4.6 TRANSPORTATION

This section describes the existing marine vessel traffic and ground transportation conditions in the project area, evaluates the potential effects of the Proposed Project on these conditions, and identifies mitigation measures to eliminate or alleviate significant impacts. Because of the nature of the Proposed Project, many transportation issues do not require consideration, including long-term transportation effects on the traffic circulation network, parking, public transit, and rail traffic. Since there would be no long-term components of the Proposed Project, this transportation analysis focuses only on the short-term effects related to the Proposed Project.

4.6.1 Description of Resource/Environmental Setting

Regional Transportation Network

Regional access is provided by I-5, with the Basilone Road interchange and Old Highway 101 on MCB Camp Pendleton providing direct access to the project area. Access to the offshore portions of the project area is provided by water craft. A crane barge, deck barge, and tugboat would be launched from the Port of Long Beach for this project. A crew boat would make daily trips to and from Dana Point Harbor or Oceanside Harbor to transport personnel and supplies. Each day, no more than 20 workers would be transported to the site. Once disposition activities have been completed, materials removed from the conduits would be transported by deck barge to the Port of Long Beach and then transported over land to a recycling center in the Long Beach area.

The study area evaluated in this transportation analysis consists of: (1) the project-related roadway network in Orange and San Diego counties; and (2) the coastal waters between Long Beach Harbor, Oceanside Harbor, Dana Point, and the project site. This EIR does not evaluate roadway traffic associated with concrete recycling facilities in the Port of Long Beach, which have existing permits and would not increase permitted operations as a result of the Proposed Project.

Ground Transportation

The Proposed Project would utilize the ground transportation network in San Diego or Orange counties for personnel commuting daily to and from Oceanside Harbor or Dana Point to meet the crew boat that would transport them to the offshore area of the project site. Construction of the conduit plugs would require access to the SONGS Unit 1 site for several divers and concrete trucks using the San Diego County roadways.
4.6 Transportation

Waterborne Transportation

Commercial, recreational, and military vessels utilize the ocean waters in the vicinity of the Proposed Project. Navigation within the project area is facilitated by charts, physical aids to navigation (such as buoys), and regulations and information published by the U.S. Coast Guard and the NOAA. The U.S. Coast Guard distributes the most current local information in its monthly LNM and weekly updates. The project site is shown on Nautical Chart No. 18020.

Port of Long Beach

The Port of Long Beach, managed and operated by the Long Beach Harbor Department, is the second busiest cargo container port in the United States, and the world’s 12th busiest container cargo port. The Port of Long Beach processed a total of 122,663,297 million metric revenue tons through the harbor during the 2003 fiscal year. East Asian trade accounts for more than 90 percent of the shipments through the Port; the top trading partners are China/Hong Kong, Japan, South Korea, and Taiwan. The top export products by tonnage include petroleum coke, petroleum, wastepaper, steel, plastics, chemicals, hay, sulfur, fruit and nuts, and cotton. The top import products by tonnage include petroleum, furniture, machinery, electric machinery, cement, steel products, plastics, vehicles, toys, and chemicals. The total number of vessel arrivals in the 2003 fiscal year was 3,036 (Port of Long Beach 2004).

The crane barge, deck barge, and tugboat would travel to the project site from the Port of Long Beach. The tugboat would tow the crane barge through San Pedro Bay and past the breakwater, then follow the traffic lanes along the coastline to the project site. The tugboat and barge would travel approximately 50 nautical miles to the project site. The tugboat would make three or four round trips from the Port of Long Beach to the project site: one trip to take the crane barge to the site at the start of the project; one trip to return the barge to port at the end of the project; and one or two round trips to tow the deck barge to the site and return concrete debris to the Port.

Oceanside and Dana Point Harbors

Crew boats would transport workers and divers to the offshore portions of the project area from either Oceanside Harbor or Dana Point, as determined by the contractor selected by the Applicant to implement the project.

Oceanside Harbor, approximately 15 miles (24 km) south of the project site, is a small craft harbor serving local residents and tourists, as well as an all-weather safe harbor of refuge in northern San Diego County. Dredging of the entrance of the harbor is the

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responsibility of the USACE, Los Angeles District, while the remainder of the harbor is managed by the city of Oceanside.

Oceanside Harbor contains approximately 950 boat slips that are usually above 90 percent occupied, as well as charter and rental businesses, boat brokers, shops and restaurants, and a yacht club (Oceanside Harbor 2004). Approximately two-thirds of the vessels housed in this facility are sailboats. Whale watching excursions are popular in the project vicinity.

*Dana Point Harbor* is located in Orange County, midway between Los Angeles and San Diego. The harbor has two marinas and a shipyard within a 1.5-mile (2.4-km) jetty. The small craft harbor services local residents and tourists. Dana Point Harbor contains approximately 2,550 boat slips, which are typically full. The harbor also contains charter and rental businesses, boat brokers, shops and restaurants, a yacht club, a sport fishing business, and daily marine life cruises.

*MCB Camp Pendleton - Del Mar Boat Basin*

The Del Mar Boat Basin is a man-made basin located at the southern end of MCB Camp Pendleton adjacent to Oceanside Harbor. The boat basin has a marina and amphibious vehicle ramps. The functions of the boat basin are largely related to vessel maintenance and a staging area for military amphibious vehicles, and access is restricted to active and retired military personnel (Southwest Division 2003). The Del Mar Boat Basin is used exclusively by MCB Camp Pendleton for military operations; no vessels would utilize the Del Mar Boat Basin to implement the Proposed Project.

*Offshore Vessel Traffic*

There are four primary sources of vessel traffic in the project vicinity: civilian large commercial, civilian commercial fishing, civilian recreational, and military.

A variety of commercial vessels traverse the area including container ships, vehicle carriers, bulk ore ships, oil tankers, roll on/roll off ships, and general cargo ships. The size of these ships can range from very large oil tankers over 1,000 feet (305 m) in length to the smaller general cargo ships whose length can be less than 300 feet (91 m). Commercial vessels transiting this portion of the coast typically travel much farther offshore and do not traverse the project area. As described in Section 4.2, the offshore area is commonly used by lobster fishermen, who set traps in the project vicinity, and much less frequently by fishermen targeting other species, such as dive operations for sea urchins or live trap fisheries for finfish.
Recreational boats travel through the project area. These smaller vessels consist of both powerboats and sailboats used for recreational fishing, pleasure boating, and sightseeing. Dana Point Harbor, Oceanside Harbor, and Newport Harbor are the primary harbors used by recreational boaters. Private recreational boaters, as well as commercial charters, frequent the Orange County and San Diego County coastline. Most recreational fishermen are attracted to nearshore waters, especially over kelp beds.

Military vessels consist of Navy vessels on training missions from MCB Camp Pendleton. Military vessel activity can include project ships and boats, amphibious craft, and support boats. Project ships are larger Navy combatant vessels such as destroyers, cruisers, or any large Navy ships directly involved in offshore training exercises. Project boats are smaller vessels directly involved in test or training activities. Amphibious craft are the high-speed LCAC (landing craft, air cushion) and AAAV landing craft used for transporting troops and material across coastal beaches and into inland areas. Support boats are the smallest vessels, which have limited range and usually operate close to shore near MCB Camp Pendleton.

Port of Long Beach Vessel Traffic

A number of different vessels call at the Port of Long Beach. The vessels follow the vessel traffic lanes established by the U.S. Coast Guard (USACE 1992). Traffic lanes meet at the Precautionary Area in the vicinity of the harbor, where in-coming and outgoing cross-traffic calling at the ports of Los Angeles and Long Beach occurs. To prevent conflicts, only vessels planning to anchor, enter, or leave the harbor are allowed in the Precautionary Area (USACE 1992).

The Los Angeles – Long Beach Marine Exchange and the U.S. Coast Guard jointly operate the Vessel Traffic Service (VTS). The VTS enhances vessel traffic safety in the project vicinity and approach areas to the ports of Los Angeles and Long Beach. The VTS includes shore-based radar, which provides vessel coverage to a distance of approximately 50 miles (80 km), specific reporting locations, and radio for communication with participating vessels.

From January 2003 to December 2003, a total of 5,696 vessels arrived at the two ports (Table 4.6-1), of which 53 percent (3,005 vessels) were transporting containers (MESC 2004). This resulted in approximately 12,816 vessel movements (5,696 arrivals x 2.25 movements) occurring inside port breakwaters during this period.
Table 4.6-1. Commercial Vessel Arrivals in Ports of Long Beach and Los Angeles (January-December 2003)

<table>
<thead>
<tr>
<th>Vessel Type</th>
<th>Number of Vessels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container</td>
<td>3,005</td>
</tr>
<tr>
<td>Tanker</td>
<td>719</td>
</tr>
<tr>
<td>Dry Bulk</td>
<td>380</td>
</tr>
<tr>
<td>Cargo Barge</td>
<td>356</td>
</tr>
<tr>
<td>Passenger Ships</td>
<td>332</td>
</tr>
<tr>
<td>Automobile Carriers</td>
<td>275</td>
</tr>
<tr>
<td>General Cargo</td>
<td>261</td>
</tr>
<tr>
<td>Other Ships</td>
<td>368</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,696</strong></td>
</tr>
</tbody>
</table>

Source: Marine Exchange of Southern California 2004

Vessel Traffic in the Project Area

Most of the area in the immediate vicinity of the project site is used primarily by small craft and some military vessels. Recreational boaters and recreational fishermen typically transit the project area en route to another destination. Due to the proximity to shore, commercial cargo, and military vessels do not transit the project area. No harbor or launching facilities are located in the immediate project vicinity. The principal traffic in the project area are commercial lobster boats during lobster season, early October through mid-March, as described in Section 4.2. Other vessel traffic in the project area is minimal and limited to occasional recreational use. The nearest marinas, at Oceanside Harbor and Dana Point, consist of docking facilities for sailboats, small powerboats, and personal watercraft.

4.6.2 Regulatory Setting

Agencies with environmental or planning responsibility for the ground transportation routes in the study area include the Federal Highway Administration, the California Department of Transportation (Caltrans), San Diego County, the city of San Clemente, and the city of Long Beach. Waterborne transportation is overseen by the U.S. Coast Guard’s Ports and Waterways Safety System. Pertinent guidance from these agencies emphasizes the maintenance of safe and acceptable transportation conditions both on area roadways and within port areas.
4.6 Transportation

4.6.3 Significance Criteria

For the purpose of this analysis, marine transportation or navigation impacts would be considered significant if implementation of the Proposed Project or any of the alternatives would:

- create a substantial hazard to navigation or vessel traffic;
- substantially affect the ease of maritime navigation in the project area; or
- disrupt marine traffic that would delay normal movements of commercial or military vessels.

For potential onshore transportation effects on local roadways, significance criteria are applied to determine when a traffic impact analysis and subsequent mitigation would be necessary. These criteria come in the form of thresholds [levels of service (LOS)] and changes to baseline traffic conditions. The significance criteria for determining a project’s impact are based on the change to existing conditions or to a future baseline condition. These criteria apply to long-term traffic generated by a project within a study area for LOS (defined as creating new LOS “D” or contributing to existing LOS “D” conditions calculated during the AM or PM peak or average daily traffic conditions) analysis for each alternative. Since the Proposed Project would not generate any long-term traffic, these criteria would not apply to it or any of the alternatives. However, the EIR analysis will determine whether any short-term impacts would result from the Proposed Project or alternatives that would generate onshore traffic during disposition of the conduits.

4.6.4 Impact Analysis and Mitigation

Transportation impacts are typically evaluated on both regional and site-specific levels because the traffic generated by an action would contribute to the overall conditions on area roadways. The project site’s location in ocean waters led to consideration of the following factors in this analysis: (1) land-based vehicles would approach or leave the project site only for construction of the concrete plugs and installation and removal of the beach winch; (2) a minimal number of workers would be involved in the Proposed Project; and (3) the post-disposition condition of the project would have no long-term effects. It was therefore determined that the land transportation impacts in the area of the site would not be significant because of their small magnitude and duration. Land transportation impacts would be outside the immediate vicinity of the project site and would primarily be short-term effects.
There would be no long-term direct or residual impacts associated with the Proposed Project. As a result of the Proposed Project, the terminal structures and buoys would be removed, and all marine and ground transportation would continue as normal. The project would provide a long-term recreational benefit (Class IV) by improving the navigational safety of the project area.

The analysis of impacts on project area transportation conditions is focused on identification of vessel and traffic safety issues during transport of equipment, materials, and personnel to and from the offshore site. In addition, Proposed Project impacts on commercial fishing operations are addressed in Section 4.2.

**Impact TRA-1: Effects on Ground Transportation in the Project Area**

Project activities could create short-term impacts to ground transportation in the project area (Class III)

The Proposed Project would cause a short-term increase in traffic on local roadways in the project area. Concrete trucks and drivers would be required at the power plant site; these trucks would not use the Surf Beach parking lot or access road. The installation and removal of the beach winch would use the surf beach access road, but a maximum of seven workers would utilize the beach at any time. Impacts to traffic congestion and traffic safety would be less than significant (Class III), and no mitigation is required.

**Impact TRA-2: Effects on Waterborne Navigation Safety**

Project activities could create a short-term hazard to waterborne navigation (Class III)

The Proposed Project would increase vessel traffic in the project area and within established shipping lanes. The Proposed Project would involve transporting a crane barge, deck barge, and tugboat to the project site along the MCB Camp Pendleton coastline. The tugboat would make a total of four round trips from Long Beach to the project site. The crane barge, along with anchor lines and marker buoys, would be present on the project site for approximately 4 months. Vessels carrying workers and divers to the site would be mobilized daily from Dana Point or Oceanside Harbor. Vessel travel to the site would not interfere with existing waterborne traffic. Upon project completion, no buoys or vessels would remain at the project site. During operations, the anchored crane barge would add to the location of the existing terminal structures, currently known potential obstacles to navigation. This short-term, incremental increase is considered to be not significant (Class III).
Although the Proposed Project would not result in any significant effects, the Coast Guard LNM is a standard practice for offshore activities. This notice would avoid any potential adverse effect during disposition activities and would be required of the Applicant.

Preventative Measure for Impact TRA-2: Effects on Waterborne Navigation Safety

PM REC-2 would apply to this impact.

Impact TRA-3: Effects from Construction Traffic in the Oceanside and Dana Point Harbor Areas

Project activities could disrupt ground traffic that would delay short-term normal movements (Class III)

The Proposed Project would slightly increase traffic on local and regional roads in Oceanside or Dana Point; however, no more than 20 workers would commute to either Dana Point or Oceanside Harbor each day. It is expected that during project implementation, these workers would reside within the vicinity of these harbors and would travel only a short distance on local roadways for transport offshore. Since the increase in traffic would be very limited, traffic impacts would not be generated. Intersection levels of service in the immediate project area are not substantially constrained, and the associated impact would not be considered significant (Class III). Parking for project personnel would be near the points of departure and is not anticipated to have a significant impact (Class III). No mitigation is required.

Impact TRA-4: Effects on Maritime Navigation and Marine Traffic

Project activities could affect the short-term ease of maritime navigation or disrupt marine traffic causing a delay of normal movement (Class III)

The Proposed Project would result in a slight increase in vessel traffic in the project area and routes to and from home ports. The barges and tugboat being utilized for project activities would be mobilized to the project site from the Port of Long Beach. The tugboat would make four round trips, and the crane barge would remain onsite for the duration of the project; therefore, traffic within the harbor areas would not be impacted by project-related activities. Crew boats carrying workers and divers would be mobilized to the site daily. Due to the short-term nature of these increases, and the limited number of trips, the impact would not be significant (Class III). Therefore, no mitigation is required.
4.6 Transportation

Table 4.6-2 summarize potential transportation impacts and mitigation measures.

Table 4.6-2. Summary of Transportation Impacts and Mitigation Measures

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation/Preventative Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRA-1: Effects on Ground Transportation Safety</td>
<td>No mitigation required</td>
</tr>
<tr>
<td>TRA-2: Effects on Waterborne Navigation Safety</td>
<td>No mitigation required; PM REC-2. U.S. Coast Guard Local Notice to Mariners Advisory</td>
</tr>
<tr>
<td>TRA-3: Effects from Construction Traffic</td>
<td>No mitigation required</td>
</tr>
<tr>
<td>TRA-4: Effects on Maritime Navigation and Marine Traffic</td>
<td>No mitigation required</td>
</tr>
</tbody>
</table>

4.6.5 Impacts of Alternatives

The potential impacts of alternatives were evaluated in light of the goals of the applicable governmental plans and policies, and the significance thresholds defined in Section 4.6.3.

4.6.5.1 Complete Removal of Conduits Alternative

The Complete Removal of Conduits Alternative, in addition to the removal activities of the Proposed Project, would require the removal of all materials associated with the intake and discharge conduits of SONGS Unit 1. This alternative would be divided into two major activities, onshore work and offshore work, which would be significantly longer in duration (12 months) than the Proposed Project (4 months).

The Complete Removal of Conduits Alternative would utilize the ground transportation network in San Diego County for access for construction equipment, materials, and daily personnel commuter traffic to and from the onshore disposition area. The ground transportation network near the project area consists of I-5 and Basilone Road. Day-to-day access for personnel to the project site would be from the I-5/Basilone Road interchange to Old Highway 101, and then through San Onofre State Beach (Surf Beach) to reach the onshore portion of the conduits (Figure 3.3-1).

I-5 at Basilone Road peak hour volume is 10,600 vehicles per hour (Caltrans 2004). For eight lanes, four each way, this is an average of 1,325 vehicles per lane per hour. Assuming a capacity (LOS E) of 2,000 vehicles per lane per hour, the volume/capacity ratio (V/C) would be 0.66, which is equivalent to LOS C, and satisfactory operations. There are no large commercial or residential communities near the interchange that generate high peak hour volumes, and there is no existing congestion on the on- and off- ramps.
Impact TRA-ALT-1: Effects on Ground Transportation in the Project Area

Activities could create short-term impacts to ground transportation in the project area (Class I)

The Complete Removal of Conduits Alternative would generate traffic from workers accessing the onshore work site during the 12-month period (Figure 3.3-1). Additionally, large trucks transporting equipment and material would access the onshore area via Surf Beach. Large trucks would also utilize the Surf Beach access road to transport sections of the conduit removed from the nearshore area by the crane. The truck trips and commute trips would not have an adverse effect on LOS at local intersections, street segments, or on I-5. However, truck-related traffic would create traffic safety hazards to existing conditions at Surf Beach. The presence of large, slow-moving trucks in the Surf Beach parking lot would represent a safety hazard for families enjoying the beach environment. The 12-month disposition period would adversely affect the peak summer period for beach use. As discussed in Section 4.4.5.1, it would not be feasible to suspend beach construction activities during the peak summer period in order to avoid traffic impacts on beach users. Therefore, the short-term ground transportation impact during the summer season would be significant and unavoidable (Class I).

Impact TRA-ALT-2: Effects on Waterborne Navigation Safety

Activities could create a short-term hazard to waterborne navigation (Class III)

The effects on waterborne navigation safety would be the same as with the Proposed Project, except that the duration of the disposition effects would be extended for an additional 9 months.

Preventative Measure for Impact TRA-ALT-2: Effects on Waterborne Navigation Safety

PM REC-2 would apply to this impact.

Impact TRA-ALT-3: Effects from Construction Traffic in the Oceanside and Dana Point Harbor Areas

Activities could disrupt ground traffic that would delay short-term normal movements (Class III)

As for the Proposed Project, the slight increase in local traffic to and from Oceanside or Dana Point harbors would not have a significant effect on the local roadway systems.
(Class III). However, with the Complete Removal Alternative, the slight increase would occur for a much longer duration (up to 12 months). No mitigation is required.

Unlike the Proposed Project, the Complete Removal Alternative would result in project-related traffic using the I-5/Basilone Road interchange and I-5. The increase in volumes would not cause a significant increase in congestion on the local roadway system (Class III), and no mitigation is required.

Impact TRA -ALT-4: Effects on Maritime Navigation and Marine Traffic

Activities could affect the short-term ease of maritime navigation or disrupt maritime traffic causing a delay of normal movement (Class III)

As with the Proposed Project, the slight increase in maritime traffic to and from the site would not have a significant effect (Class III). However, with the Complete Removal Alternative, the slight increase would occur for a much longer duration. No mitigation is required.

4.6.5.2 Removal of Nearshore Portions of Conduits Alternative

The Removal of Nearshore Portions of Conduits Alternative involves a similar scope as the Complete Removal Alternative; however, only the conduits from the seawall to a distance of approximately 300 feet (91 m) offshore would be removed.

Impact TRA -ALT-5: Effects on Ground Transportation in the Project Area

Activities could create short-term impacts to ground transportation in the project area (Class II)

The Nearshore Conduit Removal Alternative would have the same effects on ground transportation safety as with the Complete Removal Alternative; however, the duration of the impacts would be less due to the shorter disposition period (9 months vs. 12 months). Therefore, the peak summer season could be avoided, and impacts could be mitigated to a less than significant level (Class II).

Mitigation Measure for Impact TRA -ALT-5: Effects on Ground Transportation in the Project Area

MM REC-ALT-4 would apply to this impact.
Impact TRA -ALT-6: Effects on Waterborne Navigation Safety

Activities could create a short-term hazard to waterborne navigation (Class III)

This alternative would have the same effect on navigational safety as with the Proposed Project, but for a longer duration.

Preventative Measure for Impact TRA -ALT-6: Effects on Waterborne Navigation Safety

PM REC-2 would apply to this impact.

Impact TRA -ALT-7: Effects from Construction Traffic in the Oceanside and Dana Point Harbor Areas

Activities could disrupt ground traffic that would delay short-term normal movements (Class III)

The Nearshore Conduit Removal Alternative would have similar effects on local traffic in the Oceanside Harbor or Dana Point areas as with the Complete Removal Alternative. However, the duration would be shorter with this alternative. No mitigation is required.

Impact TRA -ALT-8: Effects on Maritime Navigation and Marine Traffic

Activities could affect the short-term ease of maritime navigation or disrupt maritime traffic causing a delay of normal movement (Class III)

The effects on maritime navigation and marine traffic would be similar to the Complete Removal Alternative and would not result in a significant impact (Class III). No mitigation is required.

4.6.5.2 Crush Conduits and Remove Terminal Structures Alternative

The activities associated with this alternative would be similar to those from the Complete Removal Alternative. However, instead of removing the conduits, the crawler crane working from the onshore trestle would crush the conduits in place using a drop chisel-shaft. This alternative would not require any trips to remove concrete debris.
Impact TRA -ALT-9: Effects on Ground Transportation in the Project Area

Activities could create a short-term impact to ground transportation in the project area (Class II)

The impact to ground transportation safety would be similar in nature for the Crush Conduits Alternative as for the Complete Removal Alternative (Class II). However, the impact would be less because the duration of project activities would be shorter, with fewer truck trips.

Mitigation Measure for Impact TRA -ALT-9: Effects on Ground Transportation in the Project Area

MM REC-ALT-4 would apply to this impact

Impact TRA -ALT-10: Effects on Waterborne Navigation Safety

Activities could create a short-term hazard to waterborne navigation (Class III)

This alternative would have the same impacts on navigational safety as would the Proposed Project. However, the impacts associated with the Crush Conduits Alternative would occur for a longer duration than those associated with the Proposed Project.

Preventative Measure for Impact TRA -ALT-10: Effects on Waterborne Navigation Safety

PM REC-2 would apply to this impact.

Impact TRA -ALT-11: Effects from Construction Traffic in the Oceanside and Dana Point Harbor Areas

Activities could disrupt ground traffic that would delay short-term normal movements (Class III)

The Crush Conduits Alternative would have similar effects on local traffic in the Oceanside Harbor or Dana Point areas as with the Complete Removal Alternative (Class III). However, the duration would be shorter with this alternative. No mitigation is required.
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Impact TRA -ALT-12: Effects on Marine Traffic

Activities could affect the short-term ease of maritime navigation or disrupt marine traffic causing a delay of normal movement (Class III)

The impacts to maritime navigation and marine traffic would be the same for this alternative as for the Proposed Project; however, the duration would be longer. No mitigation is required.

4.6.5.3 Artificial Reef Alternative

This alternative would be similar to the Proposed Project; however, the cut up sections of concrete from the terminal structures would remain permanently on the seafloor. This would create a larger artificial reef around the existing rock riprap, and no concrete debris would be taken to the recycling facility.

Impact TRA -ALT-13: Effects on Ground Transportation in the Project Area

Activities could create short-term impacts to ground transportation (Class III)

The effects on ground transportation would be the same for the Artificial Reef Alternative as for the Proposed Project; no significant impacts would occur (Class III), and no mitigation is required.

Impact TRA -ALT-14: Effects on Waterborne Navigation Safety

Activities could create a short-term hazard to waterborne navigation (Class III)

This alternative would have the same effect on waterborne navigation safety as with the Proposed Project.

Preventative Measure for Impact TRA -ALT-14: Effects on Waterborne Navigation Safety

PM REC-2 would apply to this impact.
Impact TRA -ALT-15: Effects from Construction Traffic in the Oceanside and Dana Point Harbor Areas

Activities could disrupt ground traffic that would delay short-term normal movements (Class III)

The effects on local traffic from construction would be less under this alternative than under the Proposed Project and would not be significant (Class III). No mitigation is required.

Impact TRA -ALT-16: Effects on Maritime Navigation and Marine Traffic

Activities could affect the short-term ease of maritime navigation or disrupt maritime traffic causing a delay or normal movement (Class III)

The Artificial Reef Alternative would have the same effects on marine traffic as with the Proposed Project (Class III). No mitigation is required.

4.6.5.4 No Project Alternative

The No Project Alternative would leave the existing conduits and their associated terminal structures and marker buoys in their current state. There would be no new transportation effects associated with the No Project Alternative.

Impact TRA -ALT-17: Effects on Waterborne Navigation Safety and Marine Traffic

Leaving the terminal structures and marker buoys in place could result in long-term hazards to waterborne navigation (Class II)

The No Project Alternative would leave the terminal structures and marker buoys in place, continuing a long-term effect on navigation. The buoys would remain as navigational markers and would need to be avoided by boaters.

Mitigation Measure for Impact TRA -ALT-17: Effects on Waterborne Navigation Safety and Marine Traffic

REC-ALT-5 would apply to this impact.

4.6.6 Cumulative Projects Impact Analysis

None of the cumulative projects discussed in Section 4 would involve offshore construction activities; therefore, the Proposed Project, in conjunction with other known projects, would not contribute to any adverse cumulative transportation impacts in the...
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marine environment. None of the cumulative projects discussed in Section 4.0 would have activities near the onshore project area. Some of the projects within the north end of MCB Camp Pendleton may have construction traffic that would use the I-5/Basilone Road interchange at the same time as the Proposed Project. Given the current acceptable operations at the interchange, the combined effects of construction traffic are not anticipated to be significant.

4.6.7 References


