Shiloh Road	900 feet	Residential	Housing, retail/commercial, and a bed and breakfast	5.9 ac.	P	Unknown
Marcassin Winery	7321 and 7331 Conde Lane	0.38 mile	Winery	10,000 sq. ft. winery on the approx. 95 acre parcel. Production capacity will initially total 4,000 cases per year, with ultimate production at 10,000 cases per year.	2.0 ac. (2 parcels of 0.95 acre and 1.05 acres)	P	Unknown

Sources: Town of Windsor Planning Department, 2009; Wolski, 2009 and 2010.

<sup>1</sup>Size:

sq. ft. square feet  
ac. acre(s)

<sup>2</sup>Status:

C A project application is anticipated  
U The project is under construction  
P The project is pending in the formal application review process

**Insert Figure 15-1: Planned Projects**

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**BACKSIDE TO FIGURE 15-1**

Additionally, PG&E will coordinate with the Town of Windsor regarding mature and historical oak tree protection and apply for any necessary Tree Removal Permits. The project's contribution to any cumulative impact on special-status species would be less than significant with implementation of the species-specific measures found in Section 6.6 of Chapter 6: Biological Resources.

Aquatic habitats could be affected if hazardous materials inadvertently spill into them. Implementation of the avoidance and protection measures discussed in Chapter 6: Biological Resources and Chapter 10: Hydrology and Water Quality, including the installation of the spill prevention control countermeasure (SPCC) basin, would minimize any disturbance caused by the construction and operation of the substation and protect nearby aquatic habitats and their functions. Therefore, potential cumulative impacts on the aquatic habitats from construction and operation of the substation site will be less than significant

#### ***15.3.2.4 Hydrology and Water Quality***

The project will not adversely impact hydrology because the project will not substantially change drainage patterns at the site, will require only minimal water for dust control as needed during construction, and will require minimal use of water for irrigation of landscaping vegetation during operation. As detailed in Chapter 10: Hydrology and Water Quality, PG&E will take standard measures to prevent storm water pollution during construction and operation of the facility. All future projects considered in this cumulative impacts assessment are required to comply with National Pollutant Discharge Elimination System regulations governing stormwater discharges, which will require the use of similar best management practices (BMPs) during construction and the implementation of stormwater controls during operation. These BMPs will control and reduce contaminants in stormwater runoff to levels acceptable to the Regional Water Quality Control Board.

With the implementation of the measures discussed in Chapter 10: Hydrology and Water Quality, the construction and operation of the substation will not adversely impact hydrology or water quality in the project area or contribute to a significant cumulative impact.

#### ***15.3.2.5 Noise***

As discussed in Chapter 12: Noise, construction and operation of the project will not result in any potentially significant noise impacts. Temporary construction noise from earthmoving equipment, trucks, and cranes will be audible to the residential community west of the project site and residences adjacent to the distribution alignment, but the noise will be within the allowable range for daytime noise for a residential area and therefore constitute a less than significant impact. Any required nighttime work would be of extremely short duration. There are no planned developments with a known construction schedule coinciding with the construction of the substation (refer to Table 15-1). Should any developments in the area proceed, there will be an incremental increase in construction noise levels in the area. Operation of the North Coast Railroad Authority (NCRA) freight service and the Sonoma Marin Area Rail Transit (SMART) passenger service, scheduled for operation in 2010 and 2014, respectively, will contribute to background noise levels in the vicinity of the substation; however, operational noise levels of the

substation will be within allowable limits. As such, the project will result in a less than significant noise impact during construction and operations, and will not contribute to a significant cumulative impact.

#### ***15.3.2.6 Transportation and Traffic***

Construction and operation of the project will not result in any potentially significant transportation or traffic impacts. Use of local roads for transport of construction equipment and construction personnel will be temporary and short-term. Distribution line installation will require temporary lane closures; however, these slight increases in traffic will be temporary and short-term.

Considered with other potential development in the project area, the incremental contribution to traffic from construction and operation of the substation may constitute a significant cumulative impact if developments were to proceed with construction (refer to Table 15-1). However, the need for local traffic improvements for Shiloh Road, Conde Lane, and Mitchell Lane to support local development was identified in great detail in a *Traffic Impact Report* conducted by Crane Transportation Group in October of 2000. This report outlined an improvement plan that identified several recommendations including improvements to the following intersections: Shiloh Road and U.S. Highway 101 southbound ramps, Shiloh Road and Caletti Avenue, and Shiloh Road and Conde Lane. Since this report was written, many resurfacing improvements to Mitchell Lane (from the NWPRR to Conde Lane) and Conde Lane (from Mitchell Lane to South Pruitt Creek) have been made as part of the Mitchell/Shiloh/Conde Assessment District Projects. Additionally, resurfacing along Shiloh Road from U.S Highway 101 to Skylane Boulevard is anticipated for the year 2010, which will also include adding a signal to the intersection of Conde Lane and Shiloh Road. The existing and anticipated improvements, as outlined in the Mitchell/Shiloh/Conde Assessment District Projects, will provide acceptable operation on roads used for project-related traffic and will ensure that the project will not contribute to a significant cumulative impact.

## **15.4 REFERENCES**

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