

D.15 Recreation

This section evaluates the potential for the South Bay Substation Relocation Project (Proposed Project) to impact recreational activity in the project area. Sections D.15.1 and D.15.2 describe the environmental and regulatory recreational resource setting for the Proposed Project, respectively. Section D.15.3 includes analysis and discussion of recreational resource impacts resulting from the Proposed Project, while Section D.15.4 presents impact analysis for the alternatives. Section D.15.5 provides information about mitigation monitoring, compliance, and reporting.

D.15.1 Environmental Setting for the Proposed Project

Recreational and bicycle facilities are located within the vicinity of the Proposed Project as follows:

Recreational Facilities

Marina View Park: Marina View Park is located approximately 0.3 mile north of the South Bay Substation at the southwest intersection of J Street/Bay Boulevard within the City of Chula Vista (City). The park extends westerly from the J Street/Bay Boulevard intersection to San Diego Bay (see Figure D.2-1). The park is approximately 4.5 acres and includes barbeque facilities, open green space, park shelters/gazebos, and restrooms.

J Street Marina/Bayside Park: J Street Marina/Bayside Park is located approximately 0.6 miles north of the South Bay Substation along the western limits of Marina Parkway (see Figure D.2-1). The park is approximately 21.4 acres and includes basketball facilities, picnic areas, play equipment, restrooms, and a sports field.

Bayfront Park: Bayfront Park is located approximately 0.45 mile northwest of the South Bay Substation and is adjacent to Marina View Park. The park extends northerly from Marina Way to the southern fishing pier of the J Street Marina. Park facilities include a bike path, a public boat launching ramp, picnic tables, restrooms, and play equipment.

San Diego Bay National Wildlife Refuge: The San Diego Bay National Wildlife Refuge (SDBNWR) is located approximately 0.1 mile west of the South Bay Substation adjacent to South Bay Power Plant (SBPP) along the southwestern limits of San Diego Bay (see Figure D.2-1). The refuge is managed by the U.S. Fish and Wildlife Service (USFWS) and supports habitats consisting of coastal marshes and uplands, chaparral, coastal sage scrub, oak woodland, freshwater marsh, and vernal pool wetlands. The refuge provides grounds for breeding and nesting for a suite of migratory and resident bird species in south San Diego Bay (USFWS 2010).

Bicycle Paths

Bicycle facilities are located within the project vicinity along roadways within the City (see Figure D.15-1, Recreational Facilities). Bicycle lanes are undivided and delineated along the roadways via paint markings on the paved roadway surface. Bicycle facilities within the project vicinity are located along Bay Boulevard and J Street/Marina Parkway (see Figure D.2-1). Bayshore Bikeway, a regional bicycle facility that provides bicyclists a route along the perimeter of San Diego Bay, is located along Bay Boulevard between the project southern limits and extends northerly to the J Street/Bay Boulevard intersection (see Figure D.2-1). See Section 10.1 Land Use and Planning for a discussion of applicable plans and policies related to bicycle paths in the vicinity of the project site.

D.15.2 Applicable Regulations, Plans, and Standards

Federal

U.S. Fish and Wildlife Service

San Diego Bay NWR Comprehensive Conservation Plan

The USFWS's Comprehensive Conservation Plan (CCP) for the SDBNWR (USFWS 2006) provides a 15-year strategy for achieving refuge purposes and contributing toward the mission of the National Wildlife Refuge System.

The SDBNWR includes the 316-acre Sweetwater Marsh Unit, located north of the Proposed Project, and the South San Diego Bay Unit, which currently includes 2,300 acres of land and water to the south and west of the Proposed Project. The SDBNWR was established to protect, manage, and restore habitats for federally listed species and migratory birds and to maintain and enhance the biological diversity of native plants and animals. The SDBNWR includes most of what remains of San Diego Bay's historic coastal salt marsh and intertidal mudflat habitat. SDBNWR goals include protecting, managing, enhancing, and restoring the coastal wetlands and upland habitats on the SDBNWR to benefit native fish, wildlife, and plant species; protecting state and federally listed species and migratory birds supported on the SDBNWR; protecting foraging and nesting habitat for colonial nesting seabirds in the South San Diego Bay Unit; and providing opportunities for public uses that are compatible with SDBNWR purposes.

State

There are no state laws or policies related to recreation that are applicable to the Proposed Project.



**FIGURE D.15-1
Recreational Facilities**

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Local

Chula Vista Bayfront Master Plan

The Proposed Project is located within the Chula Vista Bayfront Master Plan (CVBMP) redevelopment area (CVBMP 2010). The CVBMP is a comprehensive master plan that includes over 550 acres of bayfront property, including state tidelands and uplands under the San Diego Unified Port District's (Port District's) jurisdiction, as well as uplands under the City's jurisdiction. The CVBMP provides for enhanced public open space and recreation opportunities for the south county area. Under the CVBMP, the Proposed Project falls within the Otay District.

The Otay District is composed of approximately 144 acres, and proposes medium-intensity development that consists of industrial business park use, low-cost visitor-serving recreational uses (such as a recreational vehicle park and a new South Park), other open space areas, an ecological buffer, stormwater retention basins, bike paths, pedestrian trails, and new roadways and infrastructure (CVBMP 2010).

The CVBMP includes plans for a continuous open space system that would be fully accessible to the public. The open space system is being proposed to connect the Sweetwater, Harbor, and Otay Districts through components such as a continuous shoreline promenade or baywalk and a continuous bicycle path linking the parks and ultimately creating greenbelt linkages. Significant park and other open space areas in each of the three districts are proposed along with a defined signature park and the creation of an active commercial harbor with public space at the water's edge (CVBMP 2010). See Section D.10, Land Use, for a further discussion regarding the CVBMP and planned land uses within the project area.

City of Chula Vista

General Plan

The City's General Plan (2005) establishes goals and objectives to provide guidance on the growth of the City. The General Plan contains the following elements: Land Use and Transportation, Economic Development, Housing, Public Facilities and Services, Environmental, and Growth Management. The Public Facilities and Services element describes community parks, designed to serve one or more neighborhoods; neighborhood parks designed to serve residents within walking distance; mini-parks, a smaller subset of neighborhood parks; urban parks, located in downtown areas; special purpose parks, which are themed and serve the entire city; and recreational facilities, more commonly termed, community centers (City of Chula Vista 2005).

The General Plan includes policies in relation to meeting the anticipated growth projections and standards for new development and redevelopment projects that include uses that would increase

the population base within the City. See Section D.10 for a further discussion regarding the City of Chula Vista General Plan.

Port of San Diego

Port Master Plan

The Proposed Project area is subject to the regulations and policies in the Unified Port of San Diego Master Plan. The Port District's jurisdiction includes the public trust lands (i.e., tidelands) bayward of the mean high-tide line and the submerged lands generally to the U.S. Pierhead Line, and other upland properties as acquired by the Port District (2009). The Port Master Plan (PMP) guides the physical development of these lands and also serves as the Port District's coastal program for purposes of the California Coastal Act. As indicated in the PMP, the tidelands under the Port District's jurisdiction are divided into separate planning districts: Shelter Island, Harbor Island/Lindbergh Field, Center City/Embarcadero, Tenth Avenue Marine Terminal, National City Bayfront, Coronado Bayfront, Chula Vista Bayfront, Silver Strand South, South Bay Salt Lands, and Imperial Beach Ocean Front (Port District 2009).

The Proposed Project is located within "Planning District 7: The Chula Vista Bayfront," which includes all Port lands within the City. These Port District lands extend beyond the U.S. Pierhead Line (the usual Port boundary) to the City limits. The PMP includes Precise Plans that guide development in each planning district and in each district's subareas. The Precise Plan for Planning District 7 is called the Chula Vista Bayfront Precise Plan (Port District 2009).

The Chula Vista Bayfront Precise Plan proposes a multifaceted land use allocation, which designates specific parcels for environmental conservation and public park uses, as well as commercial recreational uses that focus on waterfront amenities designed to attract visitors to the Bay. See Section D.10 for a further discussion regarding the PMP and planned land uses within the project area.

D.15.3 Environmental Impacts and Mitigation Measures

D.15.3.1 Definition and Use of Significance Criteria

Based on the California Environmental Quality Act (CEQA) Guidelines (Appendix G, Environmental Checklist Form) (14 CCR 15000 et seq.), standard CEQA practice, and environmental documents analyzing transmission line and substation projects, the significance criteria presented below are used to determine whether the Proposed Project would result in a significant impact. The Proposed Project would significantly impact recreational resources if it would:

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated
- b) Disrupt recreational activities, which would have a substantial adverse effect on the recreational value of existing facilities.

Refer to Section D.16 for a discussion regarding potential impacts to bicycle facilities.

D.15.3.2 Applicant Proposed Measures

The applicant did not propose any measures to reduce potential recreational resource impacts associated with the construction and operation of the Proposed Project.

D.15.3.3 Bay Boulevard Substation

Impact REC-1: Substantially deteriorate a recreational facility or disrupt recreational activities.

Construction

The proposed construction of the Bay Boulevard Substation is not proposed in an area that includes existing recreational facilities and, therefore, would not directly impact recreational facilities.

As discussed in Section D.13, Population and Housing, the construction of the Bay Boulevard Substation is not expected to induce either short-term or long-term population growth, and it is unlikely to draw additional residents or recreationists to the area. Therefore, the construction of the Bay Boulevard Substation would not increase local need for recreational resources, and therefore, the Proposed Project would have a less-than-significant impact on the physical deterioration of recreational facilities due to increased use (Class III).

Operation and Maintenance

The proposed Bay Boulevard Substation would be unmanned and would be monitored and controlled by San Diego Gas & Electric's (SDG&E's) remote control center. Routine operations would require a single pickup truck visiting the substation several times a week for switching, as well as several larger substation construction and maintenance trucks several times a year for equipment maintenance. Ongoing maintenance would involve testing, monitoring, and repair of equipment, as well as emergency and routine procedures to enable efficient provision of SDG&E services.

As described in Section D.13, Population and Housing, the Proposed Project would not create a need for additional housing or long-term population growth/immigration. Operation and maintenance activities at the proposed Bay Boulevard Substation would occur in a similar manner to those presently being completed at the existing South Bay Substation. Thus, the

operation and maintenance of the Bay Boulevard Substation would not increase the use of parks or other recreational facilities to the point where deterioration would occur. Therefore, impacts would be less than significant (Class III).

D.15.3.4 South Bay Substation Dismantling

Impact REC-1: Substantially deteriorate a recreational facility or disrupt recreational activities.

Construction

The proposed demolition of the South Bay Substation is not proposed in an area that includes existing recreational facilities and, therefore, would not directly impact recreational facilities. As discussed in Section D.13, Population and Housing, the dismantling of the South Bay Substation is not expected to induce either short-term or long-term population growth, and is unlikely to draw additional residents or recreationists to the area. Therefore, the construction activities would not increase local need for recreational resources, and the Proposed Project would have a less-than-significant impact to the physical deterioration of recreational facilities due to increased use (Class III).

Operation and Maintenance

Following the dismantling of the South Bay Substation, no further operation will be required. The South Bay Substation land will be returned to a level pad site for planned uses identified in the CVBMP. Therefore, no impacts to recreational facilities are anticipated.

D.15.3.5 Transmission Interconnections

Impact REC-1: Substantially deteriorate a recreational facility or disrupt recreational activities.

Construction

Construction activities within closest proximity to existing recreational facilities would include wood pole replacements associated with the 69-kilovolt (kV) relocation. These activities are proposed within the SBPP property limits, which is located approximately 200 feet from Marina View Park. The wood pole replacement activities would not interfere with the ability for recreational users to utilize Marina View Park since no disturbance to the park would result, and therefore, impacts would be less than significant (Class III).

As discussed in Section D.13, Population and Housing, the utility improvements required to accommodate the Proposed Project is not expected to induce either short-term or long-term

population growth, and is unlikely to draw additional residents or recreationists to the area. Therefore, the proposed improvements would not increase local need for recreational resources, and the Proposed Project would have a less-than-significant impact to the physical deterioration of recreational facilities due to increased use (Class III).

Operation and Maintenance

Upon completion of the proposed utility improvements, the operation and maintenance on the 230 kV loop-in, 138 kV extension, and 69 kV relocation would not differ from the current operation and usage of existing transmission lines in the project area. Thus, no impacts to recreational uses would result during operation and maintenance of the proposed utility improvements.

D.15.4 Project Alternatives

D.15.4.1 Gas Insulated Substation Technology Alternative

Environmental Setting:

Section D.15.1 describes the existing recreational resources setting at the proposed Bay Boulevard Substation. Because the Gas Insulated Substation Technology Alternative would only decrease the development footprint of the Bay Boulevard Substation, the existing recreational resource setting would be the same as described in Section D.15.1.

Environmental Impacts and Mitigation Measures:

Under this alternative, a smaller development footprint for the Bay Boulevard Substation would be required compared to the Proposed Project due to the reduction of the A-frame structures needed for the air-insulated substation required under the Proposed Project. Recreational resource impacts resulting from the construction of the Gas Insulated Substation Technology Alternative would not differ from those under the Proposed Project. Less-than-significant impacts would result with implementation of the Gas Insulated Substation Technology Alternative (Class III).

Comparison to the Proposed Project

Recreational resource impacts resulting from construction and operation of the Gas Insulated Substation Technology Alternative would remain the same as the Proposed Project for Impact REC-1. Less-than-significant impacts would result with implementation of the Proposed Project or the Gas Insulated Substation Technology Alternative (Class III).

D.15.4.2 Tank Farm Site Alternative

Environmental Setting

The Tank Farm site is located approximately 250 feet north of the existing South Bay Substation; therefore, the recreational and bicycle facilities identified in Section D.15.1 as located within the vicinity of the Proposed Project would also be applicable to this alternative. Specifically, Marina View Park is located approximately 110 feet north of the site, Bayside Park is located 0.35 mile to the northwest, Bayfront Park is located 0.5 mile to the northwest, and the San Diego Bay National Wildlife Refuge is located west of and adjacent to the site in San Diego Bay.

The environmental setting for the Air Insulated Substation and Gas Insulated Substation Alternatives at the Tank Farm site would be the same, and therefore, environmental setting is not further discussed in Sections D.15.4.2.1 and D.15.4.2.2.

D.15.4.2.1 Tank Farm Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Construction of a new substation at the Tank Farm site would not result in the deterioration of an existing recreational facility and would not substantially disrupt recreational activities at local parks. In addition, because the project would not draw additional residents or recreationists to the area, construction would not increase local need for recreational resources. Although the new substation will be unmanned, routine operations will require a single truck to visit the site every week for switching and several larger construction and maintenance trucks to visit the site several times a year for equipment maintenance. However, because maintenance activities will be conducted by transient SDG&E workers, operations will not trigger the need for additional recreational resources. Therefore, REC-1 impacts will be less than significant (Class III).

Comparison to the Proposed Project

Recreation impacts resulting from the construction and operation of the Tank Farm Site – Air Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.2.2 Tank Farm Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

The impacts associated with the Tank Farm Site – Gas Insulated Substation Alternative would be the same as under the Tank Farm Site – Air Insulated Substation Alternative. Placing substation equipment within buildings would not substantially alter the likelihood for this alternative to

impact recreational facilities or activities at local facilities. Therefore, impacts would be less than significant (Class III).

Comparison to the Proposed Project

Recreation impacts resulting from the construction and operation of the Tank Farm Site – Gas Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.3 Existing South Bay Substation Site Alternative

Environmental Setting

Section D.15.1 describes the existing environmental setting of the Proposed Project and identifies local recreational facilities as measured in proximity from the South Bay Substation. Because this alternative would construct a new substation at the existing South Bay Substation site, the existing recreational resource setting would be the same as described in Section D.15.1.

D.15.4.3.1 Existing South Bay Substation Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Construction and operation of the Air Insulated Substation Alternative at the existing South Bay Substation site would not contribute to the deterioration of local recreational facilities and would not disrupt nearby recreational activities. During operations the new substation would be unmanned and transient SDG&E maintenance personnel are not anticipated to use local recreational facilities before or after necessary maintenance activities. As such, REC-1 impacts are anticipated to be less than significant (Class III).

Comparison to the Proposed Project

The removal of existing equipment at the Southbay Substation and the construction of the new AIS Alternative would be staged in order to keep existing circuits in service. Although the staging of construction activities would result in a longer construction period, the REC-1 impacts associated with this alternative would be the same when compared to the REC-1 impacts of the Proposed Project.

D.15.4.3.2 Existing South Bay Substation Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

The Gas Insulated Substation Alternative at the existing South Bay Substation site would not impact recreational facilities and would not substantially disrupt recreational activities at local

parks. In addition, because the project would not draw additional residents or recreationists to the area, construction would not increase local need for recreational resources. Although the new substation will be unmanned, routine operations will require a single truck to visit the site every week for switching and several larger construction and maintenance trucks to visit the site several times a year for equipment maintenance. However, because maintenance activities will be conducted by transient SDG&E workers, operations will not trigger the need for additional recreational resources. Therefore, REC-1 impacts will be less than significant (Class III).

Comparison to the Proposed Project

Although the duration of construction activities would be greater to accommodate removal of existing equipment concurrent with construction of the new substation recreation impacts resulting from the construction and operation of the Existing South Bay Substation Site – Gas Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.4 Power Plant Site Alternative

Environmental Setting

The Power Plant site is located immediately adjacent to and south of the existing South Bay Substation; therefore, the environmental setting discussed for the existing South Bay Substation Site Alternative in Section D.15.4.3 is also applicable to this alternative.

The environmental setting for the Air Insulated Substation and Gas Insulated Substation Alternatives at the Power Plant site would be the same, and therefore, environmental setting is not further discussed in Sections D.15.4.4.1 and D.15.4.4.2.

D.15.4.4.1 Power Plant Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

The Power Plant Site – Air Insulated Substation Alternative would not impact recreational facilities and would not substantially disrupt recreational activities at local parks. Construction activities would not draw additional residents or recreationists to the area; therefore, local need for recreational resources would not increase during construction. Although the new substation will be unmanned during operations, routine maintenance will require a single truck to visit the site every week for switching and several larger construction and maintenance trucks to visit the site at times throughout the year for regular equipment maintenance. However, because maintenance activities will be conducted by transient SDG&E workers, operations will not trigger the need for additional recreational resources in the area. Therefore, REC-1 impacts associated with this alternative will be less than significant (Class III).

Comparison to the Proposed Project

Recreation impacts resulting from the construction and operation of the Power Plant Site – Air Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.4.2 Power Plant Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

The Power Plant Site – Gas Insulated Substation Alternative would generate the same recreational impacts as the Power Plant Site – Air Insulated Substation Alternative. Constructing metallic buildings and installing substation equipment inside (not all equipment would be located indoors) would not substantially alter the likelihood for this alternative to impact recreational facilities or activities at local facilities. Therefore, similar to the Air Insulated Substation Alternative, impacts would be less than significant (Class III).

Comparison to the Proposed Project

Recreation impacts resulting from the construction and operation of the Power Plant Site – Gas Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.5 Broadway and Palomar Site Alternative

Environmental Setting

The Broadway and Palomar site is located approximately 1.2 miles southeast of the existing South Bay Substation. Recreational facilities are located in relatively close proximity to the site and include the following City of Chula Vista parks:

Harborside Park: Harborside Park is located approximately 0.25 mile north of the Broadway and Palomar site on Oxford Street, immediately south of Harborside Elementary School, within the City of Chula Vista. Park features include a tot lot, open green space, restroom facilities, a covered picnic shelter, and two uncovered picnic areas (four tables each).

Lauderbach Park: Lauderbach Park is located approximately 0.75 mile northeast of the site, off 4th Avenue and adjacent to Lauderbach Elementary School. Park amenities include barbeque grills, basketball courts, open green space, picnic areas, a playground, and restroom facilities.

SDG&E Park: SDG&E Park is located 0.8 mile east of the site, north of Orange Avenue and Loma Verde Elementary School, and east of Hilltop Drive. Park amenities include

shelters/gazebos, picnic areas, play equipment, and open green space. Additional recreational facilities at Loma Verde Park are located adjacent to SDG&E Park.

Otay Park: Otay Park is located approximately 1.25 miles southeast of the site, off Albany Avenue and immediately north of Otay Elementary School. Park amenities include barbeque grills, ball fields, open green space, picnic areas, play equipment, and restroom facilities.

The environmental setting for the Air Insulated Substation and Gas Insulated Substation Alternatives at the Broadway and Palomar site would be the same, and therefore, environmental setting is not further discussed in Sections D.15.4.5.1 and D.15.4.5.2.

D.15.4.5.1 Broadway and Palomar Site – Air Insulated Substation Alternative

The 9-acre Broadway and Palomar site is not physically large enough to accommodate the 10-acre Air Insulated Substation Alternative. As such, the Air Insulated Substation Alternative is not technically feasible at this site.

D.15.4.5.2 Broadway and Palomar Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

The Gas Insulated Substation Alternative at the Broadway and Palomar site would not impact recreational facilities and would not substantially disrupt recreational activities at local area parks. Additional residents and recreationists would not be drawn to the area during construction; therefore, an increased need for recreational resources is not anticipated during construction. Routine maintenance will require a single truck to visit the site every week for switching and several larger construction and maintenance trucks to visit the site at times throughout the year for regular equipment maintenance. However, because maintenance activities will be conducted by transient SDG&E workers, operations will not trigger the need for additional recreational resources in the area. Therefore, REC-1 impacts associated with this alternative will be less than significant (Class III).

Comparison to the Proposed Project

Recreation impacts resulting from the construction and operation of the Broadway and Palomar Site – Gas Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.6 Goodrich South Campus Site Alternative

Environmental Setting

The Goodrich South Campus is located approximately 0.8 mile north of the existing South Bay Substation and just northwest of the J Street/Bay Boulevard intersection. Marina View Park is located approximately 100 feet south of the site, across Marina View Parkway, and Chula Vista Bayfront Park is located approximately 1,200 feet to the west (the Chula Vista Marina is located approximate 350 feet to the west across Marina Parkway).

The environmental setting for the Air Insulated Substation and Gas Insulated Substation Alternatives at the Goodrich South Campus site would be the same, and therefore, environmental setting is not further discussed in Sections D.15.4.6.1 and D.15.4.6.2.

D.15.4.6.1 Goodrich South Campus Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Development of a new substation at the Goodrich South Campus site would not impact local recreational facilities and would not substantially disrupt recreational activities at area parks. Because construction of the substation would not draw additional residents or recreationists to the area, a need for new recreational facilities is not anticipated. During operation of the substation, routine maintenance will require a single truck to visit the site every week for switching and several larger construction and maintenance trucks to visit the facility at times throughout the year for regular equipment maintenance. However, because maintenance activities will be conducted by transient SDG&E workers, operations will not trigger the need for new recreational facilities in the area. Therefore, REC-1 impacts associated with this alternative will be less than significant (Class III).

Comparison to the Proposed Project

Recreation impacts resulting from the construction and operation of the Power Plant Site – Air Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.6.2 Goodrich South Campus Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

The recreational impacts generated by the Power Plant Site – Gas Insulated Substation Alternative would be similar to those identified in Section D.15.4.6.1 for the Power Plant Site – Air Insulated Substation Alternative. Installing select substation equipment within the proposed

metallic buildings associated with the Gas Insulated Substation Alternative would not substantially alter the potential for this alternative to impact recreational facilities or activities at local facilities. Therefore, similar to the Air Insulated Substation Alternative, impacts would be less than significant (Class III).

Comparison to the Proposed Project

Recreation impacts resulting from the construction and operation of the Power Plant Site – Gas Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.7 H Street Yard Site Alternative

Environmental Setting

The H Street Yard site is located immediately north of and adjacent to the Goodrich South Campus discussed in Section D.15.4.6.2. Because the sites are adjacent to one another, the existing setting applicable to the Goodrich South Campus site would also be applicable to the H Street Yard site.

D.15.4.7.1 H Street Yard Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

The H Street Yard Site – Air Insulated Substation Alternative would not result in impacts to local recreational facilities, and construction and operations would not substantially disrupt recreational activities at local area parks. Additional residents and/or recreationists are not anticipated to be drawn to the area during construction; therefore, a need for new recreational facilities in the area is not anticipated. Operation of the substation will require a single truck to visit the site every week for switching and several larger construction and maintenance trucks to visit the facility at times throughout the year for regular equipment maintenance. However, because maintenance activities will be conducted by transient SDG&E workers, operations will not trigger the need for additional recreational resources in the area. Therefore, REC-1 impacts associated with this alternative will be less than significant (Class III).

Comparison to the Proposed Project

Recreation impacts resulting from the construction and operation of the H Street Yard Site – Air Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.7.2 H Street Yard Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Recreational impacts associated with the H Street Yard – Gas Insulated Substation Alternative would be similar to those previously identified in Section D.15.4.7.1 for the H Street Yard Site – Air Insulated Substation Alternative. The likelihood for the Gas Insulated Substation Alternative to impact recreational facilities or activities at local facilities is not anticipated to substantially differ from the impacts associated with the Air Insulated Substation Alternative by installing select substation equipment within the metallic buildings. Therefore, similar to the Air Insulated Substation Alternative, impacts would be less than significant (Class III).

Comparison to the Proposed Project

Recreation impacts resulting from the construction and operation of the H Street Yard Site – Gas Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.8 Bayside Site Alternative

Environmental Setting

The Bayside site is located approximately 0.9 mile north of the existing South Bay Substation, and the northwest portion of the site is located immediately adjacent to Bayside Park. In addition, the Chula Vista Marina is located approximately 100 feet south of the site, across Sandpiper Way, and Chula Vista Bayfront Park is located approximately 1,700 feet southwest of the eastern portion of the site (as measured from the northeastern corner of the Marina Parkway/Sandpiper Way intersection).

D.15.4.8.1 Bayside Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Construction and operation of a new substation at the Bayside site would not physically impact local recreational facilities and would not substantially disrupt recreational activities at area parks. Construction activities would not draw additional residents and/or recreationists to the area; therefore, increased use of existing facilities and an increased need for new recreational facilities in the area are not anticipated. Operation of the substation will require a single truck to visit the site every week for switching, and several larger construction and maintenance trucks will sporadically visit the facility throughout the year for equipment maintenance. However, because maintenance activities will be conducted by transient SDG&E workers, operations will

not trigger the need for additional recreational resources in the area. Therefore, REC-1 impacts associated with this alternative will be less than significant (Class III).

Comparison to the Proposed Project

Recreation impacts resulting from the construction and operation of the Bayside Site – Air Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.8.2 Bayside Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Recreational impacts associated with the Bayside Site – Gas Insulated Substation Alternative would be similar to those previously identified in Section D.15.4.8.2 for the Bayside Site – Air Insulated Substation Alternative. The overall likelihood for the Gas Insulated Substation Alternative to impact recreational facilities or activities at local facilities is not anticipated to substantially differ from the impacts associated with the Air Insulated Substation Alternative by installing select substation equipment within the metallic buildings. Therefore, similar to the Air Insulated Substation Alternative, impacts would be less than significant (Class III).

Comparison to the Proposed Project

Recreation impacts resulting from the construction and operation of the Bayside Site – Gas Insulated Substation Alternative would be the same when compared to the Proposed Project for Impact REC-1.

D.15.4.9 Environmental Impacts of the No Project Alternative

Under the No Project Alternative none of the facilities associated with the Proposed Project would be constructed and none of the impacts identified in this section would occur. Under the No Project Alternative, SDG&E may be required to develop additional transmission upgrades as described in Section C.7 of this EIR. Upgrades to the existing system would occur primarily within developed areas supporting existing transmission facilities, and therefore, impacts to recreational facilities are anticipated to be less than significant.

D.15.5 Mitigation Monitoring, Compliance, and Reporting

Because no impacts have been identified to recreational resources, no applicant proposed measures or mitigation measures are necessary.

D.15.6 References

14 CCR 15000–15387 and Appendix A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

City of Chula Vista. 2005. *City of Chula Vista Vision 2020 General Plan*. Adopted December 13, 2005.

CVBMP (Chula Vista Bayfront Master Plan). 2010. *Environmental Impact Report (EIR) for the Chula Vista Bayfront Master Plan*. April 2010, Accessed October 27, 2010. <http://www.portofsandiego.org/chula-vista-bayfront-master-plan/295-plan-development-analysis-and-review.html#phase3-final-eir>.

Digital Globe. 2008. GIS data.

Port District (Unified Port District of San Diego). 2009. San Diego Unified Port District Port Master Plan.

SDG&E PEA (San Diego Gas & Electric, Proponent’s Environmental Assessment). 2010. GIS data.

USFWS (U. S. Fish and Wildlife Service). 2006. U.S. Fish and Wildlife Service, Comprehensive Conservation Plan for the San Diego Bay National Wildlife Refuge, 2006. Accessed October 18, 2010. <http://www.fws.gov/sandiegorefuges/new/ccp/ccp.htm>.

USFWS. 2010. San Diego Bay National Wildlife Refuge, Complex information page, USFWS, 2010. Accessed October 18, 2010. <http://www.fws.gov/sandiegorefuges>.

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