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4.16 Transportation and Traffic

Would the project:	Potentially Significant Impact	Potentially Significant Unless APMs Incorporated	Less Than Significant Impact	No Impact
<p>a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Would the project:	Potentially Significant Impact	Potentially Significant Unless APMs Incorporated	Less Than Significant Impact	No Impact
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.16.1 Introduction

The purpose of this section is to describe the existing transportation and traffic conditions within the Proposed Project area and to evaluate potential Proposed Project-related transportation and traffic impacts. A summary of existing area roadways, transit and rail service, airports, and bicycle facilities, as well as a description of the regulatory setting for transportation and traffic, are presented. An analysis of transportation and traffic impacts that would result from implementation of the Proposed Project is also provided.

The proposed Salt Creek Substation site is located adjacent to and southeasterly of Hunte Parkway, where SDG&E’s Transmission Corridor crosses Hunte Parkway. An approximately 5-mile long overhead 69-kV power line would be constructed from the Existing Substation, extending southerly to the proposed Salt Creek Substation. This power line would cross above public streets. The Proposed Project would be developed on land that is either already owned by SDG&E or is within existing SDG&E easements. The Proposed Project would not result in significant impacts on area transportation or traffic, or conflict with any adopted alternative transportation plans or policies.

4.16.2 Methodology

Data pertaining to transportation and traffic for the Proposed Project area were obtained primarily through the County of San Diego General Plan (2011), City of Chula Vista General Plan (2005) and Municipal Code (2013), and the SANDAG 2050 Regional Transportation Plan (SANDAG 2011). A site visit was conducted to obtain a visual understanding of the traffic

patterns along the public roadways that may be directly or indirectly affected by the Proposed Project.

4.16.3 Existing Conditions

4.16.3.1 Regulatory Background

Construction projects that cross public transportation corridors are subject to federal, state, and local encroachment permits. Permits are also required for activities that result in the obstruction of navigable air space. Regulations pertaining to transportation and traffic that may be applicable to the construction of electric facilities, such as the Proposed Project, are summarized below.

Federal

The FAA has jurisdiction over all airports and navigable airspace not administered by the U.S. Department of Defense. Standards and required notification for objects affecting navigable airspace are established by 14 CFR Part 77. Pursuant to FAA regulations, construction that exceeds 200 feet in height above ground level or construction that exceeds any of the imaginary surfaces described in 14 CFR Part 77.9 require notifying the FAA.

The FAA also regulates helicopter use. Helicopter operators are responsible for complying with all applicable federal regulations for planned operation of a helicopter within 1,500 feet of residential uses.

State

An Encroachment Permit or written authorization from Caltrans is required for using California State highways for activities other than normal transportation purposes. Caltrans retains jurisdiction over the state's highway system, and is responsible for protecting the public and infrastructure. Encroachment Permits may include specific conditions or restrictions that limit when construction activities can occur within or above roadways that are under the jurisdiction of Caltrans. All requests from utility companies that plan to conduct activities within a Caltrans' ROW are reviewed by Caltrans.

Regional

SANDAG's 2050 San Diego Regional Transportation Plan: Our Region, Our Future

SANDAG's 2050 San Diego Regional Transportation Plan: Our Region, Our Future was approved in 2011 and provides guidance for establishing a coordinated transportation system for the greater San Diego area (SANDAG 2011). The Regional Transportation Plan is intended to connect and improve the regional transportation network of freeways, public transit, and roadways for present and future residents.

County of San Diego General Plan

With the exception of state roads and highways, the County of San Diego is responsible for the operation and maintenance of the public roadway system in unincorporated areas of the county. San Diego County's General Plan includes a Mobility Element that focuses on

incorporating road types that are compatible with surrounding land uses and reinforce the positive aspects of a community's character, contributing to the economic and social development of the community. No relevant policies or regulations pertaining to the Proposed Project are provided in San Diego County's General Plan.

Local

Chapter 12.28: Encroachments, of the City of Chula Vista Municipal Code (City of Chula Vista 2013) addresses the use of or encroachment into the public ROW for private uses. The City of Chula Vista requires approval of a Public Right-of-Way Permit for the construction of privately owned structures or facilities within the public ROW. In addition, the Land Use and Transportation Element of the City of Chula Vista General Plan (2005) provides measures for improving the efficiency of the city's transportation system. It facilitates the long-term planning required to improve mobility through the development of a balanced, multi-modal transportation network, while minimizing potential environmental and neighborhood impacts. The Transportation Element is aimed at creating a system wherein each mode of transportation contributes to an overall goal of providing transit services that meet varied user needs, while implementing a strategy to reduce traffic congestion and provide increased transportation choices with consideration for varying land use types.

4.16.3.2 Existing Roadway Network

The Proposed Project is located within an urban area in the City of Chula Vista, and also within unincorporated County of San Diego. Figure 3-3, Project Overview, shows the Proposed Project area and existing roadway network. Primary access to the proposed Salt Creek Substation site during construction would be along the sewer access road from Hunte Parkway. From Hunte Parkway, large vehicles that exceed the width of the driveway would travel over a portion of the existing curb and gutter that are immediately west of the street light/signal intersection with Exploration Falls Drive. A list of roadways adjacent to the Proposed Project that may be used for transporting construction equipment is included in Table 4.16-1, Public Roadways Adjacent to the Proposed Project Area. The table identifies the roadway classification, number of lanes, and level of service (LOS), where available. Multiple roadway segments presented in Table 4.16-1 are applicable to several Proposed Project components.

Within the Proposed Project area, Hunte Parkway and SR-125 are public roadways that run mainly north/south; portions of Hunte Parkway also run east/west. Olympic Parkway and Evening Star are local public streets that run east/west. Access to the proposed Salt Creek Substation would be provided from an existing driveway just west of the signal off Hunte Parkway, which provides access to the existing sewer access roadway. Figure 4.16-1 illustrates the primary existing local roadways that would be used to provide access to Proposed Project components. Construction traffic may also use other local roadways when travelling between segments along TL 6965. Existing SDG&E utility easements would provide access to TL 6965, the TL 6910 loop-in, and the Existing Substation staging yard for construction and ongoing maintenance. Additionally, the TL 6965 alignment crosses SR-125, Olympic Parkway, Otay Lakes Road, and Proctor Valley Road.

Table 4.16-1: Public Roadways Adjacent to the Proposed Project Area

Roadway	Roadway Segment	Classification	Number of Lanes in the Proposed Project Area	Average Weekday Traffic Volume (number)	A.M. Peak*	P.M. Peak*	Acceptable LOS C (number)**
<i>Salt Creek Substation, Hunte Parkway Staging Yard, and Eastlake Parkway Staging Yard</i>							
SR-125***	South of SR-54 to SR-905	Freeway (Tollroad)	2 to 3 Lanes Each Direction	32,141	N/A	N/A	70,000
Hunte Parkway	Discovery Falls Drive to Exploration Falls Drive	4-Lane Major	1 Lane NB 3 Lanes SB	1,293	128	126	30,000
Olympic Parkway	SR-125 to Eastlake Parkway	6-Lane Major Street	2 Lanes EB 4 Lanes WB	37,182	1,458	1,774	40,000
Birch Road	West of SR-125	6-Lane Major	2 Lanes EB 4 Lanes WB	10,432	547	648	40,000
Eastlake Parkway	Fenton Street–Otay Lakes Road	4-Lane Major	1 Lane NB 3 Lanes SB	26,229	736	903	30,000
<i>TL 6965 and TL 6910 Loop-In</i>							
Mt. Miguel Road	SR-125–Calle La Marina	4-Lane Major	1 Lane NB 3 Lanes SB	9,582	648	669	30,000
Eastlake Parkway	Fenton Street–Otay Lakes Road	4-Lane Major	1 Lane NB 3 Lanes SB	26,229	736	903	30,000
<i>Existing Substation Modifications</i>							
SR-125***	South of SR-54 to SR-905	Freeway (Tollroad)	2 to 3 Lanes Each Direction	32,141	N/A	N/A	70,000
San Miguel Ranch Road	Avenida Loretta to SR-125	Class I Collector	1 Lane NB 3 Lanes SB	7,647	402	547	22,000

* Source: City of Chula Vista 2012

** Source: City of Chula Vista General Plan, Land Use and Transportation Element, Chapter 5 Transportation, Table 5-9, Street Segment Performance Standards and Average Traffic Volumes (2005).

*** Source: SANDAG 2012a

NB = northbound; SB = southbound; WB = westbound; EB = eastbound

N/A = Data not available

4.16.3.3 Airports

Chula Vista’s commercial air transportation needs are served by Lindbergh Field (located approximately 16 miles northwest of the proposed Salt Creek Substation), San Diego’s international airport (passenger and freight traffic), and by Brown Field Municipal Airport, a general aviation facility with one runway located south of Chula Vista on Otay Mesa within the City of San Diego. No private airports or airstrips are located within 2 miles of the Proposed Project.

Brown Field Municipal Airport is the closest public airport to the Proposed Project, located approximately 3.7 miles southwest from the proposed Salt Creek Substation. John Nichol’s Field is the closest private airport to the Proposed Project, located approximately 3.4 miles northeast from the proposed Salt Creek Substation.

The proposed Salt Creek Substation site is approximately 20 miles southeast of Marine Corps Air Station (MCAS) Miramar, which has an Air Installations Compatibility Use Zone (AICUZ). Air operations at MCAS Miramar include Seawolf and Julian departures, “touch-and-go’s,” field carrier landing practice, and ground control approach box patterns for fixed- and rotary-wing aircraft.

4.16.3.4 Bus

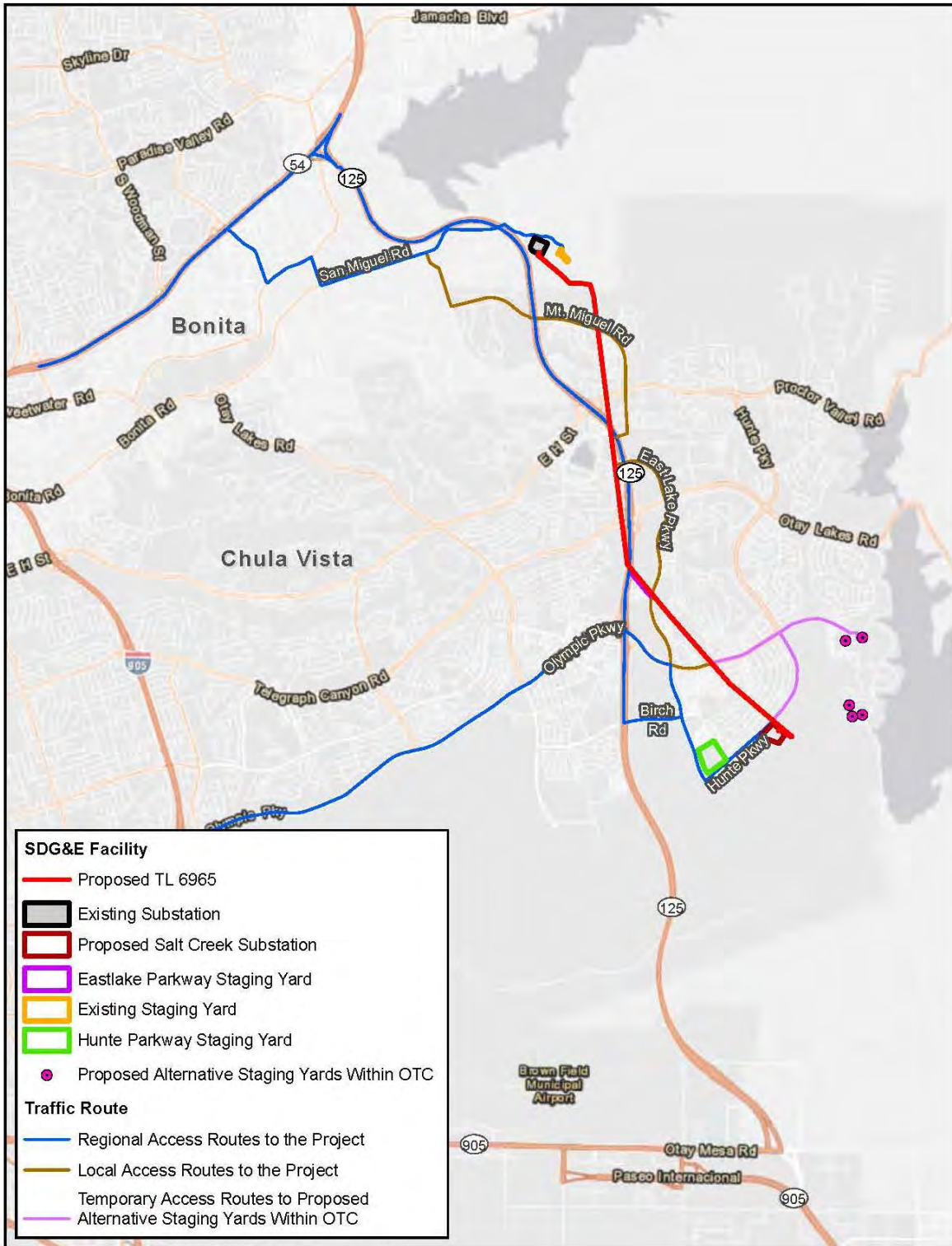
Bus service to the Proposed Project area is provided by the San Diego Metropolitan Transit System (MTS). This system includes a network of local bus routes oriented to each of the community’s activity centers, as well as the Urban Core Subarea and eastern activity centers in Chula Vista. Community activity centers serviced by the local bus network are Bayfront, Terra Nova, Bonita, Southwestern College, Eastlake, Otay Ranch Villages, the proposed university, Sharp Hospital, and the Montgomery area. San Diego MTS provides bus line Routes 703, 707, and 709A/B/C in the area (San Diego Metropolitan Transit System 2012).

4.16.3.5 Bicycle Facilities

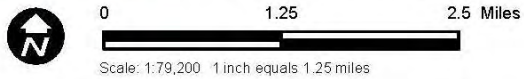
The City of Chula Vista designates and maintains three types of bicycle facilities: Class I (bike lane separated from traffic), Class II (on-street bike lanes marked at the curb or in the parking lane), and Class III (signage, no paint in ROW). Within the vicinity of the Proposed Project, Birch Road, Hunte Parkway (south of Olympic Parkway), and Eastlake Parkway are designated as proposed Class II bike lanes. Olympic Parkway and Hunte Parkway (north of Olympic Parkway) are designated as existing Class II bike lanes.

Additionally, according to the San Diego Regional Bike Map, Eastlake Parkway, Hunte Parkway, Birch Road, and Olympic Parkway are designated as “bike lane,” which refers to a striped lane providing one-way bike travel on a street or highway. South of Birch Road, SR-125 is designated as “freeway shoulder bike access,” which opens freeway shoulders to bicyclists (SANDAG 2012b).

Figure 4.16-1: Traffic Routes



Source: GeomorphIS, LLC, AECOM, SDG&E, 2013; Esri Basemaps, 2013



Note: SDG&E is providing this map with the understanding that the map is not survey grade.

4.16.4 Impacts

4.16.4.1 Significance Criteria

Activities associated with construction of the Proposed Project would have the potential to affect existing traffic patterns or cause traffic delays associated with transporting equipment and materials to and from the Proposed Project area. Due to the nature of the Proposed Project, traffic resulting from operation and maintenance of the proposed Salt Creek Substation and associated components would have minimal effects on the circulation system, as typically a limited amount of vehicular activity (less than one vehicle trip per day) would be required over the long term. As a result, the following analysis of Proposed Project-related traffic impacts is generally focused on the construction phase. Operational impacts are addressed and analyzed, where appropriate, with regard to the significance criteria.

Minimal helicopter use is anticipated for the Proposed Project. Helicopter use is only anticipated for stringing the “sock line” for TL 6965. Impacts caused by encroachment into navigable airspace, such as by a crane, wire, or tall structure, would be negligible. Potential impacts to air traffic are described for construction and operation and maintenance in response to Question 4.16c.

According to Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact if it would:

- result in a substantial increase in traffic that conflicts with a plan, ordinance, or policy establishing measures for the effectiveness of circulation system performance;
- result in the exceedance of an established LOS standard;
- cause a change in air traffic patterns;
- result in a substantial increase in hazards due to a design feature or incompatible uses;
- result in inadequate emergency access; and/or
- conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or decrease the safety of such facilities.

Question 4.16a – Circulation System Performance/Traffic Increases

Construction – Less-than-Significant Impact

Salt Creek Substation

Primary access to the proposed Salt Creek Substation site during construction would be provided by the sewer access road from Hunte Parkway. From Hunte Parkway, large vehicles would drive over the existing curb and gutter that are immediately west of the street light/signal. Approximately 120 feet of the existing unreinforced concrete curb and gutter would be removed and replaced with a reinforced concrete curb and gutter. Improvements to

the existing driveway, curb, and gutter would require public improvement and traffic control plans.

Prior to trenching, SDG&E would notify other utility companies to locate and mark existing underground utilities along the proposed trench alignment. SDG&E would also conduct exploratory excavations (potholing) to verify locations of existing facilities in the ROW. SDG&E would coordinate with the City of Chula Vista to secure Encroachment Permits for trenching and potholing in the city ROW, as required. Figure 4.16-1 depicts the primary proposed construction travel routes for the Proposed Project.

Vehicle trips generated by construction personnel would generally occur with workers arriving at the site in the morning and leaving the site at the end of the day, with limited worker-related trips to or from the worksite during the course of the day. The estimated construction duration for the Proposed Project is approximately 18 to 24 months. It is anticipated that up to approximately 35 workers would be on-site at the Salt Creek Substation at any one time during construction.

Daily transportation of construction workers is not expected to cause a significant effect since there would not be more than approximately 35 workers at one time in any one location at the peak of construction. It is estimated that construction personnel would generate approximately 50 to 60 personal vehicle trips per day during peak construction times. Approximately eight to 12 trips would be generated each from arrivals and departures during peak hours.

In general, no more than approximately 27 truck trips per day, over an estimated 3- to 6-month duration, are anticipated to complete grading at the proposed Salt Creek Substation site. In addition, approximately six additional trips per day are anticipated for delivering materials and equipment during the duration of construction. Delivery, material, and equipment trucks would travel to and from staging areas approximately one to two times per week during peak construction activities. As stated above, the number of construction workers per weekday would not exceed approximately 35 (or 50 to 60 personal vehicle trips per day) during peak construction of the Proposed Project. With the 27 truck trips and six delivery trips, an additional 83 to 93 trips per weekday would be generated by the Proposed Project during peak construction days. The total weekday trips, including the additional Proposed Project construction trips, would be well below the acceptable LOS C (Table 4.16-1).

All construction vehicles and equipment would enter the proposed Salt Creek Substation site from Hunte Parkway via an existing sewer access road that would be improved as part of the Proposed Project. Although some disruption to traffic flow may occur when trucks ingress or egress the proposed Salt Creek Substation site, such events would be periodic and temporary. As needed, signage or flag personnel may be used to reduce potential traffic flow disruptions and to maintain public safety during construction. In addition, SDG&E would prepare and implement a traffic control plan to further reduce potential impacts.

Average daily traffic volumes on area roadways in the vicinity of the proposed Salt Creek Substation site are generally low, with Hunte and Olympic Parkways operating below capacity. As such, the slight increase in vehicle trips potentially generated by the Proposed Project during

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construction would not adversely affect traffic. As construction vehicles entering or leaving the site would be periodic and short term, and with consideration of the existing traffic volumes on Hunte Parkway and adjacent roadways, impacts would be less than significant. Based on the above, the proposed Salt Creek Substation would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation.

TL 6965 and TL 6910 Loop-In

Construction of TL 6965 is anticipated to last 8 to 12 months. An approximately 5-mile-long overhead 69-kV power line would be constructed from the Existing Substation, extending south to the proposed Salt Creek Substation, as shown in Figure 3-3, Project Overview. The northernmost 4,700 linear feet would be located in the unincorporated portion of the County of San Diego on SDG&E fee-owned land surrounding the Existing Substation. Figure 4.16-1 depicts the proposed construction travel routes for TL 6965. Construction vehicles would travel on public streets to reach the TL 6965 access roads located on SDG&E property. Construction-related traffic would result in a small increase (additional 80 trips per weekday); therefore, impacts would be less than significant.

Constructing the TL 6910 loop-in would require approximately 2 to 6 months. Construction traffic would use the temporary access that originates within the SDG&E ROW or the primary access from Hunte Parkway. It is estimated that trench work would require 4 to 6 weeks, and cable installation would require an additional 4 to 6 weeks. An additional approximately 15 to 25 workers would be employed during TL 6910 loop-in construction. Up to approximately 22 workers would be employed to install distribution lines. Final testing and checkout would require approximately six to eight electricians and/or engineers.

Trenching operations for the TL 6910 loop-in would not occur within public streets. Trenching operations for distribution lines would be staged in intervals so that only a maximum of 300 to 500 feet of trench would be left open on the public street at any one time, or as allowed by permit requirements. Trenching would generate approximately 400 cy per day of excavated material, which would be exported to an SDG&E-approved disposal site. At any one time, open trench lengths would not exceed that required to facilitate duct bank installation. Steel plating would be placed over open trenches to maintain vehicular and pedestrian traffic across areas that are not under active construction. Traffic controls, as part of a traffic control plan, would be implemented to direct local traffic safely around work areas. As construction activities would generate minimal vehicle trips, such activities would not contribute to a substantial increase in existing traffic volumes (see Table 4.16-1) along roadways affected by the Proposed Project. Therefore, construction activities would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Existing Substation Modifications

At the Existing Substation, a new 69-kV circuit position would be installed for the new TL 6965 going to the proposed Salt Creek Substation. Up to approximately 33 workers would be employed during installation of the 69-kV position at the Existing Substation. As depicted in

Figure 4.16-1, construction vehicles would travel on public streets to reach the SDG&E property. As construction activities would generate minimal vehicle trips, such activities would not contribute to a substantial increase in existing traffic volumes (see Table 4.16-1) along roadways affected by the Proposed Project. Therefore, construction activities would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Impacts would be less than significant.

Staging Yards

Construction of the Proposed Project would use three staging yards, along with an alternative staging yard at the OTC. As shown in Figure 3-3, the staging yards would be in proximity to Proposed Project construction areas; therefore, construction vehicles would travel minimal distances to these staging yards. Additionally, due to the size and nature of the Proposed Project, there would not be substantial numbers of heavy construction equipment traveling to and/or from the staging yards. For these reasons, traffic impacts associated with construction would be low. These activities would be short term and would cease upon completion of construction; therefore, impacts would be less than significant.

Operation and Maintenance – No Impact

The proposed Salt Creek Substation would be unattended, and monitored and controlled by SDG&E's Remote Control Center. Routine maintenance is expected to generate approximately six trips per year by a crew consisting of two to four workers. Routine operations would involve one or two workers in a light utility truck visiting the substation on a weekly or daily basis. It is anticipated that one annual major maintenance inspection would occur, requiring an estimated 10 personnel. It is anticipated that this inspection would require approximately 1 week to complete. Nighttime maintenance activities are not expected to occur more than once per year.

Vegetation clearing would occur on an as-needed basis to maintain safety and/or access. Such activities would generally require one to two maintenance vehicles and one or more employees to clear and/or trim vegetation, thus ensuring that an adequate working space is maintained around the substation and power lines.

It is anticipated that the transmission circuits that would loop into the proposed Salt Creek Substation would be inspected once per year. Maintenance crews may consist of as many as four people and may require a tool truck, an assist truck, and a large bucket lift truck or other similar equipment.

Operations and maintenance activities for TL 6965 and the TL 6910 loop-in would include routine inspection, maintenance, and repair activities. Inspections would continue to occur in the form of aerial patrol through the use of helicopters or through ground patrols visiting the facilities. No increase in frequency over existing inspections for facilities within the Transmission Corridor would occur. Therefore, operation and maintenance activities would not generate new vehicle trips. At a minimum, such routine inspections would occur annually to identify potential corrosion, equipment misalignment, loose fittings, and/or other mechanical problems; such activities would not contribute to a substantial increase in traffic volumes along roadways affected by the Proposed Project. As no increase in vehicle trips would occur with

operation and maintenance activities, no traffic impacts would occur, including no conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Question 4.16b – Level of Service Changes

Construction – Less-than-Significant Impact

Salt Creek Substation

Construction traffic generated by the Proposed Project would result in a less-than-significant increase in the existing daily traffic volumes along area roadways; therefore, it would not cause any changes to existing LOS, travel demand measures, or other standards established by the County Congestion Management Agency. Temporary lane closures may be required during Proposed Project construction to facilitate transporting materials and equipment, or to maintain public safety during trenching or other construction activities. SDG&E would prepare a traffic control plan, as required by the City of Chula Vista, when construction activities are located within City of Chula Vista streets. Temporary traffic delays may also occur when construction vehicles enter and exit the site along Hunte Parkway; however, the existing roadway system in the area of the Proposed Project has adequate capacity (see Table 4.16-1) to accommodate any increase in traffic resulting from the vehicular trips associated with construction of the Proposed Project.

The Proposed Project would not cause a change to the existing LOS of any roadways in the vicinity of the Proposed Project. No impact or conflict with an applicable congestion management program would occur.

TL 6965 and TL 6910 Loop-In

Similar to the Salt Creek Substation, constructing TL 6965 and the TL 6910 loop-in would not have a measurable increase in existing traffic volumes on the adjacent roadways. Figure 4.16-1 shows public streets that construction vehicles would travel on to reach the power line access roads located on SDG&E property. Construction-related traffic would generate a small increase in vehicle traffic (additional 80 trips per weekday); therefore, construction-related traffic would not have an impact on existing LOS in the Proposed Project vicinity. No impact or conflict with an applicable congestion management program would occur.

Existing Substation Modifications

Similar to the proposed Salt Creek Substation, modifications at the Existing Substation, which includes installing a 69-kV circuit position for the new TL 6965, would not result in any LOS impacts to existing adjacent roadways. No impact or conflict with an applicable congestion management program would occur.

Staging Yards

Staging yards would be located in proximity to Proposed Project construction areas; therefore, construction vehicles would travel minimal distances to these staging areas. Using staging yards

would help to reduce construction traffic impacts on roadways; therefore, no impact or conflict with an applicable congestion management program would occur.

Operation and Maintenance – No Impact

Traffic generated by Proposed Project operation and maintenance activities would be negligible. As such, the Proposed Project would not significantly impact traffic in the surrounding area or alter existing traffic patterns. Operation and maintenance of the Proposed Project would, therefore, not impact the existing LOS of area roadways or conflict with an applicable congestion management program. No impact would occur.

Question 4.16c – Air Traffic Changes

Construction – No Impact

At this time, helicopter use is only anticipated for stringing the sock line for TL 6965. Prior to initiating any construction using a helicopter, SDG&E would implement standard BMPs to ensure that no adverse effects with regard to air quality, noise, or other issues would occur. Prior to construction, SDG&E or its contractor would coordinate flight patterns with local air traffic control and the FAA, as required, to prevent any adverse impacts due to air traffic. In addition, the helicopter operator would be responsible for complying with all applicable federal regulations for planned operation of a helicopter within 1,500 feet of residential uses.

Cranes would likely be used to set some Proposed Project equipment. The tallest structure that would be installed as part of the Proposed Project would be the approximately 113-foot-high cable pole erected adjacent to the proposed Salt Creek Substation. Pursuant to FAA requirements, construction that exceeds 200 feet in height above ground level or construction that exceeds any of the imaginary surfaces described in 14 CFR Part 77.9 is considered to be a potential obstruction to air traffic, and Notice of Construction or Alteration form 7460-1 must be filed with the FAA. Because all construction would be shorter than 200 feet in height, would not exceed the FAA imaginary surfaces described above, and would be outside of the flight path for MCAS Miramar, no impact would occur, and noticing the FAA would not be required.

Operation and Maintenance – No Impact

SDG&E currently uses helicopters for maintaining and inspecting its existing facilities in the Proposed Project area. Operations and maintenance activities for the proposed Salt Creek Substation and power lines would include routine inspection, maintenance, and repair activities, similar to existing operations and maintenance activities. Routine preventive maintenance and emergency procedures would occur to ensure that the integrity of the system is maintained over the long term. Inspections may occur in the form of an aerial patrol using helicopters or through ground patrols visiting facilities. At a minimum, such routine inspections would occur annually to identify potential corrosion, equipment misalignment, loose fittings, and/or other mechanical problems. Prior to using helicopters for operation and maintenance of the Proposed Project facilities, SDG&E or its contractors would notify the FAA and any additional local agencies, as required, prior to conducting maintenance activities requiring a

helicopter. Helicopter operators would comply with all applicable federal, state, and local regulations. Therefore, no impact would occur.

Question 4.16d – Increase in Hazards

Construction – No Impact

Aside from installation of vaults and duct banks (See Figure 3-5), a new driveway, and the reinforced curb and gutter on Hunte Parkway, construction of the Proposed Project would not require modification of any existing public roadways. Temporary road or lane closures may be required to ensure public and worker safety during certain activities, particularly during construction of the proposed Salt Creek Substation. Temporary road closure or encroachment into public roadways could potentially increase hazards if appropriate safety measures are not implemented (e.g., proper signage, orange cones, and flaggers). SDG&E would obtain the required Encroachment Permits from the City of Chula Vista and the County of San Diego, as applicable, and would implement appropriate traffic control measures that would be outlined in the traffic control plan. With implementation of such measures, no impact would occur.

The tallest Proposed Project component would be the approximately 113-foot-high cable pole. The Proposed Project would not incorporate elements that would be considered a hazard with regard to FAA height regulations. As a result, no impact would occur.

Operation and Maintenance – No Impact

Once construction is complete, the proposed Salt Creek Substation would be unattended. The substation would be monitored and controlled by SDG&E's Remote Control Center, so no new full-time staff would be required for operation and/or maintenance of the facilities. Occasional operation and maintenance activities associated with the Proposed Project (approximately six trips per year) would occur on-site at the proposed Salt Creek Substation or within SDG&E property or roadway ROW. Access for operation and maintenance activities would be provided from existing public roads and the existing sewer access road from Hunte Parkway. Such activities would not introduce hazardous conditions due to a design feature or incompatible use. No impact would occur.

Question 4.16e – Emergency Access Effects

Construction – Less-than-Significant Impact

Salt Creek Substation

Emergency access would not be directly impacted during construction of the proposed Salt Creek Substation because all streets would remain open to emergency vehicles at all times throughout construction. Temporary lane closures may be required during Proposed Project construction to facilitate transporting materials and equipment, or to maintain public safety during trenching or other construction activities.

Although transporting construction materials and workers to and from the Proposed Project may result in temporary delays along Hunte Parkway, San Miguel Road, and other roadways in the Proposed Project vicinity (as shown in Figure 4.16-1) due to reduced vehicle speeds or

maneuvering construction vehicles, emergency access would not be affected, and the affected roadways would continue to provide adequate access for emergency vehicles. Impacts would be less than significant.

TL 6965 and TL 6910 Loop-In

Constructing TL 6965 and the TL 6910 loop-in may require temporary lane closures and/or delays on adjacent roadways, depending on the construction activities being accomplished at the time; however, no significant impacts are anticipated. For power line construction, guard structures would prevent conductors from potentially impacting traffic on roads and highways. The Proposed Project would require Caltrans' approval of a traffic control plan, an Encroachment Permit, and a traffic control permit for work within the SR-125 ROW. In addition, SDG&E would coordinate with the City of Chula Vista to secure Encroachment Permits and traffic control permits for trenching in City ROW, as required. Impacts would be less than significant.

Existing Substation Modifications

Modifications at the Existing Substation would occur within the current substation footprint. Although modifications would not result in any road closures, some roads may be temporarily limited to one-way traffic at times. In such cases, one-way traffic controls would be implemented as required by the traffic control plans. Although this may indirectly impact emergency access, the increase in traffic would be less than significant, and emergency vehicles would be provided access even in the event of temporary lane closures. Therefore, impacts would be less than significant.

Staging Yards

Staging yards would be located in proximity to the Proposed Project construction areas; therefore, construction vehicles would travel minimal distances to these staging areas. The provision of staging yards would help to reduce construction traffic impacts on roadways; therefore, no impact would occur.

Operation and Maintenance – No Impact

Operation and maintenance activities associated with the Proposed Project would generate a minimal amount of additional traffic on area roadways, as compared to existing conditions. No temporary planned road closures would occur for maintenance of the proposed Salt Creek Substation or other Proposed Project components. As such, no impact would occur.

Question 4.16f – Adopted Policies, Plans, or Programs (public transit, bicycle, or pedestrian facility) Conflicts

Construction – Less-than-Significant Impact

The Proposed Project would be located in an urban area. Construction would occur within SDG&E's utility easement ROW and on SDG&E-owned land. The Proposed Project would not involve any activities that would conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. SDG&E would obtain Encroachment Permits to conduct

work within other utility ROWs, and would ensure that access for motorists (including public transit), pedestrians, and bicyclists remains open during construction. During construction work within the Transmission Corridor, access for bicyclists and pedestrians may be temporarily affected for safety reasons. Bicyclists and pedestrians would be considered in the traffic control plan. In addition, any access closure would be temporary. Therefore, impacts would be less than significant.

Operation and Maintenance – No Impact

Operation and maintenance of the Proposed Project would generate less than one vehicle trip per day, on average. No alternative modes of transportation such as rail, bus, or bicycle traffic, or pedestrian circulation patterns would be altered or adversely affected by long-term operation and maintenance activities. Therefore, no conflict or impact would occur.

4.16.5 Project Design Features and Ordinary Construction/Operations Restrictions

With implementation of the ordinary construction restrictions, as outlined within Section 3.8, Project Design Features and Ordinary Construction/Operations Restrictions, potential impacts related to transportation and traffic would be less than significant.

4.16.6 Applicant-Proposed Measures

The Proposed Project would not result in significant impacts with regard to construction and operation/maintenance traffic or transportation resources. Therefore, no APMs are required or proposed.

4.16.7 Detailed Discussion of Significant Impacts

Based on the above analyses, no significant impacts have been identified for the Proposed Project, and no APMs are required or proposed.

4.16.8 References

- City of Chula Vista. 2005. *General Plan Final Environmental Impact Report*. Certified December 2005.
- City of Chula Vista. 2012. MetroCount Traffic Executive Event Counts for 2010 and 2011. Data received August 24, 2012, and January 15, 2013.
- City of Chula Vista. 2013. Municipal Code. Passed March 19, 2013.
- County of San Diego. 2011. General Plan. Mobility Element. Adopted August 3, 2011.
- San Diego Association of Governments (SANDAG). 2011. 2050 San Diego Regional Transportation Plan: Our Region. Our Future. Prepared by SANDAG. Approved October 2011.
- San Diego Association of Governments (SANDAG). 2012a. Telephone conversation with Samuel Johnson, ITS Chief Technology Officer, on August 27, 2012.
- San Diego Association of Governments (SANDAG). 2012b. San Diego Regional Bike Map. Available at <http://www.icommutesd.com/Bike/BikeMap.aspx>. Accessed August 24, 2012.
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