

5.10 Land Use and Planning

LAND USE PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Significance criteria established by CEQA Guidelines, Appendix G.

5.10.1 Setting

The proposed project is in the incorporated Town of Windsor in Sonoma County. The proposed site is west of Highway 101 and is bounded on the north by Herb Road, on the west by the Northwestern Pacific Railroad (NWPRR) right-of-way, and on the east by Old Redwood Highway. The Windsor Unified School District school bus yard is directly south of the site. The proposed Kerry Conservation Site (see Section 5.4, Biological Resources, for more) is between the vacant property west of the substation site and Promenade Lane. The substation site is zoned Service Commercial. The school bus yard to the south is zoned Public Institutional, lands to the west are zoned Estate Residential, and lands to the east on the east side of Old Redwood Highway are zoned Gateway Commercial. Lands to the north and west of Herb Road are outside of the Town of Windsor jurisdiction, in unincorporated Sonoma County. No land zoned for recreation is within 0.25 miles of the site, and no park facilities are within 0.25 miles of the site.

The adjacent parcels to the north and west each contain two single-family dwelling units. One residence is located on the east side of Old Redwood Highway (in the area zoned Gateway Commercial). The nearest homes are 60 feet north and 160 feet west of the project parcel boundary and 125 feet north and 200 feet west of the proposed substation fenceline. Homes to the north are separated from the site by Herb Road and homes to the west are separated from the site by the railroad tracks. The home to the east of the site 265 feet from the project parcel boundary and 355 feet from the proposed fenceline; it is separated from the proposed substation site by Old Redwood Highway. See Figure 4-2 for an aerial view of the site. See Figure 5.10-1 for the location of the proposed project in relation to land use designations in the General Plan. Trees and bushes line the railroad tracks and a Class II bicycle path has been proposed along the railroad tracks. See also Figure 5.12-1 for residences in the project area.

The installation of the underground distribution lines from the substation to the Fulton No. 1 60 kV line, and from the substation to Old Redwood Highway, would occur in an area zoned Service Commercial. Installation of the overhead, double-circuit distribution line under the Fulton No. 1 Power Line would primarily occur on lands zoned Surrounding Residential, with portions of the power line being adjacent to lands zoned as Estate Residential and Planned Development to the west, and lands zoned as Service Commercial, Public Institutional, Medium Density Residential, and Village Residential to the east. Reconductoring of the existing overhead and underground distribution lines along Old Redwood Highway would occur on lands zoned as Service Commercial, Gateway Commercial, and Medium Density Residential, bordered to the west by lands zoned as Public Institutional, Service Commercial, Medium Density

Residential, Service Commercial, Neighborhood Center Commercial, Town Center Commercial, and Community Commercial.

Portions of the existing Fulton No. 1 60 kV line and the existing 12-kV distribution line are located within the Windsor Station Area/Downtown Specific Plan. This planning area encompasses approximately 390 acres and is designed to promote transit oriented development in downtown Windsor and surrounding areas. The Plan was the subject of an environmental impact review and was adopted on January 18, 2012 (Town of Windsor 2012).

The proposed substation site is approximately 3.6 miles northeast of the runway at the Charles M. Schulz Sonoma County Airport. The nearest new distribution poles would be located approximately 2.2 miles north from the end of the Sonoma County Airport runway. The proposed project is outside both the Comprehensive Airport Land Use Plan Safety Zones and the Relocated Comprehensive Airport Land Use Plan Safety Zones as proposed in the Draft Environmental Impact Report for the Charles M. Schulz – Sonoma County Airport Master Plan Implementation Project (Sonoma County 2011).

The CPUC has exclusive permitting authority regarding PG&E's application to build the Windsor Substation, and no local use permit would be required. Absent CPUC involvement, this type of project would be considered a conditional use under the site's land use designation and zoning. Even though Sonoma County would not issue permits for the proposed substation and power line interconnection, several of the county's General Plan goals and policies are applicable to this analysis. The Sonoma County General Plan Land Use Element encourages growth inside city limits and discourages the extension of utilities into areas where they might facilitate growth in non-urban areas. The proposed project would be located in the Town of Windsor and would accommodate growth in a currently developed area.

The following polices in the Town of Windsor General Plan – 2015 (2011) are relevant to the proposed project:

- ¾ **B.4** Ensure that growth occurs concurrently with the provision of adequate services and infrastructure
- ¾ **B.6** Designate a range of land uses to balance residential and economic development in a manner compatible with the Planning Area's environmental resources
- ¾ **E.4.15** Utility distribution and transmission lines for all new development shall be placed underground
- ¾ **E.4.16** The Town shall encourage the use of existing transmission corridors for new lines, except in the case of electrical transmission lines over 500 kW, which for safety reasons shall be separated from existing corridors by at least 500 yards

5.10.2 Environmental Impacts and Mitigation Measures

a. Would the project physically divide an established community?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The proposed project would not create a barrier within the community because the surrounding public streets would remain accessible during construction. However, during undergrounding activities along Old Redwood Highway and other roadways where reconductoring would be required, the sidewalk immediately adjacent to the proposed substation site and along the distribution line would be temporarily closed. Because the sidewalks would be inaccessible during periods of underground and overhead reconductoring and during construction of the ingress to the proposed substation site, the proposed project could inconvenience neighboring residents. **Mitigation Measure LU-1** would provide nearby residents with advance notice of construction to reduce the potential inconvenience of temporary road closures. With the implementation of this mitigation measure,

the impact of the project related to physically dividing an established community would be less than significant. Sidewalks and curbs damaged during construction would be repaired or replaced.

The substation would be operated and monitored from PG&E control stations in Vacaville, California. On-site inspections and maintenance would occur monthly or as needed under emergency conditions. Inspection staff would park on the substation site or utilize on-street parking spaces; therefore, staff vehicles would not impact the public right-of-way or public access.

LU-1 Provide advance notice of construction.

Advance Notice. Prior to construction, the Applicant shall give at least ~~10~~ 30 days advance notice of the start of any construction-related activities. Notification shall be provided by posting signs along affected roadsides to tell the public about the work. The posted signs shall:

- ¾ Describe where and when construction is planned;
- ¾ Provide contact information for a point of contact for complaints related to construction activities.

Prior to commencing ground disturbing activities, the Applicant shall submit a copy of the template used for the posted sign.

Reporting of Complaints. The Applicant shall document all complaints and strategies for resolving complaints in regular reporting to the CPUC.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

LESS THAN SIGNIFICANT. The CPUC has exclusive permitting authority regarding PG&E’s application to build the Windsor Substation, and no local use permit would be required. Nonetheless, the proposed project would be consistent with local zoning and the goals of the Town of Windsor General Plan Community Development Chapter.

The proposed substation site is zoned Service Commercial. The allowed uses in the Service Commercial Zoning District include “intensive personal and business service uses, including automobile repair shops, construction equipment sales and rental yards, service stations, and outdoor recreation uses.” The proposed substation would meet or exceed the performance standards established for the Service Commercial Zoning District as demonstrated in Table 5.10-1.

Table 5.10-1. Local Zoning Development Standards

Development Standard	Requirement	Project
Front Setback	10 feet minimum	75 feet
Side Setback(s)	15 feet adjacent to a residential zone	40 feet (south, Public Institutional) 25 feet (west, Estate Residential) 25 feet (north, unincorporated Sonoma County)
Street side (Old Redwood Highway)	0 feet	75
Rear Setback	10 feet minimum	25 feet
Height	45 feet maximum	42 feet ¹

1 - Height is for the substation equipment. Power line poles would exceed the height indicated.
Source: Windsor Zoning Ordinance, Section 27.10.040, Table 2-5.

The proposed project is intended to increase reliability of the electrical grid to better serve existing and future development in the Town of Windsor. As such, the proposed project is consistent with the Land Use Element Goals LU-1 through LU-6 of the Sonoma County General Plan, which discourage growth outside of existing urban areas. The proposed project would not facilitate growth outside the existing limits of the Town of Windsor; it is intended to accommodate existing development. It would be consistent with the Windsor Station Area/Downtown Specific Plan which is designed to orient development in Downtown Windsor and surrounding areas. The proposed project is outside the Comprehensive Airport Land Use Plan Safety Zones and the Relocated Comprehensive Airport Land Use Plan Safety Zones. It would not interfere or extend into navigable airspace; therefore, no airport-related land use impacts would occur as a result of the project.

Although discretionary local approval is not required for the proposed project, it is consistent with the local land use policies described above. Therefore, impacts resulting from conflicts with local land use plans and policies would be less than significant.

c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The proposed substation site, Fulton No. 1 60 kV Power Line, and existing 12-kV distribution line are located within the study area boundary for the Santa Rosa Plain Conservation Strategy (SRPCS), but are not within a conservation area. The SRPCS was established by United States Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFW), and local jurisdictions to help promote appropriate development, while minimizing and mitigating for the loss of habitat for the Sonoma population of California tiger salamander and four listed plant species (USFWS 2005). There is a proposed preserve, the Kerry Conservation Site, between the vacant property west of the proposed substation site and Promenade Lane (see Figure 5.4-1). Two poles of the Fulton No. 1 60 kV Power Line are located in the proposed Kerry Conservation Site.

In January 2012, CDFW indicated that the title to 3.4 acres of this parcel will be transferred to CDFW. As of May 2012, the Kerry Conservation Site is on hold as a result of funding constraints (PG&E 2011-2013). Numerous APMs and mitigation measures for biological resources, including Mitigation Measure B-2 (Preserve special-status plants, wetlands and vernal pools) would reduce potential impacts to listed plant habitat on the Kerry Conservation Site. These APMs are listed in Section 5.4.2(f). ~~In addition, Mitigation Measure B-5 requires agency coordination and approval of a plan for all construction and maintenance activities within the preserve area.~~ With implementation of these measures, proposed project conflicts with the Santa Rosa Plain Conservation Strategy would be less than significant.