

# 6: OTHER CEQA CONSIDERATIONS

## 6.1 Mandatory Findings of Significance

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This chapter discusses the broader questions posed by CEQA. These include significant effects that cannot be mitigated to less than significant levels, irreversible/irretrievable commitment of resources, the balance between short and long-term uses of the environment, growth-inducing impacts, and cumulative impacts.

### 6.1.1 SIGNIFICANT ENVIRONMENTAL EFFECTS OF PROPOSED PROJECT THAT CANNOT BE MITIGATED TO INSIGNIFICANCE

The Proposed Project would not result in any significant impacts with implementation of SCE proposed measures and mitigation measures.

### 6.1.2 IRREVERSIBLE/IRRETRIEVABLE COMMITMENT OF RESOURCES; SHORT AND LONG-TERM USES OF THE ENVIRONMENT

The CEQA Guidelines (Section 15126.2(c)) require that an environmental document identify significant irreversible environmental changes that would be caused by the project. Construction of the Proposed Project would require fossil fuels, a nonrenewable resource, to power construction vehicles. Additional resources that could be irretrievably lost could include soils (resulting from water and wind erosion in disturbed areas) and water (used for dust control).

The Proposed Project would meet the need to provide a reliable source of electricity to the Valley-Ivyglen and Fogarty Electrical Needs Areas. Its construction and operation would be consistent with federal and state policies for reliability. For these reasons, limited irreversible and irretrievable resource commitments are acceptable.

## 6.2 Cumulative Effects

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### 6.2.1 INTRODUCTION

Cumulative impacts are defined in CEQA as two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental effects (CEQA Section 15130 (a) and (b)).

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Consistent with CEQA requirements and CPUC Rule 17.1, this section of the PEA uses the methodology in Section 15130 (b)(1)(A) to analyze potential cumulative effects of the Proposed Project. Descriptions of related projects near the Proposed Project that could potentially contribute to cumulative environmental effects in the area are described in Tables 6.1-1, 6.1-2, 6.1-3, and 6.2-4. The potential for cumulative impacts associated with the Proposed Project are discussed for each resource section where a cumulative effect may occur.

Cumulative impacts are addressed in this PEA to document the conclusion that the project would not result in any considerable cumulative effects.

**6.2.2 RELATED PROJECTS**

The cumulative impact analysis considers impacts of the Proposed Project, with other known and reasonably foreseeable projects (Tables 6.2-1, 6.2-2, 6.2-3, and 6.2-4). The area considered in this cumulative analysis was determined by considering the distance that could feasibly cause overlapping effects for resource categories such as traffic, air quality, or noise. The potential for projects to occur at the same time as the construction of the Proposed Project was also considered.

Given the minimal potential for environmental effects of the Proposed Project, the area considered for cumulative effects is relatively small. The area examined for cumulative effects includes projects with at least a portion of activities that would occur within 0.5 mile of the Proposed Valley-Ivyglen 115 kV Subtransmission Line route or within one mile of the Proposed Fogarty 115/12 kV Substation Site.

**Roadway Widening Projects**

Nichols Road would be widened at some point in the future east and west of I-15 from 2 to 6 lanes with a future right-of-way 120 feet wide. Temescal Canyon Road would be widened at some point in the future along its entire length within the City of Lake Elsinore’s Sphere of Influence from 2 to 4 lanes with a future right-of-way 100 feet wide.

<b>Table 6.2-1: Proposed Projects in the County of Riverside</b>						
<b>Proximity to Proposed Project</b>	<b>Project Number</b>	<b>Name/Type</b>	<b>Location</b>	<b>Size</b>	<b>Description</b>	<b>Date Approved</b>
<i><b>Residential</b></i>						
Bisected by subtransmission line route	TR 22519	Tract Map	N/A	N/A	N/A	N/A
Bisected by subtransmission line route	TR 32022	Tract Map	N/A	127.4 acres	265 lot subdivision	N/A
Within 0.5 mile of subtransmission line route		Tract Maps	N/A	3702.4 acres	38 tracts filed in the County within 0.5 mile of the Proposed Subtransmission Line Route, totaling 7,370 new residential units including two projects detailed above	N/A
NOTE: N/A: Not available						

**SOURCE:** Riverside County 2006

**Table 6.2-2: Proposed Projects in the City of Lake Elsinore**

Proximity to Proposed Project	Project Number	Name/Type	Location	Size	Description	Date Approved
<b>Residential</b>						
N/A	2004-13 CRS 779	Design Review	Within the Alberhill Ranch Specific Plan Area	N/A	52 single family detached dwelling units and a model home complex	Application Received 7/29/2004
N/A	2005-17 CRS 995	Design Review	Within the Alberhill Ranch Specific Plan Area, near Lake Street and Nichols Road.	N/A	127 single family homes including a model home complex	Application Received 8/18/2005 Planner: Kirt Coury
Within 0.5 mile of Fogarty Substation location		Alberhill Ranch Specific Plan, Phase One	Within the Alberhill Ranch Specific Plan Area	NA	335,412 sq. ft. of commercial; 1,011 single family dwelling units; 550 multi-family dwelling units	Approved, under construction
Within 0.5 mile of Fogarty Substation location		Alberhill Ranch Specific Plan, Phase Two	Within the Alberhill Ranch Specific Plan Area	NA	258 single family dwelling units	Approved, under construction
Within 0.5 mile of Fogarty Substation location		Lakeside Palms (TM 32768)		NA	369 single family dwelling units	Approved
Within 0.5 mile of subtransmission line route	2 Projects	Design Review	Within the Ramsgate Special Plan.	163.8 acres	578 single family dwelling units	Currently under construction
<b>Other</b>						
N/A	TTM 28214 CRS 444	Tentative Tract Map	Within the Alberhill Ranch Specific Plan	N/A	1042 lots for future residential and commercial	Application Received 5/8/2002 Planner: Kirt Coury
Adjacent to subtransmission line route	TPM 30739 CRS 560	Tentative Parcel Map	Off Nichols Road and east of I-15	200.55 acres	A division of 200.55 acres into 12 parcels.	Application Received 7/24/2003 Planner: Agustin Resendiz
Bisected by subtransmission line route	90-1 and 3	Specific Plan	Outlet Center Specific Plan	N/A	N/A	Approved 8/22/00
NOTE: N/A: Not available						

**SOURCE:** City of Lake Elsinore 2006, 2007

<b>Table 6.2-3: Proposed Projects in the City of Perris</b>						
<b>Proximity to Proposed Project</b>	<b>Project Number</b>	<b>Name/Type</b>	<b>Location</b>	<b>Size</b>	<b>Description</b>	<b>Date Approved</b>
<b>Residential</b>						
Adjacent to subtransmission line route	30662	Final Tract Map	Southwest corner of Goetz Road and Ethanac Road	287.23 acres	Detached single family homes 452 residential lots 0.26 acres for pump station 156.76 acres open space/recreation 17.78 acres for school	Tentative Tract Map 1/14/03  Applied for final Tract Map 1/14/03
Bisected by subtransmission line route	33973	Tentative Tract Map	South of Ethanac Road, bisected by the San Jacinto River	285.65 acres	Detached single family homes 388 residential lots Minimum 6,000 sq ft Average 8,298 sq ft 12 lettered lots for San Jacinto River migration land, passive park facilities and open space	Applied for Tentative Tract Map 12/15/05
Adjacent to subtransmission line route	33900	Tentative Tract Map	Southwest corner of Ethanac Road and River Road	116 acres	Detached single family homes 200 residential lots 7,200 sq ft minimum lot size	Applied for Tentative Tract Map January 2006
Within 0.5 mile of subtransmission line route	3 projects	Tract Maps	Along Ethanac Road	330.85 acres	Detached single family homes 1,090 residential lots	2003-2005
<b>Other</b>						
Within 0.5 mile of subtransmission line route	2 projects		North of Ethanac Road at I-215	27.32 acres	650,000 sq ft retail and Office Space 21 lots including 4 lots for condominium purposes 387,993 sq ft mixed use 10,843 sq ft retail 202,618 sq ft ware house/distribution 170,268 multiuse and appurtenances	2005-2006

**SOURCE:** City of Perris 2006

**Table 6.2-4: Proposed Projects by SCE**

Proximity to Proposed Project	Project Number	Name/Type	Location	Size	Description	Estimated Construction Date
<b>DSP Projects</b>						
N/A	N/A	Flagstaff 12 kV from Elsinore Substation	N/A	N/A	N/A	2007
0 mile	N/A	Ivyglen Substation	Located in unincorporated Riverside County, on the south side of Temescal Canyon Road between Maitri Road and I-15	N/A	Increase transformer capacity from 28 MVA to 56 MVA and add 2 12 - kV circuits	2008
0 mile	N/A	Valley Jr. Substation	N/A	N/A	Increase transformer capacity from 44.8 MVA to 72.8 MVA and add 3 12 kV circuits and 4.8 MVAR of 12 kV capacitors	2008
<b>Subtransmission Line Projects</b>						
0 mile	N/A	Valley-Auld-Pauba 115 kV Subtransmission Line	N/A	N/A	Reconductor the Valley-Auld 115 kV, Valley-Sun City 115 kV and Valley leg of the Valley-Auld-Pauba 115 kV line from 653 ACSR to 954 SAC	2008
NOTE: N/A: Not available						

SOURCE: SCE 2006

### 6.2.3 SIGNIFICANCE CRITERIA

The CEQA Environmental Checklist provides significance criteria for assessing the cumulative impacts of the Proposed Projects. A project causes a potentially significant impact if:

The project has impacts that are individually limited, but cumulatively considerable, where "cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

### 6.2.4 CUMULATIVE IMPACTS

#### Overview

The Proposed Project would result in less than significant impacts to all environmental resource categories with SCE proposed measures and/or with mitigation measures. However, incremental impacts of the Proposed Project when added to other past, present, or reasonably foreseeable future projects would have the potential to result in cumulatively considerable impacts to:

- Aesthetics
- Air Quality
- Biological Resources
- Noise
- Traffic and Transportation

***Aesthetics***

The Proposed Project will incrementally contribute to the changing visual landscape in the project region. That change is being led by new residential, commercial, and industrial development, which will be served by the Proposed Project. Proportionately, the addition of the Proposed Project's most visible elements - LDS poles, TSPs, the conductors, and the new Fogarty 115/12 kV Substation, will only add a minor incremental change to the existing visual landscape when considered within the context of the project region's on-going development activity.

***Air Quality***

The project region is a current center of development and construction activity. Because of the underlying natural setting, much of the development activity requires substantial grading and earthwork prior to the actual construction process. It is probable that construction of the Proposed Project would occur concurrently with other construction in the project region, resulting in a cumulative contribution of airborne emissions to the airshed. Fugitive dust and equipment combustion emissions from the construction of several projects in the area may lead to cumulative dust emissions in the area.

The Proposed Project could also generate significant air quality impacts if Segments C-6 and W-1 of the Valley-Ivyglen 115 kV Subtransmission Line are constructed at the same time as the Fogarty 115/12 kV Substation. The western end of Segment C-6 passes within approximately 2,250 feet of the Proposed Fogarty Substation location, and thus the construction air quality emissions from these two project elements would combine if they were constructed simultaneously. Under a worst-case scenario, estimated construction emissions for the Valley-Ivyglen 115 kV Subtransmission Line Project could exceed the air quality standards for NO<sub>x</sub>. Combining these construction emissions with those of the Fogarty 115/12 kV Substation Project construction, estimated emissions would exceed NO<sub>x</sub> standards. Therefore, SCE is proposing the following measure to ensure that no cumulatively considerable significant air quality effects result from the combined Proposed Project.

AIR-SCE-13: SCE shall ensure that the construction schedules for the Valley-Ivyglen 115 kV Subtransmission Line and the Fogarty 115/12 kV Substation do not overlap in such a way as to produce a significant air quality impact. Specifically, Segments C-6 and W-1 shall not be constructed at the same time as the Fogarty Substation.

The Proposed Project would comprise only a small fraction of the overall regional construction and construction emissions. The Proposed Project, even though it would not on its own exceed any air emissions standards with implementation of SCE measures, would have an incremental contribution to a cumulative air quality effect from the large-scale construction occurring in the project region.

The Proposed Project after construction would have no long-term air quality impacts, and therefore, would not cause cumulatively considerable air quality effects.

### ***Biological Resources***

The Proposed Project would incrementally contribute to the changing biological landscape in the Fogarty Substation area. Site degradation and decline of the spineflower population in the vicinity of the Fogarty 115/12 kV Substation site could occur as a result of direct construction and operational impacts, as well as future invasion and increased dominance by ruderal native and non-native plant species.

If the Fogarty Substation was a separate project from the Valley-Ivyglen 115 kV Subtransmission Line project, then grading would be conducted under a permit obtained from the City of Lake Elsinore. The City of Lake Elsinore considers a grading permit to be ministerial, and thus would not require participation in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). For the combined project, SCE will be participating in the MSHCP as a Participating Special Entity and the Fogarty Substation site would, therefore, be subject to the MSHCP conditions. The spineflower is a covered species under the MSHCP, which has a number of regulations and requirements for the protection of covered species. The entire combined Proposed Project will be subject to Bio Mitigation Measure 4 from the Valley-Ivyglen PEA, which includes compliance with the regulations and policies outlined in the MSHCP. Compliance with this mitigation measure would reduce any potential cumulative impacts to the spineflower to a less than significant level, and would also supersede Mitigation Measure Bio-7 in the Fogarty PEA.

### ***Noise***

Simultaneous construction across the project region could generate considerable noise. The noise would not likely be considerable because sensitive receptors are limited (people would not be living within subdivisions when they are under construction).

Operation of the Proposed Project would not generate long-term noise that would combine with other noise generated in the Project Study Area or project region.

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

Construction of the Proposed Project would coincide with other construction activities in the project region and Project Study Area. The cumulative effect of construction traffic for the Proposed Project and all other construction activities in the Project Study Area may temporarily reduce levels of service on area roadways, especially affecting non-construction traffic traveling through the region. In particular, the possible simultaneous construction of Segments C-6 and W-1 of the Valley-Ivyglen 115 kV Subtransmission Line and the Fogarty 115/12 kV Substation could generate cumulative traffic delays in the immediate vicinity, particularly since a portion of the new subtransmission line passes within approximately 2,250 feet of the new substation site. The SCE Proposed Measure TRANS-SCE-1 in the Valley-Ivyglen 115 kV Subtransmission Line Project PEA requires the preparation of a Traffic Management Plan in coordination with Caltrans and the local city and county agencies to minimize traffic impacts of construction activities. This Traffic Management Plan would address both the subtransmission line and substation construction traffic and ensure that the construction of the two sets of facilities would not result in a significant impact on local traffic. When considered with all the other development in the area, and with implementation of SCE Proposed Measures such as TRANS-SCE-1, the traffic associated with the Proposed Project would not result in a cumulatively considerable impact.

The limited number of site visits required for operation and maintenance of the Proposed Project would not result in any potentially significant long-term traffic or transportation-related impacts.

## **6.3 Growth-Inducing Impacts**

The potential for the Proposed Project to induce or accommodate growth does not mean that it would actually result in growth. Local governments in California can significantly increase and

decrease growth potential through the creation and implementation of policies that are specifically designed to promote or minimize growth. The creation of jobs, land development, and the necessary supporting infrastructure are also needed to support existing and planned future populations.

The Proposed Project will serve the Valley-Ivyglen and Fogarty Electrical Needs Areas. The electric utilities infrastructure does not induce growth, but rather follows it and is necessary to accommodate existing and planned demand.

The Proposed Project would not induce population growth. SCE would draw the labor required for construction from its current workforce or contractors. The limited, temporary nature of this employment would not result in long-term growth in the area. In addition, no long-term employment would occur in association with the operational phase of the Proposed Project.

Upgrades would ensure that the system would be able to meet current and future electrical subtransmission requirements in the area without encouraging additional growth. No significant effects related to growth inducement would occur associated with the Proposed Project.

## 6.4 Indirect Effects

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This section discusses CEQA Guidelines Section 15358 (a)(2) and CPUC PEA Guidelines requirements for addressing potential indirect impacts of a proposed project. Indirect effects are those impacts resulting from the development of a project (both construction and operation-related impacts) that occur either after implementation of the project or at some distance away from the project. General examples of indirect effects include impacts resulting from development that could change land use patterns, population density or growth rate, and result in impacts on environmental conditions, such as air quality, water quality and other natural systems.

The Proposed Project would not result in any indirect effects that would be significant after mitigation. Indirect effects have been assessed in Chapter 4 of both the Valley-Ivyglen 115 kV Subtransmission Line Project PEA and the Fogarty 115/12 kV Substation Project PEA, and no other significant indirect effects would occur.

## 6.5 Conclusion

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The Proposed Project would not result in any long-term significant, cumulative, growth-inducing, or indirect environmental impacts with implementation of SCE's proposed measures and mitigation measures outlined in Chapter 4 of both the Valley-Ivyglen 115 kV Subtransmission Line Project PEA and the Fogarty 115/12 kV Substation Project PEA.

## 6.6 References

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City of Lake Elsinore. 2006. Visit to Planning Department by Jennifer Cutler, MHA, on August 8, 2006.

City of Lake Elsinore. 2007. Communication with Wendy Worthey, Principal Environmental Planner. March 2007.

City of Perris. 2006. Visit to Planning Department by Jennifer Cutler, MHA, on August 8, 2006.

Riverside County. 2006. GIS Database. 2006.