

CHAPTER 5.0

CUMULATIVE IMPACTS SUMMARY

5.0 CUMULATIVE IMPACTS SUMMARY

This section identifies the cumulative impacts resulting from the proposed Project. Cumulative impacts are the result of combining the potential effects of the Battery Energy Storage System with other past, present and probable large-scale solar projects in the vicinity of the Campo Verde Battery Energy Storage System. A full discussion of the cumulative impacts for each resource area are provided in Sections 4.1 through 4.7 under subsections 4.1.4, 4.2.4, 4.3.4, 4.4.4, 4.5.4, 4.6.4 and 4.7.4. Due to the global nature of climate change and GHG emissions and their potential effects, GHG emissions generated by an individual project were evaluated on a cumulative basis in Section 4.1.4.

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of cumulative impacts that may be associated with the proposed project. According to CEQA Guidelines Section 15130(a), “an EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable.” The term, “cumulatively considerable” means that “the incremental effects of an individual 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” (as defined by Section 15130).

As defined in CEQA Guidelines Section 15355, a cumulative impact is an impact that results from the combination of the project evaluated in the EIR together with other projects causing related impacts. A cumulative impact occurs from:

... 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 future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

CEQA Section 15130(b) identifies the following three elements as necessary for adequate cumulative analysis:

- 1) Either:
 - a) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,
 - b) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.
- 2) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and
- 3) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project’s contribution to any significant cumulative effects.

Where a lead agency is examining a project with an incremental effect that is not “cumulatively considerable,” a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

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This SEIR used the “list” approach described above in the cumulative analysis (refer to Table 3.0-1 in Chapter 3.0, Introduction to the Environmental Analysis and Assumptions Used).

5.2 CUMULATIVE IMPACTS SUMMARY

A summary of cumulative impacts that would result from the implementation of the proposed Project is provided below. In the case of the proposed Project, each cumulative impact was determined to have a less than cumulatively considerable contribution to the resource area being analyzed as well as less than cumulatively considerable impacts. The reader is referred to Sections 4.1 through 4.7 for a complete discussion of the Project’s cumulative impacts.

AIR QUALITY/GREENHOUSE GAS EMISSIONS

Result in Cumulatively Considerable Net Increase of Criteria Pollutant

Impact 4.1.3 The proposed Project would generate criteria pollutant emissions during construction. However, the Project would not exceed ICAPCD emission threshold levels. Therefore, the proposed Project would result in a **less than cumulatively considerable impact** with regard to a cumulatively considerable net increase of criteria pollutant.

Greenhouse Gas Emissions

Due to the global nature of GHG emissions and their potential effects, GHG emissions generated by an individual project are evaluated on a cumulative basis.

Impact 4.1.4 The proposed Project would generate GHG emissions during construction and decommissioning. However, the amount generated would not exceed 900 metric tons per year and none would be generated during Project operation. Therefore, GHG emission impacts are considered **less than significant**.

BIOLOGICAL RESOURCES

Cumulative Impacts to Biological Resources

Impact 4.2.14 Implementation of the proposed Battery Energy Storage System is included in the footprint of the Campo Verde Solar Project. Cumulative impacts on special status species, sensitive natural communities, and protected waters within the Campo Verde Solar Project site were previously assessed and mitigation measures were identified. No new impacts would occur as a result of the Battery Energy Storage System. Therefore, cumulative impacts are considered **less than cumulatively considerable**.

CULTURAL RESOURCES

Cumulative impacts to Archaeological Resources and Fossil Remains

Impact 4.3.4 Implementation of the proposed Project, in combination with past, present and probable large-scale projects in the vicinity of the Campo Verde Battery Energy Storage System Project, has the potential to result in impacts to archaeological and historic resources. However, impacts are addressed on a project-by-project basis. Therefore, this is considered a **less than cumulatively considerable impact**.

GEOLOGY AND SOILS

Cumulative Exposure to Geologic and Seismic Impacts

Impact 4.4.6 Implementation of the proposed Project, in combination with past, present and probable large-scale solar projects in the vicinity of the Battery Energy Storage System, may result in cumulative exposure to geologic and seismic hazards. However, each project would be subject to compliance with the CBC, UBC, and geotechnical engineering recommendations to reduce impacts on a project-specific basis. Therefore, exposure to geologic and seismic impacts are considered a **less than cumulatively considerable impact**.

HAZARDOUS AND HAZARDOUS MATERIALS

Cumulative Hazards and Hazardous Materials Impact

Impact 4.5.3 The proposed Battery Energy Storage System, in combination with other Past, Present and Probable Large-Scale Projects in the vicinity of the Campo Verde Battery Energy Storage System, would not increase the density of development in the area because no other cumulative projects are within the cumulative geographic scope. Thus, the proposed Project's contribution to cumulative hazards and hazardous materials impacts is considered **less than cumulatively considerable**.

NOISE

Cumulative Project-Related Noise Impacts

Impact 4.6.4 Construction of Phase 1 and Phase 2 of the Battery Energy Storage System would contribute construction traffic to area roadways. However, the increase in traffic noise would be less than cumulatively considerable. The Project would not generate any operational noise, traffic noise or groundborne vibration noise. Decommissioning noise impacts would be similar to those of Project construction. Therefore, cumulative Project-related noise impacts are considered **less than cumulatively considerable**.

TRANSPORTATION AND CIRCULATION

Cumulative Impacts to Intersection and Segment LOS (Existing Year 2016)

Impact 4.7.5 The proposed Project's construction traffic in combination with Year 2016 volumes would add traffic to the study area intersection and three roadway segments during peak construction. The intersection and segments are currently operating at LOS A and would not decline below LOS C with the addition of cumulative traffic. This impact is considered **less than cumulatively considerable**.

Cumulative Impacts to Intersection and Segment LOS (Near-Term Year 2018)

Impact 4.7.6 The proposed Project's construction traffic in combination with Year 2018 volumes would add traffic to the study area intersection and roadway segments during peak construction. The intersection and three roadway segments are currently operating at LOS A and will continue to do so with the addition of cumulative traffic. This impact is considered **less than cumulatively considerable**.

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TRANSPORTATION AND CIRCULATION (CON'T)

Cumulative Impacts to Intersection and Segment LOS (Decommissioning Year 2038)

Impact 4.7.7 The proposed Project's decommissioning traffic in combination with Year 2038 volumes would add traffic to the study area intersection and roadway segments during peak construction. The intersection and three roadway segments are currently operating at LOS A and would continue to do so with the addition Year 2038 plus decommissioning traffic. This impact is considered **less than cumulatively considerable**.