

CHAPTER 7

Cumulative Effects

As defined in California Environmental Quality Act (CEQA) Guidelines Section 15355, the term “cumulative impacts” refers to two or more individual effects, which, when considered together, are considerable or that compound or increase other environmental impacts. “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.” CEQA Guidelines Section 15355(b); see also, CEQA Guidelines Section 15130(a)(1).

Section 7.1, *Projects Considered in the Cumulative Analysis*, in this chapter identifies past, present, and reasonably foreseeable future projects that have been considered as part of the cumulative scenario. Section 7.2, *Cumulative Effects Analysis*, analyzes whether the Proposed Project’s incremental effects, combined with the effects of other projects, would cause a significant cumulative impact. The Proposed Project’s incremental contribution to any significant cumulative impact also is evaluated in Section 7.2 to determine whether it is cumulatively considerable. An incremental project-specific impact would be cumulatively considerable if it is “significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects” (CEQA Guidelines §15065(a)(3)).

7.1 Projects Considered in the Cumulative Analysis

Consistent with the CEQA requirements (§15355), a cumulative scenario has been developed to identify projects that could potentially contribute to cumulative impacts for the Proposed Project. The projects that comprise the cumulative scenario do not include existing projects that have been completed and are in operation, as those are included as part of the environmental setting for individual resource areas and are analyzed with respect to each resource area in Chapter 5. In addition, as described in Chapter 2, *Background*, past construction activities that have been completed for the project are not included in this cumulative scenario and are considered to be part of the baseline for the Proposed Project. The cumulative scenario is comprised of projects that are within the vicinity of the Proposed Project and alternatives, and include:

- Projects that are currently under construction;
- Approved projects that have not yet been constructed;
- Projects requiring an agency approval for an application that has been received at the time the Notice of Preparation was released;

- Projects that have been budgeted, planned, or included as a later phase of a previously approved project; and
- Probable future projects that are determined to be reasonably foreseeable for other reasons.

Ventura County, the cities of Moorpark and Thousand Oaks, the California Department of Transportation (Caltrans), Southern California Edison (SCE), and California Public Utility Commission (CPUC) websites were visited for information on projects within their respective jurisdictions. The projects considered to be part of the cumulative scenario are presented in **Table 7-1, Cumulative Scenario – Approved and Pending Projects**, which also describes the approximate geographic location of each project (see **Figure 7-1, Cumulative Projects**). The projects in the cumulative scenario include a range of project types from single-family housing developments and planning projects to road improvements, and one industrial project.

7.2 Cumulative Effects Analysis

7.2.1 Aesthetics

The geographic scope of the cumulative impacts to visual quality is the viewsheds that could be affected by the Proposed Project from public roadways, trails, open space, and residential areas. Viewsheds that include the Proposed Project area range from enclosed to extensive, given the variety of the landscapes the Proposed Project would traverse, including undeveloped rolling hills, cultivated farmlands, industrial areas, business centers, and suburban to rural residential development in eastern Ventura County.

As discussed above, Mitigation Measures 5.1-2a, 5.1-2b, and 5.1-6 would ensure that the Proposed Project would not result in significant individual effects on visual resources. The past, present, and reasonably foreseeable future projects described in this chapter includes numerous major development projects in Ventura County and the cities of Moorpark and Thousand Oaks that could alter the visual character of areas within the Proposed Project vicinity, such as project 1 (construction of a 76,000 square-foot medical office building) and project 9 (construction of a motion picture studio complex on 37 acres). Many of these projects would have the potential to create new visual impacts within the same viewsheds that could be affected by the Proposed Project from public roadways, trails, open space, and residential areas. However, the projects would generally be located in urbanized, developed areas (i.e. city limits) and would therefore not be likely to affect the area's visual character. Additionally, future development within the Proposed Project vicinity is guided by the applicable city and county General Plans, and associated planning and environmental documents. Furthermore, new development would be subject to the applicable city and county design review process.

The Proposed Project would add new or upgraded electrical infrastructure to the overall visual setting of the Proposed Project area. The Proposed Project would contribute to cumulative adverse influences where aboveground facilities or evidence of underground facilities (e.g., cleared ROWs) occupy the same field of view as other built facilities or impacted landscapes that are currently in the viewsheds of sensitive viewers in the Proposed Project area. Existing utility

**TABLE 7-1
CUMULATIVE SCENARIO – APPROVED AND PENDING PROJECTS**

Map ID	Project Name or Applicant	Address / Location	Jurisdiction	Details	Status / Timeline	Approximately Distance from Proposed Project
1	Grand Moorpark	635 Los Angeles Avenue/State Route 118	City of Moorpark	Construction of a 76,000 square-foot medical office building	Approved, not yet under construction	0.8 mile east of Moorpark Substation
2	City Hall/Civic Center Complex	83 High Street	City of Moorpark	Construction of a new 32,000 square-foot city hall building	Site planning and CEQA review underway	1 mile northeast of Moorpark Substation
3	Los Angeles Avenue widening at Shasta Avenue	Los Angeles Avenue/ State Route 118 between Maureen Lane and Leta Yancy Road	City of Moorpark	Widening the south side of Los Angeles Avenue to provide three lanes of traffic in each direction with a center turn lane; project improvements will include curb, gutter, and sidewalk	Construction is anticipated to occur in 2015	0.5 mile east of Moorpark Substation
4	Los Angeles Avenue widening: Spring Street to Moorpark Avenue	Los Angeles Avenue/ State Route 118 between Spring Road and Moorpark Avenue	City of Moorpark	Widen the highway to six lanes of traffic; project improvements will also include curbs, gutters and sidewalks the full length of the project	The environmental document has been approved by Caltrans and the Federal Highway Administration, and accepted by the City Council; right of way acquisition efforts have commenced with construction anticipated in the 2014/2015 fiscal year	1 mile east of Moorpark Substation
5	Pacific Communities	South of Los Angeles Avenue/State Route 118 and east of Maureen Lane	City of Moorpark	157 single family residences, 300 attached condos on 37.09 acres	Entitlement application in process	0.5 mile southeast of Moorpark Substation
6	Hitch Ranch Partners	North of Union Pacific Railroad tracks and west of terminus of Casey Road	City of Moorpark	755 single and multi-family residences on 281 acres	Environmental Impact Report (EIR) and Hitch Ranch Specific Plan in process	0.5 mile northeast of Moorpark Substation
7	Essex Moorpark, L.P	South of Casey Road and west of Walnut Canyon Road	City of Moorpark	200 apartment residences on 11 acres	In process	0.8 mile east of Moorpark Substation
8	A-B Properties	North of Union Pacific Railroad tracks, west of Gabbert Road	City of Moorpark	17 lots on 36 acres	Grading underway; no building plans filed	Immediately north of subtransmission line north of State Route 118; less than 0.25 mile from Moorpark Substation
9	Triliad Development	Los Angeles Avenue/ State Route 118 west of Moorpark Substation	City of Moorpark	Motion picture studio complex on 37 acres	Approved, not yet under construction	Adjacent (west) to Moorpark substation
10	Underground District No.2: Los Angeles Avenue transmission lines	Along Los Angeles Avenue/State Route 118 between Shasta Avenue and Millard Street	City of Moorpark	Establishment and implementation of an underground utility district to underground the high voltage transmission lines and remove all poles and overhead wires	Fiscal Year 2015/2016	0.7 mile east of Moorpark Substation

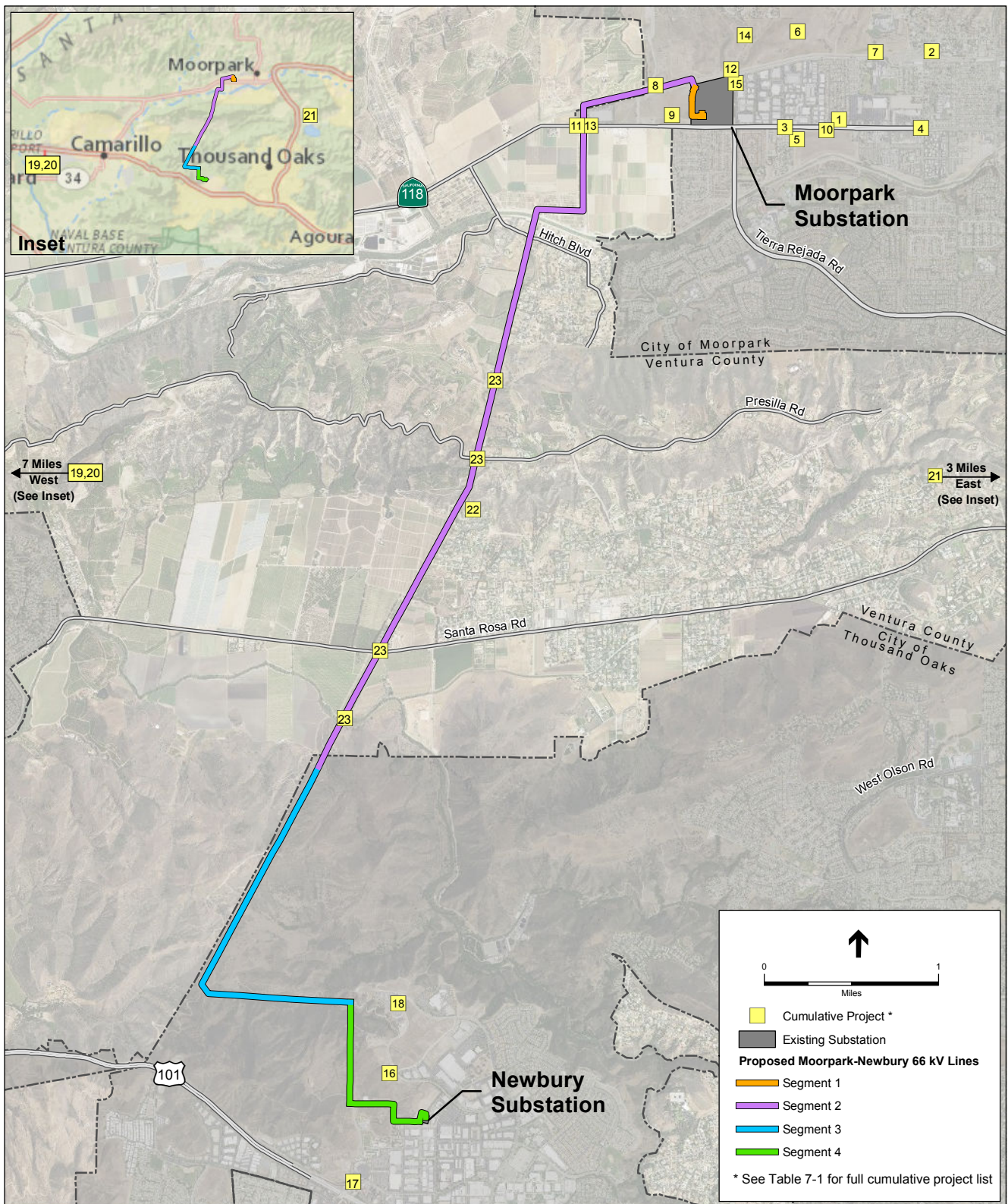
TABLE 7-1 (Continued)
CUMULATIVE SCENARIO – APPROVED AND PENDING PROJECTS

Map ID	Project Name or Applicant	Address / Location	Jurisdiction	Details	Status / Timeline	Approximately Distance from Proposed Project
11	North Hills Parkway	West of Buttercreek Road (north of Los Angeles Avenue) to northeast of Spring Road	City of Moorpark	The construction of a new east-west arterial street north of Casey Road; the westerly end of the street is proposed to connect to Los Angeles Avenue, via a future railroad undercrossing, at a point west of Butter Creek Road	Completed Fiscal Year 2013/2014	Would traverse a portion of Segment 2
12	Gabbert Road rail crossing improvements; AB Properties	Gabbert Road at the Union Pacific Railroad Crossing	City of Moorpark	Street widening and related improvements	To be determined	Within 0.1 mile of Moorpark Substation
13	Los Angeles Avenue widening west of Tierra Rejada Road	West of Tierra Rejada Road to west of Butter Creek Road	City of Moorpark	The construction of street widening on Los Angeles Avenue west of Tierra Rejada Road, as a function of the development of property in this area	To be determined	Would cross a portion of Segment 2
14	Casey Road westerly extension	Gabbert Road	City of Moorpark	The Circulation Element of the Moorpark General Plan calls for the westerly extension of Casey Road to connect to Gabbert Road; this future project is to be constructed by developers	To be determined	Within 0.5 mile northeast of Moorpark Substation
15	Asphalt overlays on Poindexter Avenue and Gabbert Road	Poindexter Avenue (N. Commerce Avenue to Gabbert Road); and Gabbert Road (Poindexter Avenue to a point approximately 200-ft south of Poindexter Avenue)	City of Moorpark	Pavement rehabilitation	Fiscal Year 2013/2014	Within 0.25 mile northeast of Moorpark Substation
16	Amendment to the General Plan Land Use Element and amendment to the Rancho Conejo Specific Plan	West side of Conejo Center Drive at Conejo Spectrum Street	City of Thousand Oaks	Amend the General Plan Land Use Element and the Rancho Conejo Specific Plan for a 7.94-acre area currently designated as <i>Institutional to Employment Park</i> ; uses allowed in this designation include certain types of manufacturing, laboratories, contractor storage yards, equipment rental yards and wholesale business	Negative Declaration issued October 2013	Immediately east of Segment 4 (subtransmission line) and less than 0.5 mile northwest of Newbury Substation
17	Seventh Day Adventists Church - 1993-829 Special Use Permit	Academy Drive and Wendy Drive	City of Thousand Oaks	Construction of a K-12 school and church	Institutional approved by CPUC	Less than 0.5 mile southwest of Newbury Substation

TABLE 7-1 (Continued)
CUMULATIVE SCENARIO – APPROVED AND PENDING PROJECTS

Map ID	Project Name or Applicant	Address / Location	Jurisdiction	Details	Status / Timeline	Approximately Distance from Proposed Project
18	2010-70041 Special Use Permit/2010-70043 Specific Plan/2010-70076 Land Use	1993 Rancho Conejo Boulevard and 2010 Conejo Center Drive	City of Thousand Oaks	Amendment to the General Plan Land Use Element to Institutional and Specific Plan 7 to City Property; construction of 2,511 square-foot building addition, solar canopy, 5,000 square-foot nursery, 6 compressed natural gas fuel stations, 3,871 square-foot household hazardous waste facility; and improve parking, landscaping, and public access trailhead on adjacent open space property to expand City's Municipal Service Center	Institutional under construction	Less than 0.25 mile east of Segment 3
19	SCE Santa Clara-Colonia 66 kV Line Reconductor	Southwestern Ventura County	Ventura County	Santa Clara-Colonia 66 kV Line becomes overloaded during N-1 outage of Santa Clara-Colonia-Procgen 66 kV Line with Willamette, Camgen, Procgen, and OXgen	Fiscal Year 2015	7 miles west of Segment 3
20	SCE Capacity and distribution circuit addition at Colonia Substation	Pleasant Valley Rd and Wood Rd	City of Camarillo	Capacity increase will relieve loading from Camarillo Substation due to new developments in South Camarillo near Colonia Substation	Fiscal Year 2015	7 miles west of Project Segment 3
21	SCE Presidential Substation Project – System Alternative A	Northeastern portion of the City of Thousand Oaks near the jurisdictional boundary of the City of Simi Valley	City of Thousand Oaks, City of Moorpark	Upgrades to Royal and Moorpark substations to serve new load growth in the area	EIR approved by CPUC; not under construction	3 miles southeast of the Moorpark Substation
22	SD4410	Northeast of Voltaire Way	Ventura County	Request for approval of a Tentative Tract Map to subdivide six lots into fifteen lots in the community of Santa Rosa Valley, totaling 49.79 acres, for future residential construction; the proposed lots will range in size from 1.96 acres to 6.85 acres	Completeness review in progress	0.1 mile east of Segment 2
23	Draft Santa Rosa Valley Master Trail Plan	Located between the cities of Moorpark and Thousand Oaks.	Ventura County	The Ventura County Resource Management Agency is preparing a Trail Master Plan for the Santa Rosa Valley, located between the cities of Moorpark and Thousand Oaks; the Trail Master Plan would recognize a formal system of "multi-use trails" for pedestrians, bicyclists, equestrians, and other users	The Draft Trail Master Plan was circulated in August 2014; the final Master Plan anticipated to be completed by the end of 2014	Proposed trail concepts would cross portions of Segment 2

SOURCES: City of Moorpark, 2014a, 2014b, 2014c, and 2014d; City of Thousand Oaks, 2014a, 2014b and 2014c; SCE, 2014; County of Ventura, 2014a, 2014b, and 2014c; Ventura County RMA, 2014.



SOURCE: City of Moorpark, 2014a, 2014b, 2014c, and 2014d;
 City of Thousand Oaks, 2014a, 2014b and 2014c; SCE, 2014;
 County of Ventura, 2014a, 2014b, and 2014c; Ventura County RMA, 2014.

Moorpark-Newbury 66 kV Subtransmission Line Project. 207584.15

Figure 7-1
 Cumulative Projects

infrastructure (described in the impact analysis above), including transmission lines and substations, have compromised the existing visual setting in the Proposed Project vicinity. The Proposed Project, along with the past, present, and reasonably foreseeable projects, would not create a cumulatively significant effect because it would not dominate the landscape setting or significantly alter existing scenic quality or viewsheds. The Proposed Project's contribution would not be cumulatively considerable (Class II).

7.2.2 Agriculture and Forestry Resources

The local geographic scope for the analysis of cumulative impacts related to the conversion of Farmland to non-agricultural use consists of the agricultural areas surrounding the Proposed Project alignment, identified as the Santa Rosa Valley, Las Posas Hills, and Little Simi Valley regions on the Ventura County Important Farmland map (CDC, 2012). Cumulative impacts to which the Proposed Project could contribute could be ongoing, including past the operational lifetime of the Proposed Project, if a long-term conversion of agricultural land to non-agricultural uses would occur.

The Proposed Project and alternatives would have no impact with respect to conflicting with agricultural zoning or a Williamson Act contract, conflicting with or causing rezoning of forest land or timberland, converting forest land to non-forest use, or involving other changes in the environment that could convert Farmland or forest land. Therefore, there would be no cumulative impact related to these concerns to which the Proposed Project or an alternative could contribute.

The Proposed Project would have a less-than-significant impact related to the conversion of Farmland to non-agricultural use (Class III). This impact would be limited to temporary disturbance within an area designated as *Prime Farmland* associated with the installation and removal of the proposed guard structures north of pole location 24, and temporary helicopter landing in an area designated as *Unique Farmland* west of Pole 27. Neither area currently is in agricultural production. The temporary uses associated with the Proposed Project are not expected to permanently convert these locations to non-agricultural use.

One of the projects listed in Table 7-1, *Cumulative Scenario – Approved and Pending Projects*, has the potential to convert Farmland to non-agricultural use. To the extent that Project 13, the Los Angeles Avenue widening, would occur on the southern side of the current Los Angeles Avenue alignment west of Tierra Rejada Road, some permanent disturbance is likely to occur within an area designated as *Prime Farmland*. While the extent of disturbance within *Prime Farmland* is not yet known, it is likely to be minor (less than 2 acres) (City of Moorpark, 2014). No other project in the cumulative scenario within the local geographic scope would be located on or otherwise result in the conversion of Farmland to non-agricultural use.

The Proposed Project's negligible effect on Farmland currently in agricultural use, in combination with the less than 2 acres of *Prime Farmland* potentially converted to non-agricultural use for the Los Angeles Avenue widening, would not create a significant cumulative effect on Farmland in the local geographic scope. No parcels would be reduced below the 40-acre minimum for *Agricultural-Exclusive* zoning, and both the Proposed Project and the Los Angeles Avenue widening would

occur along existing ROW, and would not represent a new encroachment into an agricultural area. The Proposed Project's contribution would not be cumulatively considerable (Class III).

At the countywide level, in the 10-year period between 2002 and 2012, Ventura County experienced a loss of 7,431 acres of Farmland, or approximately 7 percent of total Farmland in the county (CDC, 2013). Based on this trend of historic loss of Farmland, continued loss is likely due to ongoing development, despite agricultural conservation programs such as the Williamson Act. Current and reasonably foreseeable future development throughout agricultural regions of the county would contribute to this anticipated loss. Although the impact of this overall trend of loss of Farmland is significant, the Proposed Project's temporary disturbance of lands not currently in agricultural production is not cumulatively considerable, as it would not contribute to a long-term conversion of land to non-agricultural uses (Class III).

7.2.3 Air Quality

The geographic scope considered for potential cumulative impacts to air quality is the South Central Coast Air Basin (SCCAB). In developing thresholds of significance for air pollutants, air districts consider the emission levels for which a project's individual emissions would be cumulatively considerable. Therefore, if a project would exceed the identified significance thresholds, its emissions would be cumulatively considerable, and if a project would not exceed the significance thresholds, its emissions would not be cumulatively considerable.

Proposed Project-related construction activities, as described in Section 5.3, *Air Quality*, under Impacts 5.3-1 and 5.3-2, would result in short-term emissions of nitrogen oxides (NO_x) that would exceed the significance threshold. Therefore, short-term construction-related NO_x emissions would be cumulatively considerable and associated cumulative impacts would be significant when combined with the emissions-related impacts of the cumulative projects described in Section 7.1, *Projects Considered in the Cumulative Analysis*, to the extent such projects would be constructed concurrently with the Proposed Project. Mitigation Measure 5.3-1 would reduce emissions of NO_x during construction activities, but the short-term impact would remain significant and unavoidable. Therefore, when considered with the NO_x emissions of other projects, the Proposed Project-specific impact would be cumulatively considerable and the cumulative impact would be significant and unavoidable (Class I). The implementation of Mitigation Measure 5.3-2 would reduce Proposed Project emissions of fugitive dust to a less-than-significant level; therefore, the associated cumulative impact would be mitigated to a less-than-significant level (Class II). All other criteria pollutant emissions would not be cumulatively considerable and would result in less-than-significant cumulative impacts (Class III).

With regard to impacts on sensitive receptors, the total diesel particulate matter (DPM) emissions from on-site equipment that would be required to construct the Proposed Project would be limited to use for a maximum of 2 weeks at any one sensitive receptor location (see Section 5.3, *Air Quality*, Impact 5.3-6). Because these emissions are evaluated relative to the 70-year exposure used in health risk assessments, the health risk from the short-term DPM emissions that would be associated with construction of the Proposed Project would not be cumulatively considerable and the associated cumulative impact would be less than significant (Class III).

Construction of the Proposed Project would cause a less-than-significant impact related to the generation of odors from diesel equipment emissions because construction activities would be intermittent and spatially dispersed, and associated odors would dissipate quickly. There is no existing adverse cumulative condition related to odors to which the Proposed Project could contribute. Projects in the cumulative scenario are not expected to cause diesel-related odors that would intermingle with those of the Proposed Project and, thereby, cause a significant cumulative effect. The incremental odor-related impact of the Proposed Project would not be cumulatively considerable and the associated cumulative impact would be less than significant (Class III).

Long-term operation and maintenance of the Proposed Project would not cause emissions that would exceed the operational significance thresholds (see Section 5.3, *Air Quality*, Impact 5.3-3). Therefore, long-term emissions of the Proposed Project would not be cumulatively considerable.

7.2.4 Biological Resources

The geographic context for the analysis of cumulative impacts associated with biological resources varied depending upon the considered species or resource, but the analysis typically included areas within 1 mile of the Proposed Project's components and alternatives that would affect similar habitat or biological resources.

Proposed Project activities within special-status plant habitat and designated critical habitat for Lyon's pentachaeta would only occur following rare plant surveys, and areas supporting Lyon's pentachaeta would be flagged prior to Proposed Project activities by a qualified biologist and avoided during construction. Following the application of applicant proposed measures (APMs) and mitigation measure 5.4-1a and 5.4-1b, impacts to special-status plants would be less than significant. No other projects were identified in the cumulative scenario area that would affect Conejo dudleya, Lyon's pentachaeta, or other special-status plants. Thus, the Proposed Project would not impact special-status plants and would not cumulatively contribute to the loss or habitat degradation for regionally occurring rare plants (Class II).

There is a low to moderate potential that the Proposed Project could encounter several non-listed special-status reptile species during construction. These include silvery legless lizard, western pond turtle, coast horned lizard, two-striped garter snake, and South Coast garter snake. Habitat for these species would not be substantially modified by the Proposed Project and potential impact to individual animals would only occur during construction, if at all. Mitigation Measure 5.4-2 mitigates the potential impact to less than significant through preconstruction surveys and relocation of special-status reptiles from work areas. No other cumulative scenario projects were identified that would impact special-status reptiles. Thus, the Proposed Project would not impact special-status reptiles and would not cumulatively contribute to the loss or degradation of habitat for these species (Class II).

Under the cumulative scenario, two projects were identified that could impact potential coastal California gnatcatcher habitat. Located in the City of Thousand Oaks, pending Special Use Permits and associated development at 1993 Rancho Conejo Boulevard and 2010 Conejo Center Drive could impact an unknown acreage of potential coastal California gnatcatcher habitat (see Table 7-1,

Cumulative Scenario – Approved and Pending Projects, Map ID #18). No other cumulative scenario projects were identified that would affect coastal California gnatcatcher or habitat for this species. Neither the Proposed Project nor pending Special Use Permits are located in designated critical habitat for coastal California gnatcatcher. As discussed in Impact 5.4-3, construction of the Proposed Project could result in temporary impacts to coastal California gnatcatcher habitat. Such losses would occur on approximately 0.07 acre of habitat that occurs on a 370 linear foot stretch of Segment 4 access road that would undergo improvements. For the portion of the Special Use Permit projects that may occur within coastal sage scrub habitat, impacts would not substantially disturb undeveloped coastal sage scrub habitat that supports coastal California gnatcatchers. Given the absence of coastal California gnatcatchers in potential habitat areas, which were recently surveyed by Leopold Biological Services (2014), and the large amount of surrounding habitat for this species, the Proposed Project impact to coastal sage scrub habitat and the coastal California gnatcatcher is considered less than cumulatively considerable (Class II). No development projects were identified that would cause the loss of designated critical habitat for coastal California gnatcatcher.

The Proposed Project would have no impact on nesting raptors or other protected birds. Consequently, the Proposed Project would not cause or contribute to significant cumulative effects with respect to these resources. Through pole upgrades, the Proposed Project would reduce the likelihood that raptors would be electrocuted or collide with facilities. This would be a beneficial effect of the Proposed Project.

No wetland impacts were identified during the analysis of the Proposed Project or other projects in the cumulative study area. Therefore, impacts of the Proposed Project to jurisdictional wetlands and other waters of the United States do not constitute a cumulatively considerable impact.

Similarly, no impacts were identified to the movement of native upland wildlife species or regarding interference with established native resident or migratory wildlife corridors for the Proposed Project or other projects in the cumulative study area. Thus, impacts of the Proposed Project to these resources do not constitute a cumulatively considerable impact.

7.2.5 Cultural Resources

The geographic scope of analysis for cultural resources includes an area within roughly 2 miles of the Proposed Project alignment, including the Little Simi Valley, Las Posas Hills, Santa Rosa Valley, Calleguas Hills, and Conejo Valley. This geographic scope of analysis is appropriate because the archaeological and historical resources within this radius are expected to be similar to those that occur on the proposed construction sites because of their proximity; similar environments, landforms, and hydrology would result in similar land-use, and thus, site types. Paleontological resources can be degraded either through damage or destruction of fossils or damage or destruction of the sensitive geologic formation surrounding the fossils. The geographic scope of cumulative impacts to paleontological resources would include the portions of the Proposed Project in geologic units of high paleontological potential and areas adjacent to these portions of the Proposed Project, because if the Proposed Project and an adjacent project both

excavated to the same depth(s) in the same geologic unit, the two projects could together remove fossils and the surrounding indicators of the presence of those particular fossils, which would be a greater loss of information than if just one of the projects were implemented.

These geographic areas of analysis constitute a large enough area to encompass any effects of the Proposed Project on cultural resources that may combine with similar effects caused by other projects, and provides a reasonable context wherein cumulative actions could affect cultural and paleontological resources. The Proposed Project could cause impacts on cultural and paleontological resources during the construction period or as a result of operation and maintenance activities.

As described in Section 7.1, *Projects Considered in the Cumulative Analysis*, multiple projects, including construction and widening of roads, construction of transmission lines, and residential developments, are proposed throughout the geographic area of analysis for cumulative impacts. Cumulative impacts to cultural and paleontological resources in the geographic area of analysis could occur if other existing or projects, in conjunction with the Proposed Project or an alternative, had or would have impacts on cultural resources that, when considered together, would be significant.

The geographic area of analysis contains a significant archaeological and historical record that, in many cases, has not been well documented or recorded. There is the potential for ongoing and future development projects in the vicinity to disturb landscapes that may contain known or unknown cultural resources. Thus, potential construction impacts of the Proposed Project or an alternative, in combination with other projects in the area, could contribute to a cumulatively significant impact on cultural resources. However, mitigation measures are included in this Environmental Impact Report (EIR) to reduce potentially significant project impacts to cultural resources during construction of the Proposed Project or an alternative. With implementation of Mitigation Measures 5.5-1a through 5.5-1d, in conjunction with APM CUL-1, the Proposed Project or an alternative would not contribute considerably to cumulative impacts to historical and archaeological resources, and the cumulative impacts would be less than significant (Class II).

Excavation activities associated with the Proposed Project or an alternative in conjunction with other projects in the area could contribute to the progressive loss of fossil remains, associated geological and geographic data, and fossil bearing strata, which is a potentially significant impact. However, the Proposed Project would have a less-than-significant impact to paleontological resources with incorporation of Mitigation Measure 5.5-3. Therefore, with the implementation of Mitigation Measure 5.5-3, cumulative impacts to paleontological resources would be less than significant (Class II). Furthermore, implementation of APM CUL-2 provides a mechanism to reduce impacts to human remains should they be encountered during ground-disturbing activities, and cumulative impacts to human remains would be less than significant (Class III).

7.2.6 Energy Conservation

As analyzed in Section 5.6, *Energy Conservation*, the Proposed Project would have no impact on local and regional energy supplies and capacity, peak and base period demands for electricity and other forms of energy, and would not conflict with existing energy standards or adversely affect existing energy resources. Therefore, the Proposed Project would not cause or contribute to any cumulative impact related to these criteria. The geographic scope of potential cumulative effects with respect to energy conservation includes the electric grid to which Proposed Project subtransmission would contribute and areas from which transportation fuels would be provided (for this EIR, publicly available fuel sources in the vicinity of the Proposed Project site). The Proposed Project would cause less-than-significant impacts relating to wasteful or inefficient consumption of energy, and use of transportation energy. The operational electricity requirements would be negligible.

The Proposed Project's less-than-significant incremental impact relating to the consumption of energy would not be cumulatively considerable. The Proposed Project's less-than-significant incremental impact relating to the use of transportation energy and efficient use of transportation alternatives is not expected to combine with the incremental impacts of other projects to cause an adverse cumulative impact on energy conservation. Proposed Project-related transportation impacts would be limited to the construction phase, which could overlap with the transportation needs (including fuel needs) of previously approved past projects, as well as other present or future projects that occur during the Proposed Project's construction activities. Regardless, there is no significant cumulative condition to which the Proposed Project could contribute, and given the Proposed Project's less-than-significant incremental impact, the Proposed Project itself would not cause a significant cumulative impact. Therefore, the Proposed Project's less-than-significant incremental usage of transportation energy would not be cumulatively considerable.

The Proposed Project, in combination with the projects listed in Table 7-1, *Cumulative Scenario – Approved and Pending Projects*, would require the use of nonrenewable, fossil fuel-based energy resources during construction. If the cumulative projects and the Proposed Project were to use energy resources in a wasteful manner, it would conflict with state and local energy standards. Proposed Project construction would be short-term and all aspects of Proposed Project construction, operation, and maintenance would be consistent with the goals and strategies of local and state energy standards. Therefore, the Proposed Project would not make a cumulatively considerable contribution to cumulative conditions related to conflicts with energy conservation standards.

7.2.7 Geology and Soils

Impacts on geology and soils are generally localized and do not result in regionally cumulative impacts. Geologic conditions can vary significantly over short distances creating entirely different effects elsewhere. Unless a project would alter the soils and rock underlying other adjacent projects or affect surrounding land due to landslides, impacts related to geologic, soils, and seismic hazards would be limited to a project site. The geographic scope of cumulative impacts related to geologic, soils, or seismic hazards therefore includes the Proposed Project site and any

projects immediately adjacent to it. Potential impacts of the Proposed Project include: exposure of structures to seismic ground shaking and liquefaction; creation or worsening of landsliding risks at or around the Proposed Project site; exposure of soil to erosive forces; and placement of structures on unstable or expansive soil. However, with the incorporation of standard construction and engineering practices and the APMs, all geologic, soils, and seismic hazard impacts of the Proposed Project would be less than significant. The Santa Clara Valley Master Trail Plan would include trail improvements adjacent to the Proposed Project alignment and could have similar impacts to the potential impacts of the Proposed Project identified above, including creation or worsening of landsliding risks and exposure of soil to erosive forces. However, no Proposed Project construction activity would occur in the locations where the Proposed Project intersects the trail improvements. Accordingly, no significant cumulative impact would result from the cumulative scenario to which the Proposed Project's incremental impact could contribute.

7.2.8 Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions are inherently a cumulative concern, in that the significance of GHG emissions is determined based on whether such emissions would have a cumulatively considerable impact on global climate change. Although the geographic scope of cumulative impacts related to GHG emissions is global, this analysis focuses on impacts associated with potential conflicts with California's reduction goals set forth in Executive Order S-6-05 and Assembly Bill (AB) 32 and the Proposed Project's direct and/or indirect generation of GHG emissions. The Proposed Project would result in less-than-significant emissions of GHG and would not conflict with the state's GHG reduction goals. Therefore, the Proposed Project-specific incremental impact associated with GHG emissions would not be cumulatively considerable and the cumulative impact would be less than significant (Class III).

7.2.9 Hazards and Hazardous Materials

The Proposed Project would increase the hazard potential in the Proposed Project area. However, it is unlikely that the Proposed Project, combined with the other projects listed in Table 7-1, *Cumulative Scenario*, would contribute to a significant cumulative hazards or hazardous materials related impact because impacts related to hazards and hazardous materials are generally site specific. Therefore, cumulative impacts would only be likely to occur with other projects that are constructed within the immediate vicinity of the Proposed Project.

Several of the cumulative projects identified in Section 7.1, *Projects Considered in the Cumulative Analysis*, would be within the immediate vicinity of the Proposed Project, including two road widening projects, a specific plan, and a master plan. These types of projects, combined with the Proposed Project, would not result in a cumulative impact even if all of the projects were to be constructed simultaneously. In addition, proposed mitigation measures would ensure that the Proposed Project's contribution to construction-related hazards and hazardous materials cumulative impacts would be less than cumulatively considerable (i.e., because the Proposed Project's contribution to any potential cumulative impact would be site specific and would be mitigated to a less-than-significant level). Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant (Class II and/or Class III).

7.2.10 Hydrology and Water Quality

The geographic context for the cumulative impacts associated with hydrology and water quality consists of the watershed (for surface waters) and the groundwater basins in the vicinity of the Proposed Project. A substantial body of law including federal, state, and local water quality regulation, governs this area. Compliance with all of these laws, as applicable, would avoid or substantially reduce the environmental impacts of the cumulative projects identified in Section 7.1, *Projects Considered in the Cumulative Analysis*. The cumulative projects, similar to the Proposed Project, lie within the Calleguas Creek watershed, and all but three (i.e., cumulative projects 19 through 21; see Table 7-1, *Cumulative Scenario – Approved and Pending Projects*, and Figure 7-1, *Cumulative Projects*) would be within the same groundwater basin setting as the Proposed Project.

The Proposed Project, along with other projects involving similar general construction activities, would be required to obtain coverage under the California State Water Resources Control Board (SWRCB) General Permit, Section 401 of the Clean Water Act (CWA) water quality certification, and/or waste discharge requirements (WDRs) under the Porter-Cologne Act, Chapter 4, Article 4 of the Porter-Cologne Act (California Water Code, §13260-13274). Storm water management measures would be required to be identified and implemented that would effectively control erosion, sedimentation, and other construction related pollutants during construction. Further, all of the cumulative projects that would qualify as a new development or redevelopment project under the provisions of the Ventura County Municipal Separate Storm Sewer Systems (MS4) Permit would be required to implement the storm water quality management measures stipulated in that permit and in the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures* (Ventura County TGM; 2011). According to the Ventura County MS4 Permit, new development projects include all development projects equal to 1.0 acre or greater of disturbed area that add more than 10,000 square feet of impervious surface area.

Other management measures, such as construction of infiltration/detention basins, would be required to be identified and implemented that would effectively treat pollutants that would be expected for the post-construction land use for certain projects. Construction and operational related storm water runoff from the Proposed Project would be controlled by the requirements of a National Pollutant Discharge Elimination System (NPDES) permit (e.g., General Permit), WDRs, and mitigation measures required as part of this EIR. Other new development in the area would also be required to control construction and operational storm water by implementing state and local requirements regarding hydrology and water quality, as well as requirements introduced through CEQA review where applicable. Therefore, the incremental impacts of the Proposed Project, in combination with other past, present, and reasonably foreseeable projects, would not be cumulatively considerable, and the associated cumulative impact would be less than significant (Class II).

7.2.11 Land Use and Planning

The Proposed Project or an alternative would result in no impact relating to physical division of an established community, nor would they conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP) (No Impact). Also, as discussed in Sections 5.11.4, *Impacts and Mitigation Measures*, and 5.11.5, *Alternatives*, the Proposed Project or an alternative would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project or an alternative (No Impact). Because the Proposed Project or an alternative would have no impact pertaining to land use and planning resources, the Proposed Project or an alternative could not combine with impacts of past, present, or reasonably foreseeable future projects to cause or contribute to a cumulative land use and planning-related impact (No Impact).

7.2.12 Mineral Resources

The Proposed Project and alternatives would have no impact on access to mineral resources of statewide or local value and thus would not contribute to any cumulative scenario affecting mineral resources in the area (No Impact).

7.2.13 Noise

Construction of the Proposed Project would result in significant and unavoidable impacts from construction activities with implementation of Mitigation Measures 5.13-1a and 5.13-1b. There would be no Proposed Project vibration-related impacts. Long-term operation and maintenance-related noise impacts associated with the Proposed Project would be less than significant; however, these incremental noise-related impacts could combine with noise generated by projects in the cumulative scenario to cause or contribute to a significant cumulative effect.

Noise levels tend to diminish quickly with distance from a source; therefore, the geographic scope for cumulative impacts associated with noise would be limited to projects located within approximately 1,000 feet of the Proposed Project. As shown in Table 7-1, *Cumulative Scenario – Approved and Pending Projects*, there are several cumulative projects that would be located within 1,000 feet of the Proposed Project that are reasonably foreseeable and could be constructed simultaneously with the Proposed Project.

These cumulative projects include two development projects and two roadway projects in the vicinity of Moorpark Substation. Nevertheless, even if construction of these projects were to occur simultaneously with construction of the Proposed Project in the vicinity of Moorpark Substation, the potential for the Proposed Project's contribution to combined noise levels at nearby sensitive receptors to increase to the point where they would exceed the short-term construction significance threshold (i.e., 90 A-weighted decibels [dBA] equivalent noise level [L_{eq}]) at nearby sensitive receptor locations would be negligible. Therefore, no adverse cumulative effect would occur, and the Proposed Project-specific incremental contribution to cumulative conditions during construction would not be cumulatively considerable (Class III).

During operation of the Proposed Project, the main sources of noise would be corona discharge and routine operation and maintenance activities. However, these sources would not substantially increase ambient noise levels at the nearest sensitive receptor locations, and would not cause a cumulatively considerable contribution to noise generated by other projects in the affected area (Class III).

7.2.14 Population and Housing

Because the Proposed Project and alternatives would have no impact with respect to directly inducing population growth or to the displacement of housing or people, they could not contribute to cumulative effects resulting from such changes. The Proposed Project would have a less-than-significant impact related to indirectly inducing population growth by temporarily employing construction workers and by extending or improving electrical infrastructure into an underserved area.

The geographic scope of potential cumulative impacts associated with population and housing includes southern unincorporated Ventura County and the cities of Moorpark and Thousand Oaks. The temporal scope of impacts would include construction, operation, and maintenance of the Proposed Project, in combination with build-out of the past, present, and reasonably foreseeable future projects listed in Table 7-1, *Cumulative Scenario – Approved and Pending Projects*. Ventura County is expected to undergo moderate growth over the next two decades. By 2035, the population of Ventura County is expected increase approximately 13 percent from 2010 levels to 954,000 persons (CDOF, 2013; SCAG, 2012).

The cumulative projects listed in Table 7-1 include a range of project types from small single-family housing developments and road improvements to industrial projects. These projects, as well as other future development, would be subject to applicable city and/or county planning processes, as well as environmental review on a project-by-project basis. Related housing needs also would be accounted for in the Southern California Association of Governments (SCAG) Regional Housing Needs Assessment (RHNA). Consequently, build-out of the cumulative projects is not expected to result in the inducement of substantial direct or indirect population growth in the area beyond what is planned. Furthermore, the Proposed Project is designed to increase reliability and to address forecasted overloads, rather than to induce growth. Therefore, the Proposed Project would not represent a cumulatively considerable incremental contribution to a cumulative population. The associated cumulative impact would be less than significant (Class III).

7.2.15 Public Services

As described in Section 5.15, *Public Services*, the Proposed Project and alternatives would result in no impact to public services. Therefore, neither the Proposed Project nor the alternatives would cause or contribute to a significant cumulative impact to public services (No Impact).

7.2.16 Recreation

The geographic scope of potential cumulative impacts to recreation includes the park and recreation-related facilities in the Proposed Project area which are located within 1.0 mile of the Proposed Project and alternatives, in unincorporated Ventura County and the cities of Moorpark and Thousand Oaks. As described in Section 5.16, *Recreation*, the Proposed Project would result in no impacts to recreation during operations or maintenance. Accordingly, the timeframe within which the Proposed Project could contribute to any adverse cumulative condition would be limited to the construction period.

The past, present, and reasonably foreseeable future projects described in Section 7.1, *Projects Considered in the Cumulative Analysis*, include several residential development projects in the cities of Moorpark and Thousand Oaks that could increase the demand on existing and/or result in the need for new recreational facilities within the Proposed Project vicinity by increasing the population in the Proposed Project area. Table 7-1, *Cumulative Scenario – Approved and Pending Projects*, also includes the Draft Santa Rosa Valley Master Trail Plan, which would recognize a formal system of “multi-use trails” for pedestrians, bicyclists, equestrians, and other users in the Santa Rosa Valley.

However, because the Proposed Project would cause no incremental demand on recreational facilities once construction is complete, it would not contribute to the long-term cumulative demand from the other planned development projects. In the short-term, the incremental impact of the Proposed Project would not be cumulatively considerable with respect to the occurrence or acceleration or deterioration at existing neighborhood and regional recreational facilities. Similarly, the temporary Proposed-Project related disruption of recreational facilities, including potential blockage of trails in the Conejo Open Space area, in combination with the incremental impact of other projects in the cumulative scenario, would not have a cumulatively considerable adverse effect on the recreational value of these existing facilities. If the Santa Rosa Valley Master Trail Plan is implemented prior to or during construction of the Proposed Project or alternatives, potential impacts would be similar to those described under Impact 5.16-1 in Section 5.16, *Recreation*, and would be less than significant. The incremental effect of the Proposed Project and alternatives on recreational facilities, in combination with the other past, present and reasonably foreseeable project, would not be cumulatively considerable (Class III).

7.2.17 Transportation and Traffic

The geographic scope for cumulative impacts associated with transportation and traffic issues includes the regional and local roadways that may be used to access the Proposed Project work sites or that could otherwise be adversely affected by vehicle movements associated with construction, operation, or maintenance activities. The temporal context for the cumulative transportation and traffic impacts includes the Proposed Project’s construction and operation and maintenance phases. The temporary and short-term construction-related traffic impacts that would be associated with the Proposed Project would be related to truck routes and construction area access routes used by Proposed Project -workers and material haulers, air traffic patterns affected by the Proposed Project’s use of helicopters for some construction activities as well as

affected by the transmission lines themselves, and access for emergency service vehicles. In conjunction with other projects identified in Table 7-1, *Cumulative Scenario – Approved and Pending Projects*, significant cumulative impacts could occur if construction activities (i.e., truck and worker trip-generating activities) for those other projects were to overlap (in time and place) with the Proposed Project. Pursuant to APM TRA-1, SCE would implement, as part of the Proposed Project, recommendations contained in the California Joint Utility Traffic Manual (CJUTCM) including consulting and coordinating with local jurisdictions to ensure the safe and efficient transit of vehicles, trains, bicyclists, and pedestrians adjacent to laydown and work areas (see Section 5.17, *Transportation and Traffic*). In conjunction with implementation of Mitigation Measure 5.17-7, the Proposed Project's contribution to any transportation and traffic-related cumulative impacts during construction would not be cumulatively considerable and the associated cumulative impacts would be less than significant with mitigation (Class II).

During operation, the increase in traffic due to maintenance activities to maintain the new and reconducted subtransmission lines and the associated corridors would be inconsequential (fewer than 15 vehicle trips per month). Operation of the Proposed Project would not result in transportation and traffic impacts that would be cumulatively considerable, and the associated cumulative impact would be less than significant (Class III).

7.2.18 Utilities and Services Systems

The Proposed Project would have no impact with respect to wastewater treatment requirements, water or wastewater treatment facilities, stormwater drainage facilities, wastewater treatment capacity, or solid waste regulations. Therefore, the Proposed Project would not cause or contribute to significant cumulative impacts in these areas. The cumulative analysis provided below considers the incremental impacts related to water consumption and landfill capacity caused by the Proposed Project and alternatives, in combination with other past, present, and reasonably foreseeable future projects.

The geographic scope of potential cumulative impacts to utilities and service systems includes southern unincorporated Ventura County and the cities of Moorpark and Thousand Oaks. The Proposed Project would result in no impacts to utilities during operation or maintenance. Accordingly, the timeframe within which the Proposed Project could contribute to any adverse cumulative condition would be limited to the construction period. Construction activities associated with the Proposed Project would not result in significant impacts that would affect the ability of Ventura County, the cities of Moorpark and Thousand Oaks, and other service providers to effectively deliver public water supply, solid waste, and other utility services in the service area. The past, present, and reasonably foreseeable future projects described in this chapter include several development projects planned in the vicinity of the Proposed Project area that may impact utility services. These include numerous subdivisions for single- and multi-family residences, construction of commercial and municipal buildings, upgrades to utility infrastructure, roadway improvements, and a master plan for a recreational area. It is likely that this cumulative development would require the use of water and utility service infrastructure, such as landfills to support the planned growth. However, these planned developments would be required to comply

with all federal, state, and local regulations and ordinances protecting utility services, as well as water conservation measures and waste minimization efforts in accordance with Ventura County and cities of Moorpark and Thousand Oaks requirements. Further, because the Proposed Project's demand for utility and service systems would occur only during the construction period, no significant cumulative impact would result from the cumulative scenario to which the Proposed Project's incremental impact could contribute (Class III).

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