D.10 Land Use and Planning

This section evaluates the physical impacts that the South Bay Substation Relocation Project (Proposed Project) and alternatives may have on existing, planned, and proposed land uses. Section D.10.1 provides a description of the environmental setting, and the underlying regulations, plans, and standards are introduced in Section D.10.2. An analysis of the Proposed Project impacts is provided in Section D.10.3, and the land use impacts related to alternatives are described in Section D.10.4. Section D.10.5 provides mitigation monitoring, compliance, and reporting information.

Aside from impacts to the existing, planned, and proposed land uses analyzed in this section, a number of additional land use–related topics are addressed elsewhere in this Environmental Impact Report (EIR). Air quality issues are described in Section D.4; noise issues are described in Section D.12; public health and safety issues are discussed in Section D.8; population and housing issues are discussed in Section D.13; traffic and circulation issues are discussed in Section D.16; and aesthetics are discussed in Section D.2.

D.10.1 Environmental Setting for the Proposed Project

The land use study area for the Proposed Project includes private and public lands that may be affected directly or indirectly by construction and operation of the proposed Bay Boulevard Substation and transmission line improvements, as well as demolition of the existing South Bay Substation. A 500-foot area around the project component sites was also included in the study area.

Baseline existing land use information was based on review of aerial photographs, San Diego Association of Governments' (SANDAG's) existing land use database, San Diego Gas & Electric's (SDG&E's) Proponent's Environmental Assessment (PEA) (SDG&E 2010), as well as site visits. Planned and proposed land use information was obtained from the Chula Vista General Plan; the Chula Vista Bayfront Master Plan (CVBMP), including amendments to the Chula Vista Local Coastal Program (LCP) Land Use Plan; the Bayfront Specific Plan; and Unified Port District of San Diego Port Master Plan (PMP). Other relevant land use plans including redevelopment plans and habitat conservation plans, were also reviewed. Additional information was gathered through personal communication with the City of Chula Vista (City) planning staff.

The following discussion of the environmental setting for the Proposed Project includes a description of the existing land uses, planned land uses, and proposed land uses within the project study area.

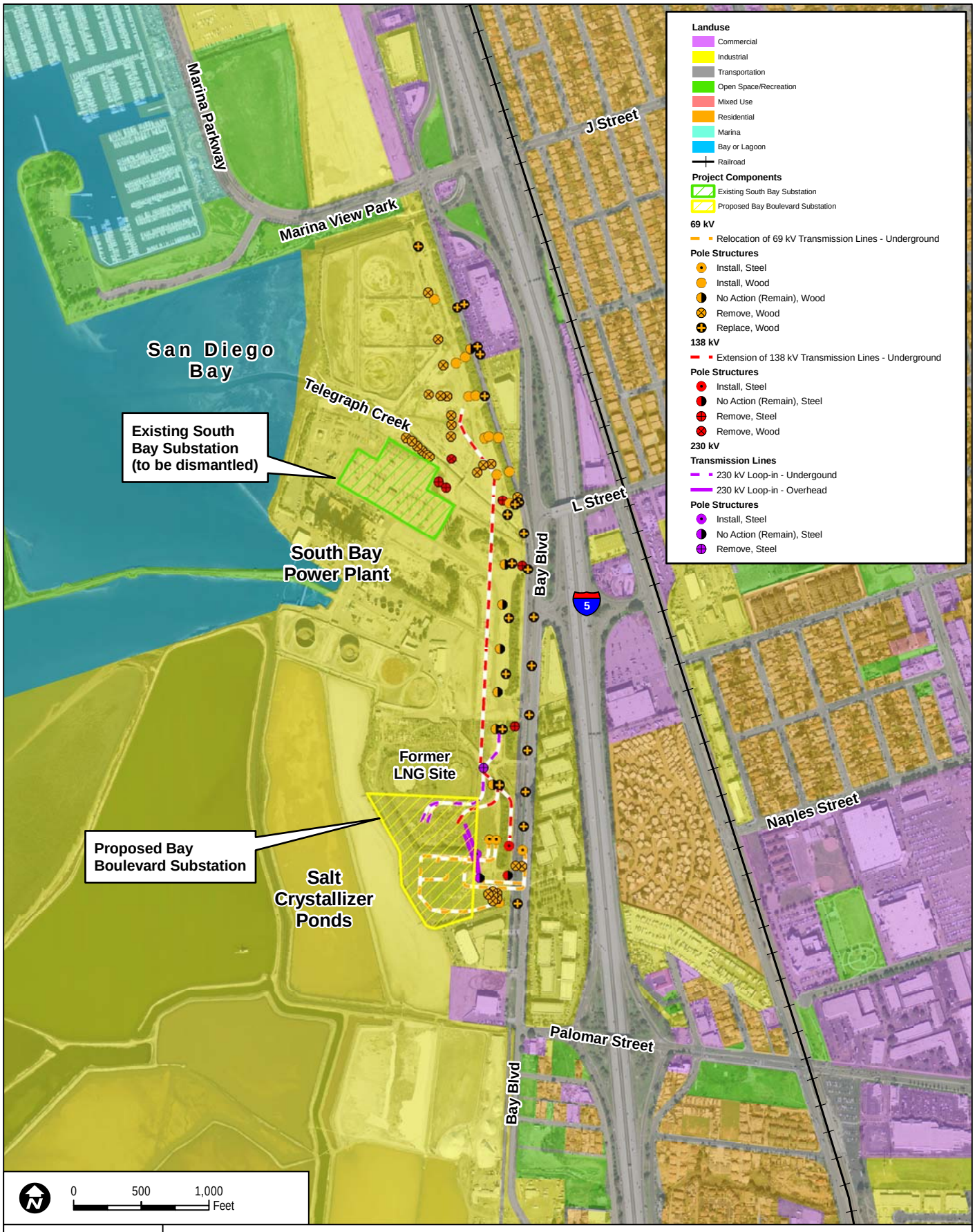
D.10.1.1 Existing Land Uses

The existing land uses analyzed in this section include both the natural and human-modified developments. In general, the existing land uses in the study area are characterized by mixed industrial and scattered recreational west of Interstate 5 (I-5), and residential, recreational, and commercial east of I-5. Existing land uses in the immediate vicinity of the Proposed Project are identified on Figure D.10-1, Existing Land Uses.

The following discussion provides a general description of the existing land uses occurring at and within the vicinity of the main project components: the proposed Bay Boulevard Substation; the existing South Bay Substation; and the 230-kilovolt (kV) loop-in, 138 kV extension, and 69 kV relocation transmission line.

Bay Boulevard Substation

As proposed, the Bay Boulevard Substation would occupy 10 acres of the 12.42-acre parcel to be acquired by SDG&E. The larger site (the 12.42-acre parcel) was previously developed as a liquefied natural gas (LNG) facility (man-made earthen berms constructed to surround the LNG tanks and a retention basin remain on site); however, the site is currently unoccupied and is covered with grasses, low-lying shrubs, and ornamental trees at the eastern boundary limits. To the north of the site is additional industrial land associated with the former LNG facility (the walls of concrete structures and paved dirt roadways are still visible), and to the west of the site are salt crystallizer ponds associated with a commercial salt producer, Western Salt Works (for additional information, see Section D.11, Minerals). Industrial and office uses are located south of the proposed site, and an SDG&E utility corridor/easement, San Diego and Arizona Eastern (SD&AE) railroad track, and Bay Boulevard are located to the east (see Figure D.10-1, Existing Land Uses). Commercial and industrial uses are also located east of Bay Boulevard. Lastly, transmission structures of varying heights and materials and transmission lines are present throughout the immediate area and are located within SDG&E easements.



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SOURCE: Digital Globe 2008
SDG&E PEA 2010

FIGURE D.10-1
Existing Land Uses

South Bay Substation Relocation Project Draft EIR

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South Bay Substation Dismantling

The existing 7.22-acre South Bay Substation is located approximately 0.5 mile north of the proposed Bay Boulevard Substation site on industrial property. Following energization of the proposed Bay Boulevard Substation, the South Bay Substation would be decommissioned and demolished. The immediate area surrounding the South Bay Substation includes industrial lands to the north and east; the South Bay Power Plant to the south; and a parking lot, storage yard, and aboveground equipment (all associated with the South Bay Power Plant) to the west. The San Diego National Wildlife Refuge (NWR) is located farther west and includes the waters of San Diego Bay. Similar to their prevalence at the proposed Bay Boulevard Substation site, transmission structures of varying heights and materials and transmission lines are present throughout the immediate area of the South Bay Substation.

230 kV Loop-In, 138 kV Extension, and 69 kV Relocation

The proposed transmission line components would be located within SDG&E easements or within land that would be acquired by SDG&E (these areas would be the same yet-to-be-acquired areas previously discussed for the proposed Bay Boulevard Substation). With the exception of existing transmission structures, there are no other land uses or structures located within the SDG&E easement. Due to previous transmission line development, the easement area is disturbed and primarily contains sparse vegetation and clumped ornamental tree plantings. The SDG&E easement is bound by SD&AE railroad track and Bay Boulevard to the east; industrial and commercial uses to the south; and the former LNG facility site, the South Bay Power Plant, and unoccupied industrial lands to the west. At the northern terminus of the project site, the SDG&E easement is bound by recreational land uses (Marina View Park) to the west (see Figure D.10-1).

D.10.1.2 Planned Land Uses

The California Public Utilities Commission (CPUC) has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives because it authorizes the construction, operation, and maintenance of investor-owned public utility facilities. Although such projects are exempt from local land use and zoning regulations and discretionary permitting (i.e., they would not require any land use approval that would involve a discretionary decision to be made by a local agency such as a planning commission, city council, or county board of supervisors), General Order No. 131-D, Section XIV.B, requires that in locating a project, "the public utility shall consult with local agencies regarding land use matter." The public utility is required to obtain any required non-discretionary local permit.

Planned land uses are defined by long-range planning documents, such as master plans, general plans, specific plans, and zoning ordinances, which guide future development and growth patterns within a given jurisdictional planning area. Section D.10.2, Regulatory Context summarizes the land use policies described in long-range planning documents in the planning area.

The entire Proposed Project area would be located within the Bayfront coastal area of the City of Chula Vista Coastal Zone. The Bayfront coastal area consists of lands under the jurisdictional authority of the Unified Port District of San Diego (Port District) and lands under the jurisdictional authority of the City. Lands within the Bayfront under the jurisdictional authority of the Port District are within the CVBMP redevelopment area, and lands within the Bayfront not under the jurisdictional authority of the Port District are within the jurisdictional authority of the City and within the City's LCP Land Use Plan area. The CVBMP redevelopment area and the LCP Land Use Plan area are delineated on Figure D.10-2a, Bayfront Jurisdictional Boundaries.

Although the Land Use and Transportation Element of the City's General Plan (City of Chula Vista 2005) applies land use designations to the project area, the land use designations and development regulations established in the CVBMP (which includes amendments to the PMP, the City's LCP, including the Land Use Plan and Bayfront Specific Plan, and the City's General Plan) outweigh those of the Chula Vista General Plan. Therefore, the land use designations of the General Plan as applied to lands under the jurisdictional authority of the Port District are not further discussed in this section.

As shown on Figure D.10-2a, Bayfront Jurisdictional Boundaries, the majority of the project, including the Bay Boulevard Substation and the South Bay Substation dismantling, would be located within the CVBMP redevelopment area and, therefore, would be subject to the land use designations and development regulations of the PMP. The removal and replacement of several transmission poles adjacent to Bay Boulevard would occur within the City's LCP Land Use Plan area. Project components within the LCP Land Use Plan area would be within the jurisdictional authority of the City and would be subject to the development regulations of the LCP Land Use Plan, Bayfront Specific Plan, and City of Chula Vista General Plan.

Chula Vista Bayfront Master Plan

Port Master Plan

As a component of the Chula Vista Bayfront Master Plan, ~~a draft~~the PMP (approved by the California Coastal Commission on August 9, 2012) ~~amendment~~ was prepared to direct the development of Bayfront lands within the jurisdictional authority of the Port District. The plan proposes changes to land and water use designations to accommodate the redevelopment of the Sweetwater, Harbor, and Otay Districts (the Proposed Project would be located within the Otay

District) with a variety of uses such as park, open space, ecological buffers, cultural, recreational, hotel and conference space, mixed use office/commercial recreation, and retail.

Land uses occurring in the PMP Otay District are listed and briefly described in Table D.10-1, ~~Planned~~ Port Master Plan Land Uses Occurring within the Project Area. PMP land use designations in the project area are depicted on Figure D.10-2b, Planned Land Uses~~: Amendments to the Port Master Plan~~. ~~Although the~~The Proposed Project is ~~not~~ subject to the ~~amendments to the~~land use designations of the Port Master Plan, and therefore, the underlying land use information is provided in Table D.10-1 to assist in determining overall land use compatibility. A discussion regarding the specific land use designations applied to project area site follows.

Table D.10-1
~~Planned~~ Port Master Plan Land Uses Occurring within the Project Area

Planned Land Use Designation	Description
Industrial Business Park	This designation permits a wide range of industrial and business uses that emphasize clustering of buildings, extensive landscaping, and shared open space. This land use category would also allow for industrial distribution and related facilities and relocation of the SDG&E switchyard in Planning District 7.
Habitat Replacement	This designation is delineated in Planning District 7 for the creation of a marsh island to be used to replace wildlife habitat removed during other development around the bay.
Open Space	This designation provides amenities contributing to a more satisfying and stimulating environment and includes landscaped traffic interchange and median strips, and isolated narrow and irregular shoreline areas where use and development potential is severely limited and where publicly placed works of art can enhance and enliven the waterfront setting. Public access within open space buffer areas is limited to passive uses, such as outlooks, picnic areas, and/or spur-trails.
Park/Plaza	This designation encourages and accommodates public access to and along the interface zone of land and water. Recreational facilities are typically located within this designation.
Commercial/Recreation	This designation provides for hotels and restaurants, a convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, water-dependent educational and recreational program facilities and activities, and dock-and-dine facilities.
Wetlands	Wetland areas are undeveloped areas that have high biological productivity and are alternately covered with water and exposed to air.

Source: Port District 2010a

Bay Boulevard Substation

According to the ~~draft~~ PMP ~~amendment~~, the proposed substation site is designated as Industrial Business Park, and land uses surrounding the substation site include Habitat Replacement to the immediate east, Park/Plaza to the north, and Open Space to the east (see Figure D.10-2b). The precise plan of the ~~draft~~ PMP proposes landscaped open space with pedestrian access

immediately east of the proposed substation site. The jurisdictional authority of the Port District does not extend south of the proposed substation site (see Figure D.10-2b;- this area is within the jurisdiction of the City and is designated General Industrial in the LCP Land Use Plan and General Plan Land Use Diagram).

South Bay Substation Dismantling

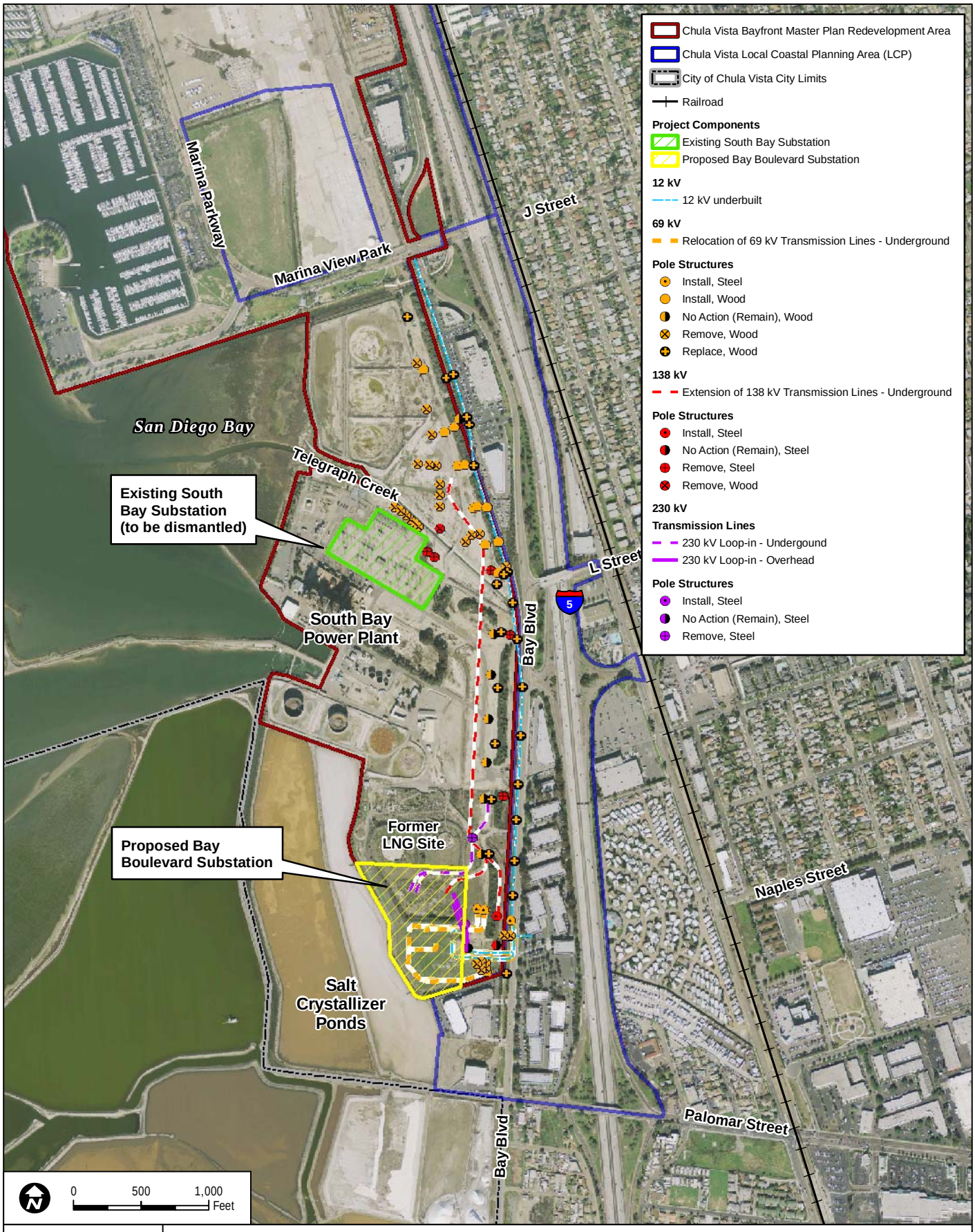
The existing South Bay Substation site is designated Commercial Recreation with recreational vehicle (RV)/camping amenities in the ~~draft~~ PMP ~~amendment~~. The site is also located within the Otay District of the CVBMP. The Otay District proposes medium-intensity development that consists of industrial business park use (relocation of the existing switchyard), 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, a bike path, pedestrian trails, and new roadways and infrastructure. The alternative site location includes three land use designations, "O3-A," "O3-B," and "OP-1B," and a roadway "Street B" is planned to intersect the parcel. The "O3-A" and "O3-B" designations are proposed for an RV park containing between 175 and 236 RV parking spaces. The "OP-1B" designation is proposed for a passive park and may include other amenities such as landscaping, berms, lighting, restrooms, drinking fountains, benches, picnic areas, outlook areas, trash receptacles, public art, filtration basins, and approximately 100 on-site parking spaces. Planned land uses surrounding the site include habitat replacement to the north, west, and east, and park/plaza to the south.

230 kV Loop-In, 138 kV Extension, and 69 kV Relocation

Nearly all transmission line improvements would occur within SDG&E easements on lands designated Open Space in the ~~draft~~ PMP. A segment of the designated Open Space is planned as a future pedestrian promenade (see Figure D.10-2b). Several improvements associated with the 69 kV systems would occur adjacent to Bay Boulevard and would not be within the jurisdictional authority of the Port District (these improvements would be within the City's jurisdiction and would be subject to the LCP Land Use Plan, Bayfront Specific Plan, and General Plan). In addition, the existing SDG&E transmission easement is designated "OP-3" in the CVBMP (the "OP-3" designations provides for open space/promenade uses).

Local Coastal Program Land Use Plan ~~Amendment~~

Similar to the ~~draft~~ PMP ~~amendment~~, ~~an amendment to~~ the LCP Land Use Plan was prepared as a component of the CVBMP and acts as "a detailed plan for the orderly growth, development, redevelopment, and conservation of Bayfront lands within the jurisdictional authority of the City" (City of Chula Vista 2010a).



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SOURCES: Digital Globe 2008; SANDAG 2009; City of Chula Vista 2010; SDG&E PEA 2010

FIGURE D.10-2a

Bayfront Jurisdictional Boundaries

South Bay Substation Relocation Project Draft EIR

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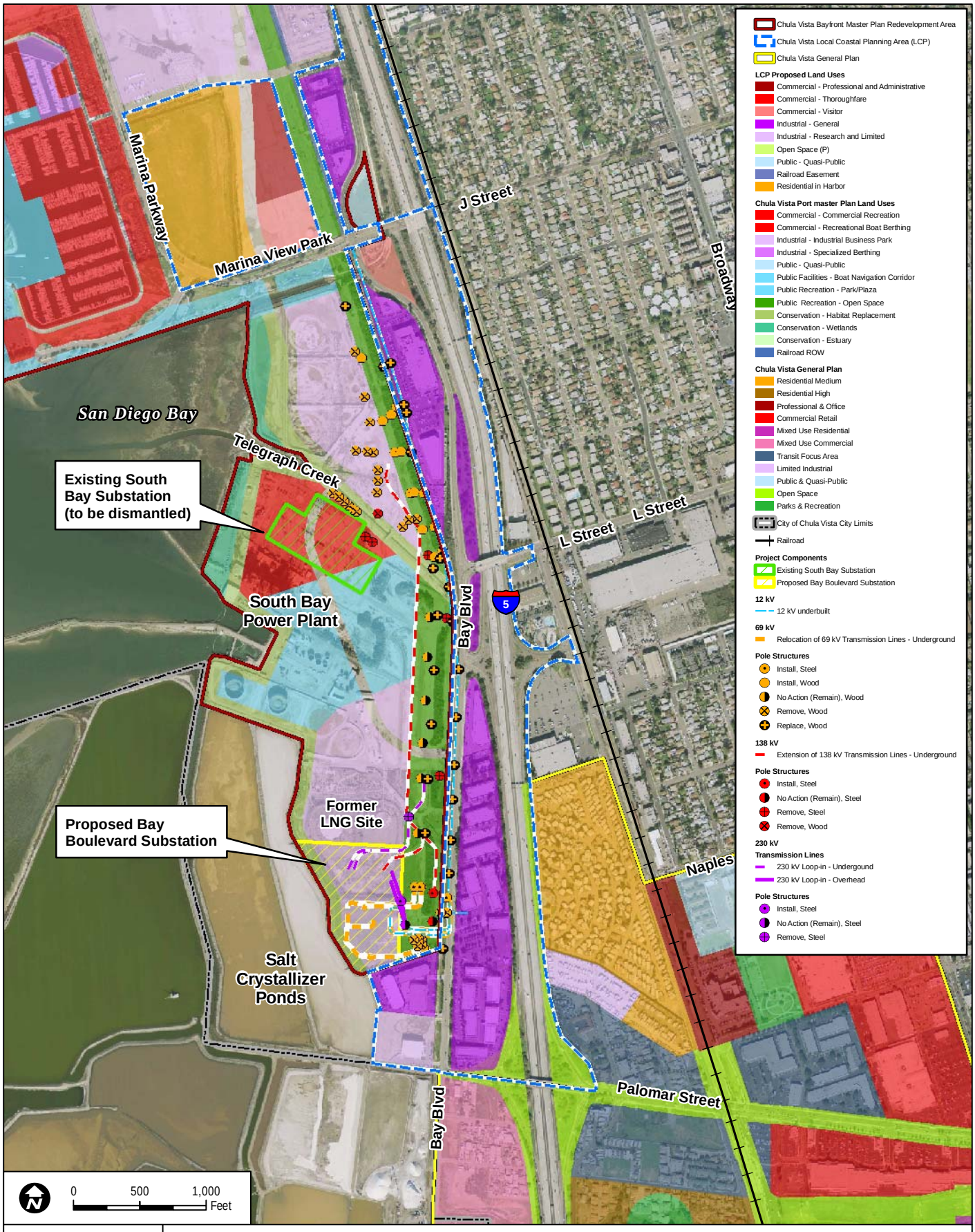

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SOURCES: Digital Globe 2008; SANDAG 2009; City of Chula Vista 2010; SDG&E PEA 2010

FIGURE D.10-2b

Planned Land Uses

South Bay Substation Relocation Project Draft EIR

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Only a relatively short (0.40 mile) segment of the 69 kV system improvements involving the installation and replacement of poles adjacent to Bay Boulevard would occur within the City's LCP Land Use Plan area. With the exception of the southernmost 69 kV wood pole proposed to be replaced (this improvement would occur on lands designated as a railroad easement by the City within an SDG&E easement), transmission system improvements would occur on lands adjacent to Bay Boulevard not designated by the LCP Land Use Plan (according to the land use plan, undesignated lands are classified as Circulation and Other). The planned land use designations established in the LCP ~~amendment~~ are depicted on Figure D.10-2b, Planned Land Uses~~: Amendments to the Chula Vista Local Coastal Program Proposed Land Use Plan~~.

City of Chula Vista General Plan

Improvements associated with the 69 kV transmission systems (adjacent to Bay Boulevard) would occur within designated Public/Quasi-Public lands. The General Plan amendment, prepared as a component of the CVBMP, added "utilities and similar uses" as permissible land uses within the Public/Quasi-Public land category.

D.10.1.3 Proposed Land Uses

Proposed land uses consist of specific development proposals that have been recently approved or are currently under consideration for approval by governmental agencies.

South Bay Power Plant Demolition

The Demolition Work Plan for Dynegy Inc.'s South Bay Power Plant (SBPP), which is adjacent to the existing South Bay Substation, would include demolition of the power plant and remediation of the site. On Friday, October 15, 2010, the California Independent System Operation Corporation notified Dynegy Inc. that the power plant was approved for decommission and demolition (Port District 2010b). Originally constructed over 50 years ago, the power plant consists of a 728-megawatt thermal power plant, small gas turbine plant, switchyard, aboveground storage tanks for fuel oil, and various ancillary systems on a 115-acre site. Demolition of the plant is anticipated to be completed by 2015.

Chula Vista Redevelopment Agency Five Year Implementation Plan – 2010 to 2014

Redevelopment agencies are required by law to adopt redevelopment implementation plans every 5 years. These plans typically establish strategic and programmatic work plans for carrying out the redevelopment activities of the agency. Within the project area, the bayfront area located west of I-5, south of Marina Parkway, and north of L Street is included in the Bayfront redevelopment project area; land located west of I-5, south of L Street, and north of Palomar Street is included in

the southwest redevelopment project area. The Five Year Implementation Plan identifies several of the projects proposed as part of the CVBMP, such as development of a resort conference center and residential development (Chula Vista Redevelopment Agency 2009).

D.10.2 Regulatory Context

Table D.10-2 identifies the underlying planning documents. Section D.5, Biological Resources, provides applicable habitat conservation plans, policies, and regulations.

Table D.10-2
Planning Documents

Project Component	Planning Documents
Bay Boulevard Substation	California Coastal Act Policy Chula Vista Bayfront Master Plan Unified Port District of San Diego • Port Master Plan
South Bay Substation Demolition	Chula Vista Bayfront Master Plan Unified Port District of San Diego • Port Master Plan
230 kV Loop-In, 138 kV Extension, 69 kV Relocation	California Coastal Act Policy Chula Vista Bayfront Master Plan Unified Port District of San Diego • Port Master Plan City of Chula Vista • Local Coastal Program (include Land Use Plan and Bayfront Specific Plan) • Vision 2020 General Plan • Design Manual (1994)

State

California Public Utilities Commission General Order No. 131-D.

The California Public Utilities Commission (CPUC) has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives because it authorizes the construction, operation, and maintenance of investor-owned public utility facilities. Although such projects are exempt from local land use and zoning regulations and discretionary permitting (i.e., they would not require any land use approval that would involve a discretionary decision to be made by a local agency such as a planning commission, city council, or county board of supervisors), General Order No. 131-D, Section XIV.B, requires that in locating a project "the public utility shall consult

with local agencies regarding land use matter." The public utility is required to obtain any required non-discretionary local permit.

California Coastal Act

The California Coastal Act (CCA) was enacted in 1976 by the State Legislature to provide long-term protection of the state's 1,100 miles of coastline. The policies of the Coastal Act form the standards by which the California Coastal Commission (CCC) approves coastal development permits (CDPs) and the Local Coastal Programs (LCPs) developed by local agencies (State of California 2010). These policies, among others, focus on protection and expansion of public access to the shoreline and recreational opportunities; protection, enhancement, and restoration of biological resources; and protection of scenic seascapes and coastal landscapes. Development activities proposed within 1,000 yards of the mean high tide are generally subject to the Coastal Act and would require a CDP. In significant coastal estuarine, habitat, and recreational areas, the coastal zone may extend up to 5 miles or the first major ridgeline (California Public Resources Code, Section 30130 (a)). The Proposed Project is subject to the Coastal Act and includes components located within the City of Chula Vista LCP and components located within the Port District PMP. The City has agreed to defer issuance of the CDP in accordance with Section 30601.3 of the Coastal Act authority to the CCC should the CCC agree to consolidate and undertake the CDP issuance process (City of Chula Vista 2010b). Because the CCC may issue the CDP, Coastal Act policies are listed, and a consistency analysis between the Proposed Project and identified policies is included in Table D.10-3.

Management of the conservation and development of coastal resources within the project area reside with local jurisdictions upon certification of LCPs by the Coastal Commission. LCPs serve as the planning document in which land uses are described and implementing measures identified. For the City, the LCP directs future growth and development within the City's coastal zone and includes the LCP Land Use Plan. In addition, development within the jurisdictional authority of the City in the bayfront area is subject to the development regulations established in the Bayfront Specific Plan. For areas under the Port District jurisdiction, the PMP (Port District 2009) contains a land use plan that is compliant with the Coastal Act. As stated previously, amendments to the LCP Land Use Plan, Bayfront Specific Plan, and PMP were recently prepared (April 2010) as components of the CVBMP.

California State Lands Commission

The California State Lands Commission (CSLC) protects and maintains the public's right to access lands held in public trust for the people of California. Public trust lands include the water and beds of California's natural navigable rivers, lakes, and streams; filled lands formerly covered with water; and offshore islands, bays, estuaries, and lagoons. The public trust lands are maintained for

the purposes of water-related commerce, navigation, fisheries, recreation, and ecological preservation and cannot be bought and sold like other state-owned lands (CSLC 2010). The Proposed Project is located on public trust lands that the CSLC has conveyed to the Port District.

Unified Port District of San Diego

The Port District manages approximately 33 miles of San Diego shoreline and has been granted 5,483 acres of tidelands on San Diego Bay and submerged lands that were conveyed to the Port District by the CSLC (Port District 2009). The Port District lands are managed in accordance with the approved PMP. The PMP represents the Port District's LCP as required by the CCA; it was certified by the CCC in 1981. An amendment to the PMP was prepared in April 2010 as a component of the CVBMP and was subsequently approved by the CCC in August 2012. The ~~draft~~ PMP applies land use designations to project component sites located within the CVBMP redevelopment area and contains a general discussion regarding permissible land uses within each identified land use designation. The primary goal of the PMP is to develop and restore the coastal zone environment and to ensure that access to the shoreline is protected.

~~Amended~~ PMP (2009): The PMP (Port District 2009) provides planning policies for the 5,480 acres of tidelands located bayward of the mean high tide line. Subsequent to the 1981 approval of the PMP by the CCC, several amendments were incorporated into the document (the 2009 version of the document contains all PMP Amendments through 2007). All tidelands are within the Coastal Zone; as such, the PMP has been prepared in accordance with the CCA. While the Port District owns the majority of the tidelands, portions are owned by the military, State of California, County of San Diego, and Cities of San Diego and Coronado. The PMP study area is divided into nine planning areas: (1) Shelter Island, (2) Harbor Island/Lindbergh Field, (3) Center City/Embarcadero, (4) Tenth Avenue Marine Terminal, (5) National City Bayfront, (6) Coronado Bayfront, (7) Chula Vista Bayfront, (8) Silver Strand South, and (9) South Bay Salt Lands and Imperial Beach Ocean Front. The Proposed Project components would be located in the Chula Vista Bayfront Planning Area. Each planning area contains a precise plan map, description of land and water uses, a statement regarding major problems, and a list of projects. The Proposed Project would be located in Planning District 7 (Chula Vista Bayfront).

Planning goals include the following:

- The Port District will enhance and maintain the bay and tidelands as an attractive physical and biological entity.
- Views should be enhanced through view corridors, the preservation of panoramas, accentuation of vistas, and shielding of the incongruous and inconsistent.

~~Draft~~ Amended PMP ~~Amendment~~: The ~~draft~~ PMP a~~mendment~~ (Port District 2010a) discusses the CVBMP and delineates several planning districts within the Master Plan Area: a northern Sweetwater District, a middle Harbor District, and southern Otay District (the Chula Vista Harbor and Boat Channel subareas are also identified). The Proposed Project would be located with the Otay District. Proposed development for the Otay District consists of a mix of uses, including industrial and low-cost, visitor-serving recreational uses. The extreme northern and southern parcels are designated for Industrial Business Park use. The southern Industrial Business Park parcel (on which the proposed Bay Boulevard Substation would be located) could include industrial distribution and related facilities, future relocation of the existing switchyard, or other uses allowed under the Industrial Business Park designation. In addition, the ~~draft~~ PMP states that the construction of the northern Industrial Business Park parcel, South Park, and RV Park in this district is subject to demolition of the existing power plant, and demolition and relocation of the existing switchyard to the southernmost portion of this district.

The ~~draft~~ PMP was reviewed to identify objectives and policies relevant to the development and operation of the Proposed Project. ~~New planning goals and objectives separate from those established in the amended PMP were not included in the draft PMP amendment.~~

City of Chula Vista

Chula Vista Local Coastal Program – Land Use Plan: The purpose of the City's LCP is to provide a detailed plan for the orderly growth, development, redevelopment, and conservation of the City's local coastal zone. The land use component of the LCP provides land use and development policies, which guide development in a manner consistent with the Coastal Act. The implementing component is provided in the Bayfront Specific Plan, described as follows. Within the project area, the boundaries of the City's coastal zone are identical to the eastern boundary of the City's LCP Planning Area and the western boundary of the Bayfront Master Plan Redevelopment Area, as shown on Figure D.10-2a. The City has permit jurisdiction over 1,013 acres of the coastal zone. The LCP contains policies to address the thirteen major issue areas, five of which are relevant to the development of the Proposed Project: water and marine resources; diking, dredging, filling, and shoreline structures; environmentally sensitive habitat areas; coastal visual resources and special communities; and industrial development and energy facilities.

With respect to water and marine resources, the LCP provides for mitigation of impacts to wildlife areas from development on adjacent upland parcels. The LCP also precludes any significant diking, dredging, or filling activities of wetlands. Within environmentally sensitive areas, the LCP provides protection by restricting use within or adjacent to these areas, which include the Sweetwater Marsh Wildlife Refuge. The LCP acknowledges the existing visual blight, which includes abandoned buildings, open storage, overgrowth and unlandscaped

transmission corridors. The LCP policies provide for removal of blighting conditions and for increased public views of the bayfront. The LCP also allows for continued use of existing coastal dependent facilities such as the SBPP.

The LCP Land Use Plan ~~Amendment~~ (City of Chula Vista 2010a) identifies the jurisdictional ownership of the Bayfront Planning Area and also contains policies addressing issues occurring in the Chula Vista Coastal Zone. Policies applicable to the project area are listed and analyzed for consistency in Table D.10-3.

Bayfront Specific Plan: The implementation program of the Bayfront Specific Plan and City LCP has been codified as part of the Chula Vista Municipal Code Title 19, Zoning, Chapter 19 (City of Chula Vista 2010c). As part of the implementation program, the development criteria, objectives, and policies have been defined to guide development of permitted land uses, including infrastructure and land and water resources. Policies and objectives applicable to the project area include the following:

- Preserve existing wetlands in a healthy state to ensure the aesthetic enjoyment of marshes and the wildlife which inhabit them.
- Improve the visual quality of the shoreline by promoting public and private uses which provide proper restoration, landscaping, and maintenance of shoreline areas.
- Protect existing sensitive natural resources from significant adverse impacts during construction of utility systems.

Vision 2020: City of Chula Vista General Plan: The Chula Vista General Plan (2005) establishes goals and objectives to provide guidance in the growth of the City. The General Plan contains six elements: Land Use and Transportation, Economic Development, Housing, Public Facilities and Services, Environmental, and Growth Management.

Objectives and policies relative to the project area are listed and analyzed for consistency for informational purposes in Table D.10-3.

City of Chula Vista Design Manual: The intent of the City's Design Manual (City of Chula Vista 1994) is to provide guidelines for use by the City and developers to achieve a high quality of aesthetic and functional design. Guidelines established in the manual are intended to be flexible and are applied in conjunction with municipal code development regulations in implementing the City's design review process. As stated in the manual, industrial development guidelines are provided to encourage projects that respect the character and scale of adjoining development with particular attention paid to sites that may be particularly sensitive to the scale and impacts of industrial development.

Guidelines include the following:

- The arrangement of structures, parking, and circulation areas, and open spaces should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, character, and materials. In developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development (City of Chula Vista 1994).

City of Chula Vista Bikeway Master Plan. The City of Chula Vista adopted a Bikeway Master Plan on February 1, 2011. The Bikeway Master Plan includes an overview of both existing and planned bicycle facilities within the City of Chula Vista and its planning sphere of influence of the surrounding communities and unincorporated County areas (City of Chula Vista, 2011).

The Bikeway Master Plan identifies an existing Class II bike lane~~way~~ between J Street and Palomar Street ~~along~~ west of Bay Boulevard; however,~~;~~ Class II bike lanes are in fact located adjacent to the north and southbound travel lanes on Bay Boulevard. ~~Bay Boulevard.~~ Class II~~1 bikeways (frequently referred to as bike paths)~~bike lanes are located within vehicular right-of-way but are delineated by warning symbols and striping. ~~are facilities with exclusive right-of-way for bicycles and pedestrians with cross flows by motor vehicles kept to a minimum. They are physically separated from motor vehicle routes by at least 5 feet. The~~ A Class I bike~~way~~ path planned ~~along Bay Boulevard~~in the vicinity of the Proposed Project between J Street and Palomar Street is part of the Bayshore Bikeway and SANDAG Regional Bikeway Corridor Network (see discussion below).

San Diego Association of Governments Bayshore Bikeway Plan. The Bayshore Bikeway is a designated 24-mile bikeway route around San Diego Bay. The Bayshore Bikeway route consists of approximately 12 miles of off-street bicycle paths, and about 12 miles of on-street sections designated as either bicycle lanes or bicycle routes (SANDAG Bayshore Bikeway, 2006).

The bikeway plan identifies an existing on-street bike ~~-~~lane/bike route ~~Class I bike path~~on Bay Boulevard from the southern limits of the project study area to J Street located to the north. ~~The proposed~~ Proposed improvements to the Bayshore Bikeway in the vicinity of the Proposed Project include the realignment of the existing route south from J Street ~~bikeway path would continue south from J Street~~ along the alignment of the Historic Coronado Beltline Railroad (located west of Bay Boulevard) to Moss Street~~, which is located to the west of Bay Boulevard~~. The plan identifies that the undergrounding of overhead utilities that was completed as part of the Silvergate Substation Project would provide room within the 150 foot SDG&E right-of-way (ROW) for bike path construction. The plan further acknowledges that coordination with SDG&E and development of a joint use agreement would be necessary to place the New Class I bike path within SDG&E ROW after transmission towers are undergrounded. The plan also

acknowledges that achieving a Class I path along some segments of the route may take years due to constraints such as engineering issues, property ownership, environmental issues, and funding (SANDAG 2006).

South of the Moss Street alignment, recommended improvements to the ~~the~~ proposed Class I bikeway would shift to the east side of the Coronado Beltline Railroad. This alignment would require crossing the railroad tracks at the existing service road at the Moss Street alignment. The path would be developed in the current location of an open drainage ditch located between Bay Boulevard and the Coronado Beltline Railroad. The plan identifies two thirteen foot vehicle travel lanes along Bay Boulevard with a 4-foot wide bike lane and 9-foot wide parking lane. A buffer of five-feet would be provided to the west of the 9-foot wide parking lane. A 14-foot Class I bikeway would then be located to the west of the 5-foot buffer. ~~This configuration~~Recommended improvements would allow for a 16-foot buffer between the Class I bike path and the Coronado Beltline Railroad tracks ~~(see Figure D.15-1).~~

Other Plans

In addition to land use planning documents adopted and drafted by the Port District and the City, applicable area habitat conservation plans (HCPs) and natural community conservation plans (NCCPs) were reviewed for relevant policies. Proposed Project components would be located on lands designated as an Other Agency Preserve Planning Effort by the City of Chula Vista Multiple Species Conservation Program (MSCP) Subarea and Planning Area map. The Proposed Project would also be located within SDG&E's Subregional NCCP. While applicable land use related policies relative to the Proposed Project were not identified within the plans, relevant biological and habitat-related policies were identified. These policies are discussed and analyzed in Section D.5, Biological Resources.

D.10.3 Environmental Impacts and Mitigation Measures

D.10.3.1 Definition and Use of Significance Criteria

Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.) provides guidance for evaluating whether a development project may result in significant impacts. Appendix G suggests that a development project could have a significant impact on land use and planning if the project would:

a) Physically divide an established community
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

c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

D.10.3.2 Applicant Proposed Measures

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

D.10.3.3 Bay Boulevard Substation

Impact LU-1: Construction would temporarily disturb land uses at or near project components.

Construction activities would have the potential to disrupt land uses adjacent to the proposed Bay Boulevard Substation for short periods. Disruptions may occur during removal and delivery of material and equipment, resulting in potential traffic delays along Bay Boulevard at the points of ingress/egress to the substation. Impacts resulting from temporary disruption of established land uses due to potential restricted access during construction would be considered significant but mitigable (Class II). To reduce construction-related impacts to less than significant, Mitigation Measures L-1a (Construction Notification) and L-1b (Public Liaison and Information Hotline) are provided. In addition, Mitigation Measure TRA-1a (Prepare Traffic Control Plan), described in Section D.16, Transportation and Traffic, would further reduce impacts to established land uses resulting from construction-related traffic.

L-1a SDG&E or its construction contractor shall provide advance notice, between 2 and 4 weeks prior to construction, by mail to all property owners within 300 feet of the project. The announcement shall state specifically where and when construction will occur in the area. SDG&E shall also publish a notice of impending construction in local newspapers, stating when and where construction will occur. Prior to construction, copies of all notices shall be submitted to the CPUC.

L-1b SDG&E shall identify and provide a public liaison officer before and during construction to respond to concerns of neighboring residents about noise, dust, and other construction disturbance. Procedures for reaching the public liaison officer via telephone or in person shall be included in notices distributed to the public in accordance with Mitigation Measure L-1a. SDG&E shall also establish a telephone number for receiving questions or complaints during construction and shall develop procedures for responding to callers. Procedures shall be submitted

to the CPUC for review and approval prior to construction, and bimonthly reports summarizing public concerns shall be provided to CPUC during construction.

Impact LU-2: Presence of a project component would divide an established community or disrupt land uses at or near project components.

Construction and operation of the proposed Bay Boulevard Substation would occur within an established industrial area in the City's Bayfront planning area. The new substation would be constructed on a site previously occupied by the former LNG facility (the site is currently unoccupied). Other industrial uses on adjacent land include the former LNG facility (the fenced boundary of the substation would occur within the larger former LNG facility site) and the SBPP to the north; industrial uses to the south (the Bayside Business Park and the Grainger building); salt crystallizer ponds to the west; and an SDG&E utility easement, SD&AE railroad track, and Bay Boulevard to the east. Because construction of the proposed substation would occur within an unoccupied parcel and because the facility would be a compatible land use in the context of existing development surrounding the site, no impacts associated with physically dividing an established community would occur.

Impact LU-3: The project would conflict with applicable land use plans, policies, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

~~No local land use plans, policies, or regulations would apply to the Proposed Project because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project. Consequently, the Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (No Impact).~~

~~Although the Proposed Project would be exempt from local land use and zoning regulations and discretionary permitting~~While the CPUC has jurisdiction~~al~~ over the siting and design of the Proposed Project, the CPUC has consulted with state and local agencies regarding land use matters potentially affected by the Proposed Project. ~~This land use consistency analysis is provided for informational purposes only.~~

Table D.10-3 provides a consistency analysis with plans and policies ~~for informational purposes only~~relevant to the Proposed Project.

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
California Coastal Act Policy	
Article 2 – Public Access	
Section 30210: Maximum access and recreational opportunities shall be provided for all people, consistent with public safety needs and the need to protect public rights, private property owner rights, and natural resource areas from overuse. Section 30211: Development shall not interfere with the public's right of access to the sea.	The Proposed Project site does not currently provide for public access or recreational activities. The entire site is gated and provides for industrial land uses. While public access and recreational components are not proposed and would not be precluded, implementation of the Proposed Project would facilitate redevelopment of the Bayfront area as proposed in the Chula Vista Bayfront Master Plan, which would include multiple public recreation amenities including parks and plazas, open spaces, promenades, and public trails along the shoreline. Removal of the South Bay Substation and its relocation to the south (on industrial lands) as the Bay Boulevard Substation would also facilitate the future removal of the SBPP. In order to relocate the South Bay Substation, approximately ~~18~~ 11 new wood transmission poles would be installed, ~~23~~ 30 wood transmission poles would be removed, and an additional ~~22~~ 23 wood transmission poles would be replaced. The project also includes construction of five 69 kV and one 138 kV steel cable pole risers and one 230 kV dead-end pole, removal of six stub wood poles, ~~removal of one 12 kV wood distribution pole, and~~as well as the removal of five steel lattice towers and one 230 kV steel cable riser. The removal of these industrial facilities would open the area up for redevelopment and would ultimately increase public access to the Bayfront and recreational opportunities available to the public. Therefore, the Proposed Project would be consistent with this policy.
Section 30212: (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) It is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) Adequate access exists nearby, or, (3) Agriculture would be adversely affected. Dedicated access way shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the access way.	Due to public safety concerns, public access to the shoreline would not be provided in association with the proposed Bay Boulevard Substation. However, Marina View Park and Chula Vista Bayfront Park, both located approximate 0.75 mile north and northwest of the proposed Bay Boulevard substation, provide adequate public access to the San Diego Bay shoreline. While the Proposed Project would not preclude public access from the site, implementation of the Proposed Project would facilitate redevelopment of the site as planned for in the CVBMP (the CVBMP provides for parks and plazas and public access to the shoreline west of the existing South Bay Substation. Therefore, while the project would not directly provide public access to the shoreline, public access would be provided as part of the CVBMP of which implementation is dependent on the Proposed Project. Therefore, the Proposed Project would be consistent with this policy.
Section 30213: Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.	Although the project does not propose to construct and operate visitor and recreational facilities, the removal of the South Bay Substation would facilitate future redevelopment of the area as planned for in the CVBMP and would include commercial recreational land uses and RV/camping sites. Therefore, because the Proposed Project would facilitate the implementation of the CVBMP, the Proposed Project would be consistent with this policy.

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
Article 3 – Recreation	
Section 30220: Coastal areas suited for water-oriented recreational activities shall be protected for those uses. Section 30221: Oceanfront land suitable for recreational use and development shall be protected for that use unless present and future demand is already provided for in the area. Section 30222: The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.	The proposed Bay Boulevard Substation site was previously utilized as an LNG facility and is bounded to the west by salt crystallizer ponds. Therefore, it is not ideally situated or well suited for water-oriented recreational activities. In contrast, the existing South Bay Substation site is located adjacent to San Diego Bay and is in close proximity to other public access parks (Marina View Park and Chula Vista Bayfront Park). The site is better suited for water-oriented activities and has been designated for Commercial Recreation uses in the CVBMP. Therefore, because the Proposed Project would facilitate the future implementation of the CVBMP by removing the South Bay Substation and five steel lattice structures, the Proposed Project would be consistent with these policies.
Section 30222.5: Oceanfront land that is suitable for coastal-dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.	As stated in response to Sections 30220 through 30222, the proposed Bay Boulevard Substation site was previously utilized as an LNG facility and does not have direct access to the ocean at its western boundary (the site is bounded by salt crystallizer ponds to the west). Therefore, the proposed Bay Boulevard Substation site is not suitable for coastal-dependent aquaculture and implementation of the Proposed Project would not be inconsistent with this policy.
Section 30223: Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible. Section 30224: Encourages the increased recreational boating use of coastal waters.	The removal of the South Bay Substation would open the site for future redevelopment featuring commercial recreation land uses. To relocate the South Bay Substation, approximately 18 new wood transmission poles would be installed, 23 wood transmission poles would be removed, and an additional 22 wood transmission poles would be replaced. The project also includes construction of five 69 kV steel cable pole risers, removal of six stub wood poles, removal of one 12 kV wood distribution pole, and removal of five steel lattice towers. The Proposed Project would facilitate the implementation of the CVBMP, which proposes increased recreational opportunities in the project area; therefore, the Proposed Project would be consistent with these policies.
Article 4 – Marine Environment	
Section 30230: Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms	Policies related to biological resources are discussed in Section D.5, Biological Resources.

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
adequate for long-term commercial, recreational, scientific, and educational purposes. Section 30231: The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of wastewater discharges and entrainment, controlling runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.	
Section 30232: Protects the coastal environment against the spillage of hazardous materials and requires containment and clean-up procedures in the event that a spill does occur.	To minimize the potential for impacts related to hazardous material spills, SDG&E would implement a Hazardous Substance Management and Emergency Response Plan during construction activities. Implementation of this plan would ensure proper cleanup and handling of spilled material and would reduce unnecessary exposure of hazardous materials in order to protect the health of workers and the public. Therefore, with implementation of the Hazardous Substance Management and Emergency Response Plan during construction, SDG&E would protect the coastal environment from hazardous material spills, and the Proposed Project would be consistent with this policy. As required by California Health and Safety Code, Division 20, Chapter 6.95, SDG&E would be required to prepare a Hazardous Materials Business Plan (HMBP) for the Bay Boulevard Substation, and at a minimum, the HMBP must include an inventory of hazardous materials stored on site and a site map, an emergency response plan, and procedures for the safe handling of hazardous materials, as well as procedures for communication and coordination with emergency response providers. Along with the required Spill Prevention Control and Countermeasures (SPCC) Plan and HMBP, SDG&E proposes to construct oil retention basins for each transformer to ensure that future leaks or spills would be fully contained if they were to occur. In addition, SDG&E would implement HAZ-1b, HAZ-1d, and HAZ-1e (see Section D.8) to ensure measures are in place to reduce the risk of spillage of hazardous materials. The Proposed Project would, therefore, be consistent with this policy.
Section 30233: (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less	Policies related to biological resources are discussed in Section D.5, Biological Resources.

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following: (l) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities (2) Maintaining existing or restoring previously dredged depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities (4) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas (6) Restoration purposes (7) Nature study, aquaculture, or similar resource dependent activities. (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable long shore current systems. (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California," shall be limited to very minor	

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division. (d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area.	
Article 5 – Land Resources	
Section 30240: Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values.	As described in Section D.5, Biological Resources, of this report, environmentally sensitive habitat areas are not anticipated to occur in the boundaries of the project site. ~~Construction of the Proposed Project may cause both direct and indirect impacts to sensitive habitat areas within the Port and City's jurisdiction. In Section D.5 of this report, these impacts are identified as potentially significant, and mitigation measures are recommended to mitigate the impacts to below a level of significance. Therefore, with mitigation,~~See Section D.5 for additional information regarding environmentally sensitive habitat areas. ~~t~~The Proposed Project would be consistent with this policy.
Article 6 – Development	
Section 30251: Scenic and visual qualities of coastal areas shall be considered and protected. To protect such resources, development shall minimize the alteration of natural landforms, be visually compatible with the character of surrounding areas, and, where feasible, restore and enhance visual quality in visually degraded areas.	The introduction of project elements including the Bay Boulevard Substation and transmission line improvements would not result in significant alterations to on-site natural landforms. The Proposed Project would be located in an industrial area of the City and would be compatible with existing land uses, which include transmission structures, the SBPP, salt crystallizer ponds, and industrial business east of Bay Boulevard. The project would enhance the visual quality of the site by dismantling and removing the existing South Bay Substation. In order to relocate the South Bay Substation, approximately 11~~8~~ new wood transmission poles would be installed, ~~2~~30~~3~~ wood transmission poles would be removed, and an additional ~~22~~ 23 wood transmission poles would be replaced. The project also

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
	includes construction of five 69 kV and one 138 kV steel cable pole risers and one 230 kV dead-end pole, as well as removal of ~~six stub wood poles, removal of one 12 kV wood distribution pole, and removal of~~ five steel lattice towers and one 230 kV steel cable riser. Removal of these facilities would enhance off-site view to San Diego Bay and would help facilitate future redevelopment of the site. The Proposed Project would be consistent with this policy.
Port Master Plan (2009)	
The Port District will enhance and maintain the bay and tidelands as an attractive physical and biological entity.	Implementation of the Proposed Project would remove a highly visibly industrial facility, the South Bay Substation, from the site and would introduce a new industrial facility where industrial uses are planned for in the Port Master Plan. Implementation of the Proposed Project would help facilitate the future redevelopment of the site as an attractive area (~~as proposed in the CVBMP~~public recreation uses are proposed on and in the vicinity of the South Bay Substation site) and, therefore, would be consistent with this policy.
Views should be enhanced through view corridors, the preservation of panoramas, accentuation of vistas, and shielding of the incongruous and inconsistent.	Dismantling the South Bay Substation would enhance off-site views to San Diego Bay. While the project proposes to install taller transmission structures than are currently located on site (proposed steel cable pole risers would be approximately 85 feet tall), the introduction of additional vertical elements would not significantly alter existing views in the area, and therefore, the Proposed Project would be consistent with this policy.
Amended Port Master Plan	
Parks, plazas, public accessways, vista points, and recreational activities on Port lands and tidelands should provide a variety of public access and carefully selected active and passive recreational facilities suitable for all age groups, including families with children, throughout all seasons of the year.	See consistency analysis regarding Port Master Plan (2009), above. The Proposed Project would be consistent with this policy.
Parks, plazas, public accessways, vista points, and recreational activities on Port lands and tidelands should enhance the marine, natural resource, and human recreational assets of San Diego Bay and its shoreline for all members of the public.	See consistency analysis regarding Port Master Plan (2009), above. The Proposed Project would be consistent with this policy.
Chula Vista Local Coastal Program – Land Use Plan	
The LCP precludes any significant diking, dredging, or filling activities of wetlands and requires that mitigation for all disturbances of wetland areas be provided at a ratio of 4:1 with an approved combination of creation and enhancement. A ratio of less than 4:1 can be applied if approved by the City and resource agencies.	As described in Section D.5, Biological Resources, construction of the Proposed Project may cause both direct and indirect impacts to sensitive habitat areas within the Port District and City's jurisdiction. In Section D.5 of this report, these impacts are identified as potentially significant, and mitigation measures are recommended to mitigate the impacts to below a level of significance. Therefore, with mitigation, the Proposed Project would be consistent with this policy.

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
Within environmentally sensitive areas, the LCP provides protection by restricting use within or adjacent to these areas, which includes saltwater marshes, submerged aquatic habitat, and mudflats.	The proposed Bay Boulevard Substation would be located on a disturbed site previously occupied by an LNG facility, and transmission line improvements would primarily occur within existing SDG&E easements. Dismantling the South Bay Substation would remove a blighted, industrial feature from the project site and would enhance off-site views to San Diego Bay. In order to relocate the South Bay Substation, approximately ~~18~~ 11 new wood transmission poles would be installed, ~~23~~ 30 wood transmission poles would be removed, and an additional 23~~2~~ wood transmission poles would be replaced. The project also includes construction of five 69 kV and one 138 kV steel cable pole risers and one 230 kV dead-end pole, as well as removal ~~of six stub wood poles, removal of one 12 kV wood distribution pole, and removal of~~ five steel lattice towers and one 230 kV steel cable riser. Development of the project would be consistent with the planned land uses designated in the LCP Land Use Plan, and therefore, the Proposed Project would be consistent with this policy.
The LCP acknowledges the existing visual blight, which includes abandoned buildings, open storage, overgrowth, and unlandscaped transmission corridors. The LCP policies provide for removal of blighting conditions and for increased public views of the bayfront.	The Proposed Project would dismantle and remove the South Bay Substation from the project site. In order to relocate the South Bay Substation, approximately 11~~8~~ new wood transmission poles would be installed, ~~2~~2303 wood transmission poles would be removed, and an additional ~~22~~ 23 wood transmission poles would be replaced. The project also includes construction of five 69 kV and one 138 kV steel pole risers and one 230 kV dead-end pole , removal of six stub wood poles, removal of one 12 kV wood distribution pole, and removal of five steel lattice towers. The removal of vertical and metallic industrial components would reduce overall on-site blighting conditions and would greatly enhance public views of the bayfront as viewed from the L Street overpass. The introduction of new transmission structures as a component of transmission line improvement work would essentially replicate the vertical and horizontal form and line of existing transmission structures and lines. Therefore, the Proposed Project would be consistent with this policy.
The LCP requires that new development be consistent with the land designations permitted in the land use section and that additional industrial development be limited.	Under the amendment LCP Land Use Plan, the entire project site is located within the IG (General Industrial) designation. According to Chula Vista Municipal Code, Section 19.84.003 (2)(a), permitted uses in the General Industrial designation include all custom, light, and general industrial development. While the Proposed Project would be a permitted use within the IG designation, according to the Municipal Code the maximum permitted height for buildings in the project area is 44 feet (the project proposes the installation of a steel cable pole risers (approximately 165 feet high) and direct bury wood poles (between 60 and 70 feet in height). Under the LCP Land Use Plan amendment, with the exception of transmission line improvements occurring within Bay Boulevard, the entire project area is not located within the LCP land use plan area. According to the LCP Land Use Plan amendment, no land use changes would occur as a result of the implementation of the CVBMP, and therefore, the building height restriction established in the amended LCP Land Use Plan are still applicable to proposed transmission structures located adjacent to Bay Boulevard and under the jurisdictional authority

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
	of the City. While the height of several proposed transmission structures would not conform to the building height regulations established in the LCP Land Use Plan, structures of similar height and design are currently located on and in the immediate vicinity of the Proposed Project site. In addition to removing the existing South Bay Substation and developing the Bay Boulevard substation, the Proposed Project would facilitate the implementation of the CVBMP, which calls for increased commercial recreation and public access development and also requires that industrial facilities be limited (through the designation and concentration of industrial land uses with the southeastern corner of the project site). Therefore, in the context of the entire project and future redevelopment of the bayfront, the Proposed Project would not be inconsistent with this policy.
The LCP provides for redevelopment activities where new structures will replace substandard and abandoned structures that have a blighting influence. In addition, landscaping shall give priority to the use of drought-tolerant plant materials.	The Proposed Project would dismantle and remove the existing South Bay Substation from the site and would locate the proposed Bay Boulevard Substation at the southern portion of the site within an area designated for industrial uses. As indicated on the preliminary landscape concept plan for the Bay Boulevard Substation, the suggested plant palette includes all drought-tolerant species including some California natives such as California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), and toyon (*Heteromeles arbutifolia*). Therefore, the Proposed Project would be consistent with this policy.
The LCP requires that landscaping be required in conjunction with all private development through the preparation of a landscape plan by a registered landscape architect.	A preliminary landscape concept plan was developed for the Bay Boulevard Substation and is included in this document. The final landscape layout (to be prepared by a registered landscape architect) will be determined through consultation with the City and in conjunction with survey and final engineering data. Therefore, the Proposed Project would be consistent with this policy.
The LCP requires that high-voltage (230 kV) transmission lines be placed belowground.	The Proposed Project does not propose the installation of new transmission lines. Rather, the project would relocate transmission lines and structures to interconnect with the proposed Bay Boulevard Substation (instead of the existing South Bay Substation). Portions of the transmission line improvements, including an existing 230 kV line, would be placed belowground. Therefore, the Proposed Project would be consistent with this policy.
The LCP requires the long-term protection and enhancement of critical natural habitat areas be provided by cooperating in a multi-jurisdictional planning and implementation plan with adequate safeguards and guarantees.	As described in Section D.5, Biological Resources, construction of the Proposed Project may cause both direct and indirect impacts to natural habitat areas within the Port District and City's jurisdiction. In Section D.5 of this report, these impacts are identified as potentially significant, and mitigation measures are recommended to mitigate the impacts to below a level of significance. Therefore, with mitigation, the Proposed Project would be consistent with this policy.
The LCP allows for continued use of existing coastal dependent facilities such as the South Bay generating plant.	While the Proposed Project would not restrict the continued use of the South Bay generating plant, the removal of the South Bay Substation and the future removal of the South Bay generating plant would facilitate implementation of the CVBMP and the planned land uses identified in the LCP Land Use Plan amendment. Because the Proposed Project would not affect the operation of the South Bay generating plant, the project would be consistent with this policy.

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
Bayfront Specific Plan	
19.85.006 1. Form and Appearance (b): Change the existing industrial image of the bayfront and develop a new identity consonant with its future prominent, public and commercial recreational role.	The Proposed Project would result in beneficial changes to the industrial image of the bayfront by dismantling and removing the existing South Bay Substation from the site. In order to relocate the South Bay Substation, approximately 11~~8~~ new wood transmission poles would be installed, 30~~23~~ wood transmission poles would be removed, and an additional 23~~2~~ wood transmission poles would be replaced. The project also includes construction of five 69 kV and one 138 kV steel cable pole risers and one 230 kV dead-end pole, as well as the removal of ~~six stub wood poles, removal of one 12 kV wood distribution pole, and removal of~~ five steel lattice towers and one 230 kV steel cable riser. The removal of the substation (and future removal of the South Bay generating plant) would facilitate the implementation of the CVBMP, which proposes the introduction of commercial recreation and park/plaza land uses to the area. Transmission line improvements would be located in SDG&E easements (existing transmission structures are currently located in the easements), and the Bay Boulevard Substation would be located within a designated industrial land use area and would be partially screened by a 10-foot-high masonry wall and landscape planting. Therefore, the Proposed Project would be consistent with this policy.
19.85.006 1. Form and Appearance (d): Remove, or mitigate by landscaping, structures or conditions that have a blighting influence on the area.	Dismantling and removing the existing South Bay Substation from the project site would remove vertical, metallic, industrial structures and features that have a blighting influence on the area. The Bay Boulevard Substation would be installed where industrial land uses are permitted and would be partially screened from off-site Bay Boulevard views by a masonry wall and landscape plantings. Therefore, the Proposed Project would be consistent with this policy.
19.85.006 (2) (h)(1). Habitat Protection: Structures shall be sited a sufficient distance from natural habitat areas to protect the natural setting and prevent direct impacts to wildlife.	The Bay Boulevard Substation site is disturbed, primarily undeveloped, and was the former site of an LNG facility. Despite the disturbed nature of the area, natural habitat areas have been identified on site, and construction of the project would minimize (to the extent feasible) direct impacts to wildlife. As discussed in Section D.5, Biological Resources, construction may result in direct impacts to sensitive resources, but those impacts would be reduced to a level below significance with the implementation of mitigation (see Section D.5). Therefore, with mitigation, the Proposed Project would be consistent with this policy.
19.85.006 (2) (i). View Points: Development of the bayfront shall ensure provision of three types of views: 1) Views from the Freeway and Major Entry: Ensure a pleasant view onto the site and establish a visual relationship with San Diego Bay, marshes, and bay-related development; 2) Views from roadways within the bayfront; and 3)Views from the perimeter of the bayfront outward.	Development of the Proposed Project, specifically the dismantling and removal of the existing South Bay Substation would enhance views from a major entry to the area (L Street). The removal of the substation facility would result in open and enhanced views to San Diego Bay. Newly installed transmission structures may be visible from the freeway; however, because these features would replace existing features and would not be considered new structures in the visual landscape, the resulting contrast would be less pronounced. Dismantling of the South Bay substation would also enhance views to the bay from roadways within the bayfront (particularly along Bay Boulevard and L Street) and the removal of a large industrial facility would enhance views from the bayfront outward. Therefore, the Proposed Project would be consistent with this policy.

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
Protect existing sensitive natural resources from significant adverse impacts during construction.	Section D.5, Biological Resources, discloses potential impacts to sensitive resources that may occur as a result of construction and operation of the Proposed Project. As discussed in Section D.5, the implementation of mitigation measures would reduce all significant impacts to less than significant (see Section D.5). Therefore, with mitigation, the Proposed Project would be consistent with this policy.
Preserve existing wetlands in a healthy state to ensure the aesthetic enjoyment of marshes and the wildlife that inhabit them.	As stated in Section D.5, Biological Resources, construction and operation of the Bay Boulevard Substation would result in significant impacts to wetlands; however, with implementation of mitigation, all impacts would be reduced to less-than-significant levels. Also, because the new substation facility would be partially screened and because the existing South Bay Substation would be dismantled, the visual quality of the shoreline and marshes would not be significantly affected. Therefore, the Proposed Project would be consistent with this policy.
Improve the visual quality of the shoreline by promoting public and private uses, which provide proper restoration, landscaping, and maintenance of shoreline areas.	The Proposed Project would facilitate future improvements to the visual quality of the shorelines by dismantling and removing the existing South Bay Substation. With the substation removed, the redevelopment of the project area (which includes public and private uses) as identified in the CVBMP could occur. The Bay Boulevard Substation would be located on lands designated for industrial use and would be partially screened by a masonry wall surrounding the facility. The transmission line improvements would primarily occur within existing SDG&E easements. Therefore, the Proposed Project would be consistent with this policy.
Vision 2020 General Plan – Land Use and Transportation Element	
Objective LUT-6: Ensure adjacent land uses are compatible with one another.	The Proposed Project is located in an industrial area in the City and is surrounded by existing industrial uses to the north, south, and east (across Bay Boulevard). The Bay Boulevard Substation would be located on a disturbed site previously utilized as an LNG facility, and the transmission line improvements would primarily occur within existing SDG&E easements. Therefore, because the Proposed Project site is surrounded by existing industrial uses, the Proposed Project would be consistent with this objective.
Policy LUT 10.4 – Prior to the approval of projects that include walls that back onto roadways, the City shall require that the design achieves a uniform appearance from the street. The walls shall be uniform in height, use of materials, and color, but also incorporate elements, such as pilasters, that add visual interest.	The Proposed Project includes a 10-foot masonry wall that will be located along the perimeter of the proposed Bay Boulevard Substation located adjacent to Bay Boulevard. Applicant Proposed Measure (APM)-AES-02 identifies the color of the substation perimeter wall would be chosen to blend with the existing site features (i.e., a dull grey, light brown, or dull green) and minimize visual contrast with the bayfront landscape setting. In addition, Mitigation Measure AES-1 would provide the City an opportunity to review and comment on the landscaping plan and design of the substation perimeter wall for consistency with the City's Landscape Manual and Design Manual. Therefore, development of the Proposed Project would not be inconsistent with this policy.

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
Policy LUT 10.5: Require undergrounding of utilities on private property and develop a priority-based program of utility undergrounding along public rights-of-way (ROW).	The Proposed Project does not propose the installation of new overhead transmission lines. Rather, the project would implement improvements to the current systems in the vicinity of the project area in order to interconnect existing systems to the proposed Bay Boulevard Substation. Although no new lines are proposed, the project would underground several portions of existing transmission lines including a short segment of 69 kV systems adjacent to the Bay Boulevard public ROW. Nearly all other transmission line improvements would occur within existing SDG&E easements. Therefore, development of the Proposed Project would not be inconsistent with this policy.
Policy LUT 10.7: Work with utility providers to coordinate the design of utility facilities (e.g., substations, pump stations, switching buildings, etc.) to ensure that the facilities fit within the context of their surroundings and do not cause negative visual impacts.	The proposed Bay Boulevard Substation would be located in an industrial area of the Bayfront area on a disturbed site that was previously utilized by LNG. Views of the substation facility would be partially screened by a 10-=foot-=high masonry wall, and landscape plantings would be located at the southeastern entryway. Transmission line improvements would include the installation of large, vertical, steel cable pole risers and direct bury wood poles; however, in the context of the existing visual landscape, which includes transmission lines and structures. Lastly, the project proposes to remove a highly visual industrial facility (the South Bay Substation) and five steel lattice towers from the project site, and the removal of these facilities would result in beneficial visual impacts to the project area. Therefore, the Proposed Project would be consistent with this policy.
Objective LUT-13: Preserve scenic resources in Chula Vista, maintain the City's open space network, and promote beautification of the City.	See response to Policy LUT 10.7. The selection of a disturbed, industrial site would minimize the potential for scenic resource impacts associated with the construction and operation of this facility. In addition, visual impacts would be further minimized by implementation of screening afforded by the proposed masonry wall and landscape planting. The dismantling and removal of the South Bay Substation and five steel lattice towers from the project site would enhance off-site views to San Diego Bay and would result in beneficial scenic resources impacts. Because the replacement of transmission line structures would essentially duplicate the vertical form and line of existing structures, the visual change resulting from transmission line improvements would be reduced. Therefore, the Proposed Project would be consistent with this policy.
Policy LUT 13.1 – Identify and protect important public viewpoints and viewsheds throughout the Planning Area, including features within and outside the planning area, such as: mountain; native habitat areas; San Diego Bay; and historic resources.	See response to Policy LUT 10.7. The selection of a disturbed, industrial site would minimize the potential for scenic resource impacts associated with the construction and operation of this facility. In addition, visual impacts would be further minimized by implementation of screening afforded by the proposed masonry wall and landscape planting. The dismantling and removal of the South Bay Substation and five steel lattice towers from the project site would enhance off-site views to San Diego Bay and would result in beneficial scenic resources impacts. Because the replacement of transmission line structures would essentially duplicate the vertical form and line of existing structures, the visual change resulting from transmission line improvements would be reduced. Therefore, the Proposed Project would be consistent with this policy.
Policy LUT 13.3: Screen unsightly industrial properties on the bayfront, or convert such properties to uses that are consistent with the	See response to Policy LUT 10.7 and Objective 13.3. In addition, the Bay Boulevard Substation would be located in an area of the bayfront designated for industrial use, and transmission line improvements would primarily occur

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
desired visual character of the bayfront.	within SDG&E easements. Also, the removal of the South Bay Substation would help facilitate implementation of the CVBMP, which calls for increased public access and enhanced visual character of the site. Therefore, the Proposed Project would be consistent with this policy.
Policy LUT 13.4 – Any discretionary projects proposed adjacent to scenic routes, with the exception of individual single-family dwellings, shall be subject to design review to ensure that the design of the development proposal will enhance the scenic quality of the route. Review should include site design, architectural design, height, landscaping, signage, and utilities.	APM-AES-01 and APM-AES-02 include preparation of a landscape plan and coloring of the substation perimeter wall to blend with the existing site features (i.e., a dull grey, light brown, or dull green) and minimize visual contrast with the bayfront landscape setting. In addition, Mitigation Measure AES-1 would provide the City an opportunity to review and comment on the landscaping plan and design of the substation perimeter wall for consistency with the City's Landscape Manual and Design Manual. Therefore, development of the Proposed Project would not be inconsistent with this policy.
Policy LUT 98.2: Improve the visual quality of the bayfront by promoting both public and private uses that will remove existing blighted structures or conditions, and develop a new image through high-quality architecture and landscape architecture.	See response to Policy LUT 10.7, Objective 13.3, and Policy LUT 13.3. The Proposed Project would improve the visual quality of the bayfront by removing an existing facility that is a visual blight in the community and would, therefore, be consistent with this policy.
Policy LUT 98.5: Locate new development to be compatible with the protection and enhancement of environmentally sensitive lands in the bayfront.	The proposed Bay Boulevard Substation would be located on a disturbed, primarily undeveloped site. As discussed in Section D.5, Biological Resources, construction and operation of the substation would result in significant impacts to environmentally sensitive on-site lands (wetlands); however, with implementation of mitigation, impacts would be reduced to less than significant. Therefore, with implementation of mitigation, the Proposed Project would be consistent with this policy.
Objective LUT 106: Encourage redevelopment and new development activities within the Otay Subarea that will provide employment, recreational and visitor-serving opportunities, and energy utility needs.	The removal of the South Bay Substation will help facilitate implementation of the CVBMP, which calls for the introduction of commercial recreation land uses at the site. In addition, the construction and operation of the Bay Boulevard Substation and transmission line improvements would be consistent with the land use designations planned for the Otay Subarea and would directly respond to the energy utility needs of the City and region. Therefore, the Proposed Project would be consistent with the intent of this objective.
Policy LUT 106.1: Focus new development and redevelopment on the less environmentally sensitive lands.	See response to Policy LUT 98.5. The Bay Boulevard Substation would be located on a disturbed site that was previously utilized by an LNG facility. In addition, transmission line improvements would primarily occur within SDG&E easements that have been disturbed by previous transmission line development. Therefore, the Proposed Project would be consistent with this policy.
Policy LUT 106.7: Provide aesthetic improvements to existing and new development, including establishing clearly identifiable access to the bayfront, preserving existing views and creating enhanced views with development, encouraging high-quality	See response to Policy LUT 10.7, Objective 13.3, and Policy LUT 13.3. In addition, the Proposed Project would create an identifiable project access point by implementing a landscape plan featuring drought-tolerant planting including California natives. The dismantling and removal of the South Bay Substation would enhance off-site views to San Diego Bay and would create an identifiable access point to the bayfront area. In order to relocate the South Bay Substation,

Table D.10-3
Consistency Analysis of Land Use Plans, Policies, and Regulations for the South Bay Substation Relocation Project

Land Use Plan, Policy, or Regulation	Consistency Determination
development in harmonious relationship between sensitive habitats and the built environment.	approximately 11~~8~~ new wood transmission poles would be installed, 30~~23~~ wood transmission poles would be removed, and an additional 23~~2~~ wood transmission poles would be replaced. The project also includes construction of five 69 kV and one 138 kV steel cable pole risers and one 230 kV dead-end pole, as well as removal of ~~six stub wood poles, removal of one 12 kV wood distribution pole, and removal of~~ five steel lattice towers and one 230 kV steel cable riser. Views of the bay will be made possible through the removal of the existing substation and lattice steel towers that would provide a clean and identifiable bayfront view to visitors (views of the bay would no longer be blocked by the vertical, industrial form of the existing substation and lattice towers). Therefore, the Proposed Project would be consistent with this policy.
Vision 2020 General Plan – Public Facilities & Services Element	
Policy PFS 22.4: Review energy facility requests and encourage siting and design techniques that minimize community impacts. Such techniques may include undergrounding facilities, where possible; co-locating new facilities with existing utility infrastructure; locating facilities in nonresidential areas; and implementing architectural details and landscaping that help facilities blend with the surrounding area. The development and operation of natural gas-fired plants within the City shall utilize "best available control technology" to the greatest extent practicable.	The Proposed Project does not propose the installation of new transmission lines. Rather, the project involves transmission line improvements (including undergrounding segments of existing transmission systems) in order to interconnect existing systems to the proposed Bay Boulevard Substation. In addition, the Bay Boulevard Substation would be located in an industrial area within the City and would be surrounded by existing industrial and commercial land uses. Because the new substation facility and transmission line improvements would be compatible within the context of existing surrounding development, the Proposed Project would be consistent with this policy.
Policy PFS 23.4: Ensure that utility facilities safely integrate into the developed landscape.	The Bay Boulevard Substation would be located on the former LNG facility, which is currently unoccupied. The existing developed landscape consists of industrial and commercial land uses to the east (across Bay Boulevard), industrial uses to the south, and industrial uses (including the SBPP) to the north. Transmission line improvements would primarily occur within SDG&E easements in which existing transmission structures and lines are currently located. Therefore, the Proposed Project would be compatible with the existing developed landscape and would be consistent with this policy.

The Proposed Project would ~~also~~ be consistent with the planned land uses established in the PMP, ~~amendment and~~ the City's Local Coastal Program Land Use Plan and Bayfront Specific Plan ~~amendments (these plan amendments would implement the CVBMP)~~. The Port District's PMP, which serves as an LCP, was approved by the CCC on August 9, 2012, subsequent to issuance of the Draft EIR on June 19, 2012. Relocation of the South Bay Substation to the proposed Bay Boulevard Substation site is expressly permitted within the Industrial Business Park designation, and the Open Space designation applied to the SDG&E easement area does not specifically

prohibit transmission lines and structures. In addition, removal of the existing substation facility would be consistent with ~~future~~ PMP ~~amendment~~ land use planning effortss to redevelop the site with commercial recreation uses. The Circulation and Other designation established in City's LCP Land Use Plan and Bayfront Specific Plan does not prohibit transmission structures, and because transmission structures would be located within existing SDG&E transmission easements, the Proposed Project would not conflict with the ~~planned~~ land use designations of the LCP Land Use Plan and the Bayfront Specific Plan ~~amendments~~. Although General Order No. 131-D gives the CPUC sole and exclusive jurisdiction over the siting and design of the Proposed Project, the Proposed Project would be consistent with ~~if~~ the City's LCP Land Use Plan and ~~the~~ Bayfront Specific Plan ~~amendments applied to the Proposed Project~~and therefore, no conflicts would result.

In addition, the Proposed Project would be consistent with the City's zoning designations applied to the site. The southern extent of the project area (south of J Street) is zoned Limited Industrial within a Precise Plan District, and the northern extent of the project area is zoned General Industrial (City of Chula Vista 2009). Electrical substations are permitted uses within the Limited Industrial zone; however, transmission structures and the telecommunications tower would exceed the maximum height regulation of 45 feet established within the zone. Transmission structures and the communication tower along the southern limits of the Bay Boulevard Substation would, however, be compatible in terms of height with existing utility structures; and overall, implementation of the Proposed Project would reduce the number of prominent visual features located on site. Even though the Proposed Project would be consistent with the City's zoning ordinance, the City has no land use jurisdiction over the project, and therefore, the project is not required to be consistent with local planning documents.

The project would be constructed immediately adjacent to Bay Boulevard that includes a planned Class I bike path~~way~~ as identified in the SANDAG Bayshore Bikeway Plan and City of Chula Vista Bikeway Master Plan (see Figure D.15-1). The Class I bike path~~way~~ would be located between the western limits of Bay Boulevard and the eastern limits of the Coronado Beltline Railroad. The proposed Bay Boulevard substation would not place project components that would conflict with the planned Class I bicycle facilities. Operation and maintenance activities would require vehicles to access the proposed Bay Boulevard substation via either the primary and/or secondary access routes, which will ultimately traverse the planned Class I bike path~~way~~. Operation of the Bay Boulevard Substation will necessitate approximately six trips per year by a two- to four-person crew. Due to the minimal numbers of trips required for operation and maintenance and given the project would not preclude the ability for the Class I bike path~~way~~ to be constructed as planned for in the SANDAG Bayshore Bikeway Plan and City of Chula Vista Bikeway Master Plan, inconsistencies with the planned Class I bike path~~way~~ would not result. Even though the Proposed Project would be consistent with the City's zoning ordinance, the City

has no land use jurisdiction over the project, and therefore, the project is not required to be consistent with local planning documents.

Impact LU-4: Project components would conflict with any applicable habitat conservation plan or natural community conservation plan.

According to the City of Chula Vista MSCP Subarea and Planning Map, the entire project area is designated as an Other Agency Preserve Planning Effort (Port District Effort) where the City would not be responsible for Preserve planning and maintenance (City of Chula Vista 2003). At this time, the Port District does not have an amended HCP or NCCP for lands within its jurisdiction. Lands surrounding the project area (including the salt crystallizer ponds west of the proposed Bay Boulevard Substation and lands between Bay Boulevard and I-5) are designated Developed Areas by the MSCP Subarea Plan. The MSCP and other conservation plans are further discussed in Section D.5, Biological Resources, and as discussed in Sections D.5, ~~; therefore,~~ the ~~p~~Proposed ~~p~~Project would not conflict with ~~any~~ an applicable HCP, ~~or~~ NCCP, or other conservation plan. Therefore, ~~N~~no impact would occur. ~~The MSCP and other applicable conservation plans are further discussed in Section D.5, Biological Resources.~~

D.10.3.4 South Bay Substation Dismantling

Impact LU-1: Construction would temporarily disturb land uses at or near project components.

As seen in Section D.10.3.3, disruptions from construction activities may occur during removal and delivery of material and equipment, resulting in potential traffic delays along Bay Boulevard. The South Bay Substation dismantling activities would be located within a fenced area adjacent to the SBPP. Impacts resulting from temporary disruption of established land uses may occur where construction equipment accesses the South Bay Substation from the SBPP entrance located along Bay Boulevard. To reduce construction-related impacts to less than significant, Mitigation Measures L-1a and L-1b are provided. In addition, Mitigation Measure TRA-1a (Prepare Traffic Control Plan), described in Section D.16, Transportation and Traffic, would further reduce impacts to established land uses resulting from construction-related traffic. Implementation of Mitigation Measures L-1a, L-1b, and TRA-1a would ensure that temporary disturbances to land uses would be less than significant (Class II).

Impact LU-2: Presence of a project component would divide an established community or disrupt land uses at or near project components.

Dismantling of the South Bay Substation would remove aboveground structures from a designated industrial area in the City's Bayfront planning area. Because this component of the

Proposed Project would occur within an established industrial area and would not introduce new structures that would physically or visually interfere with an established community, no impacts would occur.

Impact LU-3: The project would conflict with applicable land use plans, policies, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

~~No local land use plans, policies, or regulations would apply to the Proposed Project because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project. Consequently, the Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (No Impact).~~

Although the Proposed Project would be exempt from local land use and zoning regulations and discretionary permitting, the CPUC has consulted with state and local agencies regarding land use matters potentially affected by the Proposed Project. Table D.10-3 provides a consistency analysis with plans and policies ~~for informational purposes only~~relevant to the Proposed Project. As shown in Table D.10-3 and discussed in Section D.10.3.3 (Impact LU-3), the Proposed Project would not conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Demolition of the existing South Bay Substation and relocation of the facility to the southern extent of the Otay District to lands designated Industrial Business Park would be consistent with the Unified Port District of San Diego PMP land use planning efforts, and therefore, no impact would occur.

Impact LU-4: Project components would conflict with any applicable habitat conservation plan or natural community conservation plan.

As seen in Section D.10.3.3, lands surrounding the project area (including the salt crystallizer ponds and lands between Bay Boulevard and I-5) are designated Developed Areas by the MSCP Subarea Plan and as discussed in Section D.5 Biological Resources, ~~.~~; ~~therefore,~~ the ~~p~~Proposed ~~p~~Project would not conflict with ~~any~~ an applicable HCP, ~~or~~ NCCP, or conservation plan. As such, n~~N~~o impact would occur. ~~The MSCP and other applicable conservation plans are further discussed in Section D.5, Biological Resources.~~

D.10.3.5 Transmission Interconnections

Impact LU-1: Construction would temporarily disturb land uses at or near project components.

The construction of transmission line components would primarily occur within an SDG&E easement traversing or located immediately adjacent to the project site. While construction activities are not anticipated to require the full closure of roadways, undergrounding and pole replacement activities in close proximity to Bay Boulevard may limit traffic movement to one lane, which could temporarily disrupt adjacent industrial land uses located east of Bay Boulevard.

To bring 69 kV transmission lines into the proposed Bay Boulevard Substation, the existing transmission lines would change from overhead to underground at new steel cable pole risers to be located north of the southern substation access driveway on Bay Boulevard. New underground ducts (approximately 1,000 feet and 800 feet in length, respectively) and concrete splice vaults would also be installed (ducts would be installed within Bay Boulevard, and vaults would be installed within the substation access driveway). While traffic movement on Bay Boulevard could be restricted to one lane during undergrounding and pole replacement activities, construction is not expected to block driveways or other entrance points to businesses located along Bay Boulevard. If driveways or other access points to businesses are blocked during undergrounding trenching, construction activities could conflict with established land uses in the area. Also, although vehicular access through the project area would be maintained, access would be reduced by the temporary closure of segments of southbound Bay Boulevard. Reduced access resulting from construction would similarly result in a conflict with established business operations (land uses) in the immediate project area. Impacts resulting from temporary disruption of established land uses due to restricted access during construction would be considered significant but mitigable (Class II).

To reduce construction-related impacts to less than significant, Mitigation Measures L-1a, L-1b, and L-2 are provided. In addition, Mitigation Measure TRA-1a (Prepare Traffic Control Plan), described in Section D.16, Transportation and Traffic, would further reduce impacts to established land uses resulting from construction-related traffic.

L-2 SDG&E or its construction contractor shall provide at all times the ability to quickly lay a temporary steel plate trench bridge upon request to ensure driveway access to businesses, and shall provide continuous access to properties when not actively constructing the underground cable alignment. In the event that trench stability could be compromised by the laying of a temporary steel plate bridge during an early phase of trench construction, the construction contractor may defer a request for access to the soonest possible time until the stability of the

trench has been assured, provided SDG&E has given 24-hour advance notification of the potential for disrupted access to any business that may experience such delayed access. The notification shall include information about restoring access and the estimated amount of time that access may be blocked. In addition, SDG&E shall develop construction plans that will minimize blocking driveways during the workday.

Impact LU-2: Presence of a project component would divide an established community or disrupt land uses at or near project components.

Construction and operation of the proposed transmission interconnections to the Bay Boulevard Substation would occur within an established industrial area in the City's Bayfront planning area. The transmission interconnections include rerouting existing transmission lines from the existing South Bay Substation to the proposed Bay Boulevard Substation. Because construction of the proposed transmission interconnections would result in improvements to existing infrastructure located within existing SDG&E easements and because the facilities would be a compatible land use in the context of existing development surrounding the site, no impacts associated with physically dividing an established community would occur.

Impact LU-3: The project would conflict with applicable land use plans, policies, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

~~No local land use plans, policies, or regulations would apply to the Proposed Project because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project. Consequently, the Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (No Impact).~~

Although the Proposed Project would be exempt from local land use and zoning regulations and discretionary permitting, the CPUC has consulted with state and local agencies regarding land use matters potentially affected by the Proposed Project. Table D.10-3 provides a consistency analysis with plans and policies for informational purposes only.

The proposed transmission interconnections would be located in an industrial area of the City and would be compatible with existing land uses, which include existing transmission structures, the SBPP~~, salt crystallizer ponds,~~ and industrial businesses east of Bay Boulevard. To relocate the South Bay Substation, approximately ~~18~~ 11 new wood transmission poles would be installed, ~~23~~ 30 wood transmission poles would be removed, and an additional ~~22~~ 23 wood transmission poles would be replaced. The project also includes construction of five 69 kV steel cable pole risers and

one 230 kV dead-end pole as well as the ~~, removal of six stub wood poles, removal of one 12 kV wood distribution pole, and~~ removal of five steel lattice towers and one 230 kV steel cable riser. Removal and replacement of ~~these~~ existing facilities would enhance off-site views of San Diego Bay. Nearly all transmission line improvements would occur within SDG&E easements on lands designated Open Space in the PMP, and a linear portion of the designated Open Space is planned as a pedestrian promenade. While a pedestrian promenade along an SDG&E transmission corridor is proposed in the PMP, the presence of transmission infrastructure does not preclude potential multiple use of the corridor, and SDG&E could grant public use over its utility easement (such development would, however, be subject to future agreements between the Unified Port District of San Diego and SDG&E). Therefore, for purposes of this analysis, the Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project, and as such, no impact would occur.

Impact LU-4: Project components would conflict with any applicable habitat conservation plan or natural community conservation plan.

As seen in Section D.10.3.3, lands surrounding the project area (including the salt crystallizer ponds and lands between Bay Boulevard and I-5) are designated Developed Areas by the MSCP Subarea Plan and as stated in Section D.5 Biological Resources~~; therefore~~, the Proposed Project would not conflict with an~~y~~ applicable HCP~~, or~~ NCCP or other conservation plan. Therefore, ~~N~~no impact would occur. ~~The MSCP and other applicable conservation plans are further discussed in Section D.5, Biological Resources.~~

D.10.4 Project Alternatives

D.10.4.1 Gas Insulated Substation Technology Alternative

Environmental Setting

Section D.10.1 describes the existing land use 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 land use setting would be the same as described in Section D.10.1.

Environmental Impacts and Mitigation Measures

Under this alternative, a smaller development footprint for the Bay Boulevard Substation would be required when compared to the Proposed Project. Land use impacts resulting from the construction of SDG&E's Gas Insulated Substation Technology Alternative would not be significantly different from the Proposed Project. Construction activities associated with the Gas

Insulated Substation Alternative would have the potential to disturb land uses adjacent to (and near) (Impact LU-1) the substation site and land uses adjacent to (and near) work areas associated with the transmission interconnections (in particular, necessary trenching with Bay Boulevard for the installation of underground ducts and concrete splice vaults). Temporary disturbances may involve traffic delays along Bay Boulevard during equipment delivery and removal or reduced access to businesses adjacent to Bay Boulevard during underground work activities. Impacts would be considered significant, and therefore, Mitigation Measures L-1a, L-1b, and L-2 (as well as Mitigation Measure TRA-1a, as described in Section D.16, Transportation and Traffic) would be implemented to reduce impacts to a less-than-significant (Class II) level. The Gas Insulated Substation Alternative (in particular, the new substation and transmission interconnections) would be located within an existing, established industrial area, surrounded by other industrial and commercial uses, and therefore, this alternative would not divide an established community (Impact LU-2). Although construction activities associated with the Gas Insulated Substation Alternative (including construction of the new substation, dismantling of the existing South Bay Substation, and installation and/or replacement of transmission structures) may disrupt land uses near project components because of additional traffic in the project area, disruptions would be short-term in nature, and once constructed, project components would not restrict access to businesses in the project area and would not affect movement through the area. Therefore, no LU-2 impacts would occur under this alternative. Lastly, similar to the Proposed Project, as discussed in Section D.10.3.3, implementation of the Gas Insulated Substation Alternative would be consistent with the planned land uses established in the PMP, the City's ~~Local Coastal Program~~LCP Land Use Plan and Bayfront Specific Plan. The Gas Insulated Substation Alternative would be constructed and would operate in the same location as the Proposed Bay Boulevard Substation, which (as stated in Section D.10.3.3) is ~~is~~ expressly permitted within the Industrial Business Park land use designation applied to the area in the PMP. In addition, the design of and activities associated with the Existing South Bay Substation and Transmission Interconnections project components would be similar to those discussed in Sections D.10.3.4 and D.10.3.5 for the Proposed Project, and as such, these components would be consistent with applicable plans, policies, and regulations. ~~no local land use plans, policies, and regulations, including discretionary permit requirements, would apply;~~ T~~t~~herefore, no conflicts (No Impact) with applicable land use plans, policies, or regulations (Impact LU-3) would occur.

Land uses for the Gas Insulated Substation Technology Alternative site are designated as Developed Areas by the MSCP Subarea Plan~~;~~ and this alternative~~therefore, the Gas Insulated Substation Technology Alternative~~ would simply reduce the footprint of the proposed substation. Therefore, similar to the Proposed Project, this alternative would not conflict with an~~y~~ applicable HCP or NCCP (Impact LU-4).

Comparison to the Proposed Project

Because the Gas Insulated Substation Alternative would be sited in the same location as the proposed Bay Boulevard Substation and because a similar schedule would be required for construction of the Gas Insulated Substation Alternative and the Proposed Project, land use impacts (Impacts LU-1 through LU-4) resulting from construction and operation of SDG&E's Gas Insulated Substation Alternative would be similar to those of the Proposed Project.

D.10.4.2 Tank Farm Site Alternative

Environmental Setting

Portions of 17-acre Tank Farm site were previously developed as the North Tank Farm for the South Bay Power Plant. The site is currently unoccupied and is covered with tan and brown grasses and low-lying shrubs. Earthen berms associated with previous industrial uses (berms and low-lying areas served as spill containment basins for power plant tanks) are located in the central and eastern portions of the site. The western portion of the site is located adjacent to the J Street Marsh and has direct access to San Diego Bay. Industrial land uses (the South Bay Power Plant and the South Bay Substation) are located to the south, and several aboveground transmission lines are located to the east of the site within an SDG&E utility corridor. A man-made channel and Marina View Park are located to the north, and San Diego Bay is located to the west.

Although the CPUC has sole and exclusive jurisdiction over the siting and design of the Tank Farm Site Alternative and the alternative is exempt from local land use and zoning regulations and discretionary permitting, ~~state and local~~ planned land uses of the PMP covering the site are discussed ~~as follows for informational purposes only.~~ below.

The Tank Farm Site Alternative is located within the Otay District of the ~~CVBMP~~PMP. The Otay District proposes medium-intensity development that consists of industrial business park use (relocation of the existing switchyard), 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, a bike path, pedestrian trails, and new roadways and infrastructure. The alternative substation site location includes two land use designations, ~~"OP-2A" and "O-1," and a roadway "Street A" would traverse the parcel. The "OP-2A" designation includes an ecological buffer~~conservation—/–habitat replacement and , ~~and "O-1" consists of~~ industrial business park ~~use~~. Similar to the Proposed Project, lands traversed by the ~~T~~transmission interconnections (in particular, the area within the existing SDG&E transmission easement) component of the alternative ~~is~~ are designated ~~"OP-3" in the CVBMP. The "OP-3" designation consists of~~ open space with an intended public /promenade ~~uses~~.

D.10.4.2.1 Tank Farm Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Construction vehicles and workers would access the Tank Farm site from the main South Bay Power Plant entrance off Bay Boulevard, and therefore, construction activities may potentially disturb land uses adjacent to Bay Boulevard. Short-term disturbances may potentially occur during material and equipment removal and delivery, which could also trigger potential traffic delays along local access roads (in particular, Bay Boulevard) and at points of ingress/egress to regional transportation facilities (i.e., I-5). Traffic delays may also occur during underground transmission work associated with relocation of existing 69 kV transmission lines and during removal, replacement, and installation of 69 kV transmission structures along Bay Boulevard. Delays in traffic could in turn result in restricted access to properties located along construction routes, which would be considered a significant but mitigable (Class II) impact. Impacts would be reduced to a less-than-significant level with implementation of Mitigation Measures L-1a and L-1b, as well as with implementation of Mitigation Measure TRA-1a (described in Section D.16, Transportation and Traffic) and Mitigation Measure L~~U~~-2. Therefore, with implementation of applicable mitigation measures, the temporary disturbance of land uses during construction (Impact LU-1) associated with the Tank Farm Site – Air Insulated Substation Alternative would be less than significant (Class II).

Due to established industrial land uses in the area, the presence of a new electrical substation at the Tank Farm site (previously occupied by the North Tank Farm of the South Bay Power Plant) would not divide an established community, and therefore, no impacts associated with physically dividing an established community would occur. Similarly, the installation and replacement of transmission structures primarily within an established SDG&E transmission easement would not divide an established community. Once constructed, project components (including the substation at the Tank Farm site and transmission interconnections) would not restrict movement through the project area and would not result in reduced access to businesses and land uses in the immediate area. Therefore, under the Tank Farm Site – Air Insulated Substation Alternative, no impact regarding the division of an established community or disruption of land uses near project components (Impact LU-2) would occur (No Impact).

~~No local land use plans, policies, and regulations, including discretionary permit requirements, would apply; therefore, no conflicts with local land use and zoning plans (LU-3) would occur (No Impact) under this alternative~~. As stated in Section D.10.4.2, proposed land uses identified in the PMP applicable to the Tank Farm Site include conservation~~-~~/habitat replacement and industrial business park. The Tank Farm Site would extend into designated conservation/habitat replacement lands and could extend into the adjacent conservation/wetlands designated lands (see Figure C-1).

In addition, relocation of the existing substation to the northern portion of the Otay District was not discussed and is not planned in the PMP. ~~,~~Therefore, as proposed, the Tank Farm Site – Air Insulated Substation Alternative would not be consistent with the land use designations of the PMP. To address the land use plan inconsistencies, Mitigation Measure L-3 would be implemented.

L-3 SDG&E shall submit a request to the Unified Port of San Diego to process a Port Master Plan amendment that would modify the land uses prescribed in the PMP to accommodate a land use plan for the alternative project site located within the Port Master Plan planning boundary.

The Port District's Final EIR for the CVBMP and PMP Amendment acknowledges that demolition and relocation of the existing substation is subject to CPUC approval[1], and therefore, for purposes of this analysis, a PMP amendment is considered feasible as the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives and over the relocation and demolition of the existing substation. With implementation of Mitigation Measure L-3, Impact LU-3 can be mitigated to a less--than--significant (Class II) level.

~~and ,~~The transmission interconnections associated with this alternative would be located primarily within the existing SDG&E transmission easement (which is designated open space with pedestrian promenade uses in the PMP), and as stated in Section D.10.3.5, for the Proposed Project, the presence of transmission infrastructure does not preclude potential multiple use of the corridor. Therefore, the transmission interconnections component of this alternative would be consistent with applicable plans, policies, and regulations and no impact (No Impact) would occur. Similar to the Proposed Bay Boulevard Substation site, ~~T~~the Tank Farm site (including the areas on which the substation and transmission interconnections would be located) is designated as Other Agency – Preserve Planning Efforts by the City of Chula Vista MSCP Subarea Plan, and as stated in Section D.5 Biological Resources, the Tank Farm Site – Air Insulated Substation Alternative would not conflict with HCPs, NCCPs, or other conservation plans~~. based on a review of the relevant planning document covering the site (the Port Master Plan), there are no environmental policies that would be applicable to the Tank Farm Site – Air Insulated Substation Alternative~~. As such, no LU-4 impacts (No Impact) are anticipated to occur. ~~It should be noted, however, that the proposed land uses as identified in the CVBMP include two land use designations, "OP-2A" and "O-1." The "OP-2A" designation includes an ecological buffer, and~~

[1] Unified Port of San Diego. 2010. Final Environmental Impact Report (EIR) for the Chula Vista Bayfront Master Plan and Port Master Plan Amendment. Chapter 3.0, Project Description (pages 3–85). "Accordingly, while the Port has identified potential land uses that are on the site of the existing switchyard and associated facilities (Parcels O-1, O-3A, O-3B, OP-1B, OP2A, and OP-3), the availability for future development depends on approval by the CPUC for the demolition and relocation of existing switchyard."

~~"O-1" consists of industrial business park use; as such, development at the site would need to be steered to the eastern industrial business park designated area to be consistent with the CVBMP land use designations. The transmission interconnections associated with this alternative would be primarily located within the existing SDG&E transmission easement, which is designated "OP-3" in the CVBMP. Because the CVBMP designates the easement areas as open space and promenade, installation of new structures and replacement of existing structures within the easement area would not be consistent with the planned use of the area as designated in the CVBMP. However, as discussed previously, the CPUC has sole land use jurisdiction over the project, and this alternative is not subject to local plans; therefore, no LU-3 or LU-4 impacts would occur.~~

Comparison to the Proposed Project

Land use impacts resulting from the construction and operation of the Tank Farm Site – Air Insulated Substation Alternative would be similar to those of the Proposed Project for Impacts LU-1 (construction would temporarily disturb land uses at or near project components), LU-2 (physically divide an established community)~~, LU-3 (conflict with applicable plan, policy, or regulation),~~ and LU-4 (conflict with any applicable habitat conservation plan or natural community conservation plan). The LU-3 (conflict with applicable plan, policy, or regulation) impacts of of the Tank Farm Site – Air Insulated Substation Alternative would be greater than those associated with the Proposed Project.

D.10.4.2.2 Tank Farm Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, a smaller development footprint for the new substation would be required when compared to the Air Insulated Substation Alternative analyzed in Section D.10.4.2.1. While a smaller development footprint (6 acres versus 10 acres of the Air Insulated Substation Alternative) would be required and could result in a shorter overall construction time frame, land use impacts resulting from the construction of the Tank Farm Site – Gas Insulated Substation Alternative would not be substantially different than those identified for the Tank Farm Site – Air Insulated Substation Alternative. As such, LU-1 impacts would be significant but mitigable (Class II) with implementation of Mitigation Measures LU-1a, LU-1b, and LU-2, and no LU-2 impacts (No Impact) would occur. Similar to the Tank Farm Site – Air Insulated Substation Alternative, the Gas Insulated Substation Alternative would be located in the northern portion of the Otay District where the relocation of the existing South Bay Substation was not considered by the PMP and is not planned. Mitigation Measure L-3 would be implemented to address the resulting inconsistency with the PMP and with implementation of Mitigation Measure L-3, Impact LU-3 can be mitigated to a less-~~-~~than-~~-~~significant (Class II) level. Because~~ this~~

~~alternative~~ the Tank Farm site is designated as Other Agency – Preserve Planning Efforts by the City of Chula Vista MSCP Subarea Plan and because the Tank Farm Site – Gas Insulated Substation would not conflict with HCPs, NCCPs, or other conservation plans (see Section D.5, Biological Resources)~~would not be subject to local land use plans covering the area~~, no ~~LU-3 or~~ LU-4 impacts would occur.

Comparison to the Proposed Project

Land use impacts resulting from construction and operation of the Tank Farm Site – Gas Insulated Substation Alternative would be similar to those of the Proposed Project for Impacts LU-1, LU-2, and ~~through~~ LU-4. When compared to the Proposed Project, land use impacts regarding conflicts with an applicable land use plan would be greater for the Tank Farm Site – Gas Insulated Substation Alternative.

D.10.4.3 Existing South Bay Substation Site Alternative

Environmental Setting

The environmental setting and planned land uses associated with the South Bay Substation site were discussed in Sections D.10.1.1, Existing Land Uses, and D.10.1.2, Planned Land Uses. Because this alternative would primarily occur within the existing boundary of the substation site and adjacent 3-acre area, the existing setting and planned land uses would be the same as previously described in Section D.10.1.1 and D.10.1.2.

The Existing South Bay Substation Site Alternative is located within the Otay District of the ~~CVBMP~~PPMP. The Otay District proposes medium-intensity development that consists of industrial business park use (relocation of the existing switchyard), 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, a bike path, pedestrian trails, and new roadways and infrastructure. The alternative site location includes ~~three~~ two land use designations: ~~,~~ ~~"O-3A," "O-3B," and "O-1B," and a roadway "Street A" would traverse the parcel. The "O-3A" and "O-3B" designations consist of~~ commercial recreational (RV/camping) and~~use, and "O-1B" consists of~~ park/plaza. ~~a and promenade uses. Transmission interconnections (in particular, the area within the~~The existing SDG&E transmission easement~~)~~ is designated ~~"OP-3" in the CVBMP. The "OP-3" designation provides~~ for open space~~/promenade uses.~~ (public promenade use).

D.10.4.3.1 Existing South Bay Substation Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

While temporary disturbances of land uses would not occur within the existing substation site and adjacent 3-acre area, construction-related disturbances may occur to land uses along Bay Boulevard, which would be used by construction vehicles and workers to access the site. In addition, work associated with transmission interconnections would occur along Bay Boulevard and could result in temporary land use disturbances. To reduce construction-related impacts to land uses near project components (Impact LU-1) to less-than-significant (Class II) levels, SDG&E would implement Mitigation Measures L-1a, L-1b, and L-2. The Air Insulated Substation Alternative would be constructed and would operate where the existing South Bay Substation is located, and the replacement of existing transmission structures and installation of new structures would occur at or near where existing structures are located. As such, no impacts (No Impact) associated with the physical division of an established community (Impact LU-2) would occur.

~~While d~~Development of the Air Insulated Substation Alternative at the existing substation site would ~~not~~be inconsistent with the commercial recreation and park/plaza land use designations applied to the site by the PMP, and therefore, Mitigation Measure L-3 would be implemented to reduce Impact LU-3 to a less-~~-~~than-~~-~~significant (Class II) level. ~~further the redevelopment goals and vision of the CVBMP, the CPUC would have sole land use jurisdiction over this alternative, which would not be subject to local land use plan, policies, and regulations~~As discussed in Section D.5, Biological Resources, ~~;~~ the Existing South Bay Substation Site – Air Insulated Substation Alternative would not conflict with an HCP, NCCP, or other conservation plan applicable to the project site, and therefore, no ~~LU-3 and~~ LU-4 impacts would occur.

Comparison to the Proposed Project

Because this alternative would be located in the same general area as the Proposed Project and would use the same construction routes (resulting in the potential for temporary impacts to land uses along Bay Boulevard), Impacts LU-1, LU-2, and ~~through~~ LU-4 under this alternative would be the same as the Proposed Project. The existing South Bay Substation site is designated for future commercial recreation (RV/camping) and park/plaza uses by the PMP, and therefore, Impact LU-3 (conflicts with an applicable land use plans, policy, or regulation) would be greater under this alternative when compared to the Proposed Project.

D.10.4.3.2 Existing South Bay Substation Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Impacts resulting from temporary disturbance of land uses may occur where construction vehicles, equipment, and workers access the existing South Bay Substation from the South Bay Power Plant entrance, located along Bay Boulevard, and where work areas associated with the transmission interconnections (in particular, at underground trench locations associated with the relocation of existing 69 kV transmission infrastructure and at existing 69 kV transmission pole locations adjacent to Bay Boulevard) would conflict with existing land uses or movement in the area. To reduce construction-related impacts associated with the new substation and transmission interconnections to less than significant, Mitigation Measures L-1a, L-1b, and L-2 would be implemented, and LU-1 impacts under this alternative would be significant but mitigable (Class II).

The presence of a new electrical substation where an existing substation is currently located would not divide an established community, and therefore, no impacts associated with physical division of an established community (Impact LU-2) would occur (No Impact). The replacement, installation, and removal of transmission structures would occur where existing structures are currently located (or in close proximity) and would not divide an established community or disrupt adjacent land uses. Because newly installed and replaced structures would not restrict movement in the project area or result in reduced access for existing land uses in the area, no LU-2 impacts would occur (No Impact).

As identified in the PMP, proposed land uses designations applicable to this alternative site include commercial recreation with recreational vehicle (RV)/camping opportunities, conservation/habitat replacement, and park/plaza uses. Therefore, construction and operation of a new electrical substation at the existing South Bay Substation site would conflict with planned land uses established in the PMP, and to address the inconsistency with applicable land use designations, Mitigation Measure L-3 would be implemented. Implementation of Mitigation Measure L-3 would ensure that Impact LU-3 would be mitigated to a less-than-significant (Class II) level. ~~,Because this alternative would not be subject to local land use plans, policies, or regulations (similar to the Proposed Project, the CPUC would have sole land use jurisdiction over this alternative), no conflicts with local land use plans, policies, and regulations (Impact LU-3 and LU-4) would occur.~~ The existing South Bay Substation site ~~, as well as the general area on which work associated with the transmission interconnections is anticipated to occur,~~ is designated as Other Agency – Preserve Planning Efforts by the City of Chula Vista MSCP Subarea Plan, and as stated in Section D.5, Biological Resources, no conflicts with an HCP, NCCP or other conservation plan would occur as a result of the

development of the Existing South Bay Substation Site – Gas Insulated Substation Alternative. ~~; based on a review of the relevant planning document covering the site, there are no environmental policies that would be applicable. It should be noted, however, that the proposed land uses, as identified in the CVBMP, designate the site as commercial recreation with recreational vehicle (RV)/camping opportunities; therefore, construction and operation of a new electrical substation would not be consistent with land uses planned for the area. In addition, because the CVBMP provides for open space and promenade uses in the SDG&E easement area, the installation of new structures and replacement of existing structures within the easement area would not be consistent with the planned use of the area as designated in the CVBMP. However, as discussed previously, the CPUC has sole land use jurisdiction over the project, and this alternative is not subject to local plans; therefore, no LU-3 or LU-4 impacts would occur.~~

Comparison to the Proposed Project

Land use impacts resulting from construction and operation of the Existing South Bay Substation Site – Gas Insulated Substation Alternative would remain the same as for the Proposed Project for Impacts LU-1, LU-2, ~~through~~and LU-4. Under this alternative, Impact LU-3 would be greater than the LU-3 impact of the Proposed Project.

D.10.4.4 Power Plant Site Alternative

Environmental Setting

The 31-acre Power Plant site consists of industrial land uses (i.e., structures and support buildings for previous South Bay Power Plant operations); undeveloped, graded lands; a paved parking lot; and a few ornamental screening trees around the perimeter of select buildings. Facilities on site include several aboveground tanks and prefabricated buildings. Paved roadways traverse the site and provide access to the Power Plant and ancillary facilities from the main entranceway off Bay Boulevard to the east. The western portion of the site is located adjacent to San Diego Bay and the U.S. Fish and Wildlife Service San Diego Bay NWR. Industrial land uses are located to the north and south (salt crystallizer ponds are also located to the south), and an SDG&E transmission corridor containing existing overhead transmission facilities is located to the east (regular strips of ornamental screening trees line the eastern edge of the transmission corridor). Bay Boulevard and commercial and industrial land uses are located farther to the east.

Although the CPUC has sole and exclusive jurisdiction over the siting and design of the Power Plant Site Alternative and the alternative is exempt from local land use and zoning regulations and discretionary permitting, ~~state and local~~ planned land uses of the PMP covering the site are discussed as follows for informational purposes only.

The Power Plant Site Alternative is located within the Otay District of the ~~CVBMP~~PMP. The Otay District proposes medium-intensity development that consists of industrial business park use (relocation of the existing switchyard), 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, a bike path, pedestrian trails, and new roadways and infrastructure. The alternative site location includes three land use designations~~:~~: park/plaza, conservation/ habitat replacement, ~~"OP-1A," "OP-2A," and "O-4," and a roadway "Street B" is planned to intersect the parcel. The "OP-1A" designation is proposed for a passive park and may include other amenities such as landscaping, berms, lighting, restrooms, drinking fountains, benches, picnic areas, outlook areas, trash receptacles, public art, filtration basins, and approximately 100 on-site parking spaces. The "OP-2A" designation includes an ecological buffer, and the "O-4" designation provides for~~ and industrial business park ~~uses~~. The area within the existing SDG&E transmission easement ~~and associated with the~~within which the transmission interconnections would be located primarily is designated ~~"OP-3" in the CVBMP. The "OP-3" designation provides for~~ open space with public ~~/~~promenade uses.

D.10.4.4.1 Power Plant Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Temporary disturbance of land uses may occur where construction vehicles, equipment, and workers access the Power Plant site from the South Bay Power Plant entrance off Bay Boulevard and result in reduced access to businesses fronting the roadway. In addition, temporary disturbances may also occur where work associated with the transmission interconnections (including underground trench work and the installation of new poles, replacement of existing poles, and removal of existing poles within the SDG&E transmission easement and adjacent to Bay Boulevard) occur. Temporary disturbances would likely involve traffic delays during the delivery and removal of substation materials and equipment to the Power Plant site and reduced access to land uses adjacent to Bay Boulevard during transmission interconnection work. To reduce construction-related impacts associated with the new substation to less than significant, Mitigation Measures L-1a and L-1b would be provided (Mitigation Measure L-2 would be provided to reduce impacts associated with construction of the transmission interconnections). Under this alternative LU-1 impacts would be significant but mitigable (Class II) with implementation of applicable mitigation measures.

The presence of a new electrical substation in an established industrial area where the South Bay Power Plant (and associated aboveground tanks and towers) and the existing South Bay Substation are located would not divide an established community or disrupt land uses near the substation facility (Impact LU-2). In addition, transmission interconnection would also occur

within an established industrial area and, in addition to the installation of new structures, would include the removal and replacement of existing structures. Therefore, no impacts associated with physical division of an established community would occur, and this alternative would not restrict movement in or through the area, and it would not result in reduced access to land uses in the vicinity. As such, no LU-2 impacts would occur (No Impact).

~~The CPUC would have sole land use jurisdiction over this alternative; therefore, local land use plans, policies, and regulations would not be applicable, As such, no conflicts with local land use plans, policies, or regulations (Impact LU-3 and LU-4) would occur. The Power Plant site is designated as Other Agency – Preserve Planning Efforts by the City of Chula Vista MSCP Subarea Plan, and based on a review of the relevant planning document covering the site, there are no environmental policies that would be applicable to this alternative site. It should be noted, however, that~~ As noted previously, land uses designated by the PMP ~~the proposed land uses as identified in the~~for the Power Plant Site include ~~Port Master Plan designate the site as~~ industrial business park, ~~in the southeastern corner (the area identified as "O-4"); public park~~park/plaza, ~~across a large area of the central and northern portion ("OP-1A");~~conservation /habitat replacement, and ~~("OP-2A") along the western boundary of the site adjacent to San Diego Bay; and~~ open space with public , promenade uses (within the SDG&E transmission easement area)~~("OP-3")~~. Due to physical size of the designated area, the ~~6~~10-acre Gas Insulated Substation Alternative could not be located entirely within the designated industrial business park area and would ~~likely~~ extend into ~~the area~~ designated ~~as~~ park/plaza and conservation—/-habitat replacement land use areas. Therefore, development at the Power Plant Site would conflict with planned land uses established in the PMP, and Mitigation Measure L-3 would be implemented to reduce land use plan conflicts (Impact LU-3) to a less-–than-significant (Class II) level. ~~In addition, the transmission interconnections would occur within an area designated by the CVBMP as open space, promenade, and would not be consistent with planned uses for the area. However, as discussed previously, the CPUC has sole land use jurisdiction over the project, and this alternative is not subject to local plans; therefore, no LU-3 or LU-4 impacts would occur.~~ The Power Plant site is designated as Other Agency – Preserve Planning Efforts by the City of Chula Vista MSCP Subarea Plan, and similar to the Proposed Project site, development of the Power Plant Site – Air Insulated Substation Alternative would not conflict with HCPs, NCCPs, or other conservation plans applicable to the site. Therefore, no LU-4 impacts would occur.

Comparison to the Proposed Project

Land use impacts resulting from the construction and operation of the Power Plant Site – Air Insulated Substation Alternative would remain the same as for the Proposed Project for Impacts LU-1, LU-2, and ~~through~~ LU-4. Because development of the Power Plant Site as an electrical

substation facility would conflict with the planned PMP land uses designated for the site, LU-3 impacts would be greater under this alternative when compared to the Proposed Project.

D.10.4.4.2 Power Plant Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

While a smaller development footprint for the new substation would be required when compared to the Air Insulated Substation Alternative analyzed in Section D.10.4.4.1, land use impacts resulting from the construction of Power Plant Site – Gas Insulated Substation Alternative would not be substantially different from those identified for the Tank Farm Site – Air Insulated Substation Alternative. The construction schedule for the Gas Insulated Substation Alternative (18 to 24 months) would be similar to the schedule associated with the Air Insulated Substation Alternative (21 months); therefore, construction-related impacts would be similar. Also, because the Gas Insulated Substation Alternative would occur within the same area as the Air Insulated Substation, operational land use impacts would be similar. As such, LU-1 impacts would be significant but mitigable (Class II) with implementation of Mitigation Measures LU-1a, LU-1b, and LU-2, and no LU-2 impacts (with consideration given to construction and operation of the new substation, dismantling of the existing South Bay Substation, and construction and operation of transmission interconnections) would occur. Despite the reduced project footprint, ~~Similar to the Power Plant Site – Air Insulated Substation Alternative, the Gas Insulated Substation Alternative would result in similar conflicts with planned uses for the area, as designated in the CVBMP; however, because this alternative would not be subject to local land use plans covering the area, no LU-3 or LU-4 impacts would occur.~~similar LU-3 and LU-4 land use impacts as discussed previously for the Air Insulated Substation Alternative would result from development of the Power Plant Site – Gas Insulated Substation Alternative.

Comparison to the Proposed Project

Land use impacts resulting from the construction and operation of the Existing South Bay Substation Site – Gas Insulated Substation Alternative would be similar to Impacts LU-1, LU-2, and ~~through~~ LU-4 identified in Section D.10.3 for the Proposed Project. Development of the Power Plant Site with with a gas insulated substation facility would conflict with the planned PMP land uses designated for the site, and therefore, LU-3 impacts would be greater under this alternative when compared to the Proposed Project.

D.10.4.5 Broadway and Palomar Site Alternative

Environmental Setting

The 9-acre Broadway and Palomar site is between Industrial Boulevard and Broadway, and south of Palomar Street. The site features gently rolling topography from east to west, sparse and irregular low-growing vegetation across the site, and graded access roads and pads for existing transmission structures (the site is a transmission corridor owned by SDG&E). With the exception of transmission structures, the site is undeveloped. Commercial uses are located to the north, and commercial and light industrial uses are located to the south. The Metropolitan Transit System (MTS) Palomar Street Trolley Station and parking lot are located adjacent to the western portion of the site. Residential land uses are located farther east of west of the site (east of Broadway and west of Industrial Boulevard).

Although the CPUC has sole and exclusive jurisdiction over the siting and design of the Broadway and Palomar Site ~~Alternative and the alternative is exempt from local land use and zoning regulations and discretionary permitting~~, ~~state and~~ local planned land uses covering the site are discussed ~~as follows for informational purposes only.~~below. There are no state land use plans that would be applicable to the Broadway and Palomar site.

~~The relevant planning document for the area surrounding the alternative site, t~~The Chula Vista General Plan~~,~~ designates the site as Open Space. According to the General Plan, the Open Space designation is "intended for lands [including floodplains, canyons, and mountains] to be protected from urban development" (City of Chula Vista 2005). In addition, the Open Space designation may be applied to an area that may have potential exposure to hazards such as fires, floods, or even a high level of roadway noise. The site is zoned S94 (Transportation and Utility Corridor)~~,~~ and the zone is intended to create and protect (among other uses) facilities for transmission of electricity, gas, water, and other materials and forms of energy.

D.10.4.5.1 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.10.4.5.2 Broadway and Palomar Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Temporary disturbance of land uses may occur where construction vehicles, equipment, and workers access the Broadway and Palomar site. Due to the presence of MTS San Diego Trolley

tracks between the western boundary of the site and Industrial Boulevard, access to the site would likely occur from the east, off Broadway. Construction vehicle and equipment presence on roadways leading to site egress/ingress points may result in reduced access to businesses and residences in the area. Due to the linear alignment of the transmission easement east of the Broadway and Palomar site, it is assumed that transmission interconnection work areas within the corridor would be accessed off Broadway, and construction access through residential neighborhoods would not be required. To reduce construction-related impacts associated with the new substation to less than significant, Mitigation Measures L-1a and L-1b would be provided (Mitigation Measure L-2 would be provide to reduce impacts associated with construction of the transmission interconnections). Under this alternative LU-1 impacts would be significant but mitigable (Class II).

The presence of a new electrical substation within a primarily undeveloped, designated SDG&E transmission easement would not result in the physical division of an established community. In addition, project components associated with the transmission interconnections are anticipated to occur entirely within the SDG&E transmission easement; therefore, construction and operation of the transmission interconnections would not divide an established community and are not anticipated to disrupt land uses near the easement. While development at the substation site and within the transmission easement area would not restrict access or movement through the community (the site and easement area are access controlled by SDG&E), establishment of a new substation where similar facilities are not located may disrupt land uses in the area. Impacts, however, are anticipated to be less than significant (Class III) due to the presence of existing transmission structures on site and industrial land uses located to the south. In addition, the substation would be located within an existing transmission corridor, which provides for the development of electrical transmitting facilities.

Similar to the Proposed Project and all other alternatives, CPUC has land use jurisdiction over the entirety of the Broadway and Palomar Site Alternative; therefore, because local land use plans and policies would not be applicable, no LU-3 or LU-4 impacts would occur. The site is, however, designated Open Space by the City of Chula Vista General Plan and zoned S94 (Transportation and Utility Corridor) by the City of Chula Vista zoning ordinance. ~~Because the~~The placement of electrical generating facilities ~~are~~ is not specifically permitted within the Open Space designation or with the S94 zone, and therefore,~~,~~ ~~construction and operation of a new substation at~~the Broadway and Palomar Site – Gas Insulated Substation Alternative would not be consistent with local land use designations for the site. However, as ~~discussed previously,~~ the CPUC has sole land use jurisdiction over the project~~,~~ and ~~this alternative~~development of the site as a gas insulated substation facility is not subject to local plans, ~~; therefore,~~ no LU-3 ~~or LU-4~~ impacts would occur. Lastly, the site is designated Development Area by the City of Chula

Vista MSCP, and therefore, no conflicts with an applicable HCP, NCCP, or other conservation plan would occur.

Comparison to the Proposed Project

Due to the urban setting surrounding the site and the potential for conflicts between construction activities and existing residential and commercial uses in the area, LU-1 impacts associated with the Broadway and Palomar Site – Gas Insulated Substation Alternative would be greater than those of the Proposed Project; however, LU-1 impacts would remain significant and mitigable (Class II) with implementation of Mitigation Measures LU-1a, LU-1b, and LU-2. In addition, LU-2 impacts would be greater than those of the Proposed Project because industrial facilities similar to the substation are not located in the immediate area (impacts would be less than significant (Class III)). LU-3 and LU-4 impacts associated with this alternative would be similar to the impacts identified in Section D.10.3 for the Proposed Project.

D.10.4.6 Goodrich South Campus Site Alternative

Environmental Setting

The 31-acre Goodrich South Campus site is located west of I-5 and east of the Chula Vista Marina, approximately 0.35 mile north of the existing South Bay Substation. The site is located northwest of the J Street/Bay Boulevard intersection and was previously utilized by Goodrich for industrial operations and associated parking needs. The easternmost portion of the site (adjacent to the SDG&E transmission corridor) is flat, paved with concrete, and contains evidence (an aboveground storage tank in the southeastern corner of the site) of past industrial operations. Past uses and structures have marked the area with staining and/or discoloration of the covering concrete. Also relatively flat, the western portion of the site is disturbed and consists of exposed tan soils, tan and brown grasses, and irregular patches of low-growing, brown shrubs. A narrow drainage bisects the site. Industrial uses are located to the north, commercial and recreational uses (the Chula Vista Marina) are located to the west across Marina Parkway, the SDG&E transmission corridor is located to the east (commercial uses are located beyond the transmission corridor), and Marina Parkway and Marina View Park are located to the south.

Although the CPUC has sole and exclusive jurisdiction over the siting and design of the Goodrich South Campus Site Alternative and the alternative is exempt from local land use and zoning regulations and discretionary permitting, ~~state and local~~ planned land uses of the Chula Vista LCP covering the site are discussed below. ~~as follows for informational purposes only.~~

The site is located within the Harbor District of the ~~CVBMP Redevelopment Area~~Port Master Plan (Port District 2010a) but as part of the proposed land exchange of the CVBMP, the parcels

constituting the Goodrich South Campus Site ("H-13," "H-14," and "H-15") would be transferred to the City's jurisdiction and would be located within LCP Subarea 2, Harbor District of the Chula Vista ~~the~~ LCP ~~planning area~~. According to the LCP, the site contains three designations: Residential in Harbor, Commercial – Professional and Administrative, and Commercial – Visitor. Also, ~~A~~a proposed roadway would bisect the western and eastern portions of the site.

D.10.4.6.1 Goodrich South Campus Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

During construction, short-term disturbance of land uses in the vicinity of the project site may occur as materials and equipment are delivered and removed from the substation site. Disruptions may also occur near work areas associated with the transmission interconnections (including the installation of underground ducts and concrete splice vaults and removal, replacement, and installation of transmission structures). Construction vehicle and equipment presence on local roadways could result in short-term delays in accessing adjacent land uses, including Marina View Park and businesses fronting Bay Boulevard. To reduce construction-related impacts associated with the new substation to less than significant, Mitigation Measures L-1a and L-1b would be provided, and Mitigation Measure L-2 would be provided to reduce impacts associated with construction of the transmission interconnections. Under this alternative, LU-1 impacts would be significant but mitigable (Class II).

Because the eastern portion of the site is entirely paved and exhibits an industrial character, it is assumed that the Air Insulated Substation would be located in this area as opposed to the disturbed yet undeveloped western portion of the site. The presence of a new electrical substation in an area that previously contained industrial uses and in which existing commercial and industrial uses (i.e., the SDG&E transmission corridor) are present would not result in the physical division of an established community. In addition, the installation, removal, and replacement of transmission structures within the SDG&E transmission easement where existing structures are located would not physically divide an established community; however, an additional ROW would be required for the development of transmission infrastructure between the existing transmission easement and the substation facility. Due to the industrial nature of the substation site, however, the establishment of an additional ROW between the transmission easement and substation facility would not divide an established community and would not substantially disrupt land uses. Furthermore, development of the substation site and establishment of an additional ROW would not restrict access or movement through the immediate area, and because the site currently contains transmission structures (the site is a designated utility corridor), the introduction of an electrical substation and replacement (and

installation) of transmission structures is not anticipated to substantially disrupt land uses near the site. Impacts are anticipated to be less than significant (Class III).

Similar to the Proposed Project and all other alternatives, CPUC has land use jurisdiction over the entirety of the ~~Goodrich South Site Alternative~~site for development of the Air Insulated Substation. Therefore, while development of the Goodrich South Campus Site as an air insulated substation facility would conflict with the planned land uses of the Chula Vista LCP, ~~because~~ development of the alternative would not be subject to local land use plans and policies (the LCP would not be considered an applicable land use plan), ~~would not be applicable~~ and therefore, no LU-3 impacts would occur. ~~While land uses for the~~The eastern portion of the site is ~~are~~ designated as Developed Areas by the MSCP Subarea Plan, and~~,~~ the western portion (the area west of the existing drainage bisecting the site) is designated as Other Agency – Preserve Planning Efforts. ~~As previously discussed for other~~Similar to the discussion presented previously for other alternatives, there are no ~~environmental policies~~HCPs, NCCPs, or other conservation plans that would be applicable to ~~this alternative site in the Port Master Plan~~the Goodrich South Campus Site. ~~The Port Master Plan identifies the entirety of the site as wholly within the land use jurisdiction of the City, and development of the site with industrial facilities would not coincide with the intent of future City planning efforts for the bayside area, and it would not be consistent with the land use designations established in the City LCP for the site. However, as discussed previously, the CPUC has sole land use jurisdiction over the project, and this alternative is not subject to local plans; therefore, no LU-3 or LU-4 impacts would occur.~~ Therefore, no LU-4 impacts would occur.

Comparison to the Proposed Project

LU-1, LU-3, and LU-4 impacts associated with this alternative would be similar to the impacts identified in Section D.10.3 for the Proposed Project. Because similar industrial facilities are not located on site or in the immediate area, and because an additional ROW would be required to establish a transmission easement/corridor between the existing SDG&E transmission easement and the substation facility, LU-2 impacts associated with the Goodrich South Campus – Air Insulated Substation Alternative would be greater than those of the Proposed Project (LU-2 impacts would, however, be less than significant (Class III)).

D.10.4.6.2 Goodrich South Campus Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Although the Gas Insulated Substation Alternative would feature a smaller development footprint than the Air Insulated Substation Alternative for the new substation, land use impacts resulting from the construction of the Goodrich South Campus Site – Gas Insulated Substation

Alternative would not be substantially different from those identified for the Goodrich South Campus Site – Air Insulated Substation Alternative. The construction schedule for the Gas Insulated Substation Alternative (18 to 24 months) would be similar to the schedule associated with the Air Insulated Substation Alternative (21 months); therefore, construction-related impacts would be similar. Also, because the Gas Insulated Substation Alternative would occur within the same area as the Air Insulated Substation, operational land use impacts would be similar. As such, LU-1 impacts would be significant but mitigable (Class II) with implementation of Mitigation Measures LU-1a, LU-1b, and LU-2, and overall LU-2 impacts would be less than significant (Class III). Because this alternative would not be subject to local land use plans, and because there are no HCPs, NCCPs, or other conservation plans applicable to the site, ~~,~~ no LU-3 or LU-4 impacts would occur.

Comparison to the Proposed Project

LU-1, LU-3, and LU-4 impacts associated with the Goodrich South Campus – Gas Insulated Substation Alternative would be similar to those of the Proposed Project. Because similar industrial facilities are not located on site or in the immediate area, and because an additional ROW would be required to establish a transmission easement/corridor between the existing SDG&E transmission easement and the substation facility, LU-2 impacts would be greater than those of the Proposed Project (impacts would, however, be less than significant (Class III)).

D.10.4.7 H Street Yard Site Alternative

Environmental Setting

The 47-acre H Street Yard site is located west of I-5 and east of the Chula Vista Marina, approximately 0.6 mile north of the existing South Bay Substation. The site is north, adjacent to the Goodrich South Campus Site Alternative discussed in Section D.10.4.6, and is located southwest of the H Street/Bay Boulevard intersection. The industrial site is entirely paved with concrete and contains evidence of past industrial uses. Portions of the site appear to be currently used for temporary storage. Industrial uses are located to the north and south, and I-5 is located to the east. A previously developed industrial lot is located to the northwest, and commercial and recreational uses are located to the west, across Marina Parkway.

Although the CPUC has sole and exclusive jurisdiction over the siting and design of the H Street Yard Site Alternative and the alternative is exempt from local land use and zoning regulations and discretionary permitting, ~~state and local~~ planned land uses of the PMP covering the site are discussed ~~as follows for informational purposes only.~~ below.

The site is located within the Harbor District of the ~~CVBMP Redevelopment Area (Port District 2010a)~~Port Master Plan. The Harbor District proposes the highest-intensity development of the Bayfront Master Plan and encourages an active, vibrant mix of uses~~, including hotels and conference space; bike path; park and other open space areas; a continuous waterfront promenade; residential uses; mixed-use retail, office, and cultural space; piers; and new roadways and infrastructure~~ and public spaces. The H Street Yard alternative site is designated primarily as Industrial Business Park; however, the site also encompasses the existing SDG&E transmission easement, which is designated as Open Space with public promenade use. ~~as parcels "H-18," "H-23," and "H-23a" in the CVBMP, which provides mixed-use office/commercial recreation (approximately 100,000 square feet) and collector parking garage (up to 3,000 spaces) for parcel "H-18," a 500-room resort hotel and 200,000 square feet of cultural/retail for parcel "H-23," and 1 acre of industrial business park use for parcel "H-23."~~

D.10.4.7.1 H Street Yard Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Short-term disturbance of land uses in the vicinity of the H Street Yard site may occur during material and equipment delivery to the site. In addition, disruptions may also occur near work areas associated with the transmission interconnections (including the installation of underground ducts and concrete splice vaults, and the removal, replacement, and installation of transmission structures). Construction vehicles and equipment presence on local roadways could result in short-term delays in accessing adjacent land uses (the industrial land uses located north of Marina Parkway and west of Bay Boulevard, in particular). To reduce construction-related impacts associated with the new substation to less than significant, Mitigation Measures L-1a and L-1b would be provided, and Mitigation Measure L-2 would be provided to reduce impacts associated with construction of the transmission interconnections. Under this alternative, LU-1 impacts would be significant but mitigable (Class II).

Because the site is entirely paved and exhibits an industrial character generated by previous use, the presence of a new electrical substation in an area that previously contained industrial uses and in which existing commercial and industrial uses (i.e., the SDG&E transmission corridor) are located nearby would not result in the physical division of an established community. Development at the site would not restrict access or movement through the immediate area, and because a transmission corridor traverses the center of the site, the introduction of an electrical substation is not anticipated to substantially disrupt land uses near the site. In addition, because transmission interconnection would primarily occur with an existing SDG&E transmission easement, interconnection work would not result in the physical division of an established community. However, because similar electrical generation facilities are not located on site or in

the immediate area, the presence of a new substation could disrupt nearby land uses. Impacts are, however, anticipated to be less than significant (Class III) due to the existing industrial character of the area, and impacts could be further reduced by locating the new substation in the northeast corner of the site, immediately east of the transmission corridor. The placement would reduce potential conflicts with established land uses (i.e., commercial uses at the Chula Vista marina) located west of the H Street Yard site.

As stated previously, PMP land use designations applicable to the H Street Yard site include Industrial Business Park and Open Space with public promenade use. While relocation of the existing South Bay Substation to the southernmost area of the Otay District designated Industrial Business Park is expressly permitted in the PMP, relocation of the existing substation facility to similarly designated lands in the Harbor District is not planned. Therefore, development of the H Street Yard site as an air insulated substation facility would conflict with the planned land uses of the Harbor District as established by the PMP, and Mitigation Measure L-3 would be implemented to reduce land use plan conflicts (Impact LU-3) to a less-~~-~~than-~~-~~significant (Class II) level. ~~Similar to~~ Similar to the Goodrich South Campus Site discussed previously, H Street Yard site would not be subject to local land use plans, and because there are no HCPs, NCCPs or other conservation plans applicable to the site, no LU-4 ~~the Proposed Project and all other alternatives, CPUC has land use jurisdiction over the entirety of the project at the H Street Yard site. Therefore, because local land use plans and policies would not be applicable, no LU-3 impacts would occur. While land uses for the eastern portion of the site (the area east of the SDG&E transmission corridor) are designated as Developed Areas by the MSCP Subarea Plan, the western portion (the area west of the existing drainage bisecting the site) is designated as Other Agency – Preserve Planning Efforts. As previously discussed for other alternatives, there are no environmental policies that would be applicable to this alternative site in the Port Master Plan. The CVBMP does, however, provide for mixed use/commercial recreation and resort uses for a majority of the site; therefore, development of an electrical substation would not be appropriate given the proposed land uses identified in the CVBMP. To reiterate, however, local land use plans and policies are not applicable, and therefore no~~ impacts would occur.

Comparison to the Proposed Project

LU-1, ~~LU-3,~~ and LU-4 impacts associated with the H Street Yard – Air Insulated Substation Alternative would be similar to those of the Proposed Project. Because similar electrical generation facilities or industrial land uses are not located at the H Street Yard site or in the immediate vicinity, the establishment of a substation could disrupt nearby land uses; therefore, this alternative would result in greater LU-2 impacts. Because development of the H Street Yard site with an air insulated substation would conflict with the land uses of the PMP designated for the site, LU-3 impacts would be greater for this alternative.

D.10.4.7.2 H Street Yard Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Construction and operational land use impacts associated with the H Street Yard Site – Gas Insulated Substation Alternative would be similar to those identified in Section D.10.4.7.1 for the Air Insulated Substation Alternative. Because the construction schedule for the Gas Insulated Substation Alternative (18 to 24 months) would be similar to the schedule associated with the Air Insulated Substation Alternative (21 months), construction-related impacts (Impact LU-1) would be similar (less than significant (Class II) with implementation of Mitigation Measures LU-1a, LU-1b, and LU-2). Operational impacts (Impact LU-2) under this alternative would also be similar to those of the Air Insulated Substation Alternative because both the Air Insulated Substation and Gas Insulated Substation would be located in the same area. As such, overall LU-2 impacts would be less than significant (Class III). Despite the reduced project footprint, the LU-3 and LU-4 impacts associated with the Gas Insulated Substation would be substantially the same as those discussed above in Section D.10.4.7.1 for the H Street Yard – Air Insulated Substation Alternative. ~~Lastly, because this alternative would not be subject to local land use plans covering the area, no LU-3 or LU-4 impacts would occur.~~

Comparison to the Proposed Project

LU-1, ~~LU-3, and~~ LU-4 impacts associated with the H Street Yard – Gas Insulated Substation Alternative would be similar to those of the Proposed Project. Because similar electrical generation facilities or industrial land uses are not located at the H Street Yard site or in the immediate vicinity, the establishment of a substation could disrupt nearby land uses; therefore, this alternative would result in greater LU-2 impacts. Development of the H Street Yard site with a gas insulated substation would conflict with the land uses of the PMP designated for the site and therefore, LU-3 impacts would be greater for this alternative.

D.10.4.8 Bayside Site Alternative

Environmental Setting

The 38-acre Bayside site ~~that~~ is located west of I-5, east of Bayside Park, and approximately 0.8 mile north of the existing South Bay Substation. Sandpiper Way traverses the site and separates the previously developed eastern portion of the site from the disturbed yet undeveloped western portion of the site adjacent to Bayside Park. The easternmost portion of the site is entirely paved and includes several concrete pads that supported previous on-site industrial uses. The area west of Sandpiper Way consists of two disturbed yet undeveloped lots (the lots are separated by Quay Way). Industrial land uses are located to the north; however, open space is also located to the north

and adjacent to Marina Parkway. Industrial uses are also located to the east, across Marina Parkway, and commercial and recreational uses (Bayside Park and the Chula Vista Marina) are located to the south. The northern portion of Bayside Park is also located in the northwestern most portions of the site, and the Chula Vista RV Resort is located adjacent to the western boundary.

Although the CPUC has sole and exclusive jurisdiction over the siting and design of the Bayside Site Alternative and the alternative is exempt from local land use and zoning regulations and discretionary permitting, ~~state and local~~ planned land uses of the PMP covering the site are discussed as follows for informational purposes only.

The site is located within the Harbor District of the ~~CVBMP Redevelopment Area (Port District. 2010a)~~Port Master Plan. ~~The Harbor District proposes the highest-intensity development of the Bayfront Master Plan and encourages an active, vibrant mix of uses: hotels and conference space; bike path; park and other open space areas; a continuous waterfront promenade; residential uses; mixed-use retail, office and cultural space; piers; and new roadways and infrastructure.~~ The eastern portion of the Bayside Site Alternative is designated ~~as parcel "H-3" in the CVBMP, which includes a shoreline promenade and a resort conference center. The site is planned for 1,500 to 2,000 hotel rooms, 415,000 square feet of conference space, 100,000 square feet of restaurant space, and 20,000 square feet of retail~~Industrial Business Park, and the western portion of the site (the portion located west of Sandpiper Way) is designated Park/Plaza and Commercial Recreation.

D.10.4.8.1 Bayside Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Temporary disturbance of land uses in the vicinity of the Bayside Site (in particular, recreational uses at Bayside Park and Chula Vista RV Resort to the west, and industrial uses to the north and east) may occur during material and equipment delivery and removal from the site during construction activities associated with the substation. As local roadways (Bay Boulevard, Marina Parkway, etc.) experience a short-term increase in traffic, traffic delays could occur along the construction route and at points of ingress/egress to the substation site. In addition, disturbance of land uses adjacent to transmission interconnection work areas (in particular, underground work areas associated with the installation of underground ducts and concrete splice vaults, and pole removal and installation locations) may also occur during construction and could result in traffic delays and/or reduced access to nearby land uses. To reduce construction-related impacts associated with temporary disturbance of land uses to less than significant, Mitigation Measures L-1a and L-1b would be provided (Mitigation Measure L-2 would be provide to reduce impacts associated with construction of the transmission interconnections). LU-1 impacts would be significant but mitigable (Class II) under this alternative.

The presence of the new substation at the Bayside site would not divide an established community. All parcels associated with the Bayside site are vacant, and the easternmost parcel is paved and was previously utilized for industrial uses (the western parcels are disturbed and contain sparse, low-lying vegetation/weeds). Development at the site is not anticipated to restrict access or movement through the area (roadways near the site including Sandpiper Way, Bayside Parkway, and Quay Avenue are anticipated to remain open to traffic during operations); therefore, the division of an established community would not occur. While existing industrial uses are located north and east of the Bayside site, recreational uses (Bayside Park and Chula Vista RV Resort) are located to the west, and the Chula Vista Marina is located to the south across Chula Vista Marina; and while development of a substation at the site would not restrict uses on adjacent parcels, substation operations may disrupt activity at Bayside Park and the Chula Vista RV Resort. Because industrial uses were previously located on a portion of the Bayside site, land use conflicts between surrounding recreational users and substation operations and maintenance activities are not anticipated to be significant (aesthetic and noise impacts resulting from the new substation at the Bayside Site are discussed in Section D.2, Aesthetics, and Section D.12, Noise, of this EIR). To further reduce the potential for conflicts during operations, the substation facility could be located in the northeastern-most corner of the site, which has direct access to Marina Parkway and Bay Boulevard (via G Street). Also, the establishment of a transmission easement/corridor (and acquisition of a necessary ROW) would be required to construct and operate transmission infrastructure between the existing SDG&E easement and the Bayside site substation facility. Because established land uses are located between the site and the SDG&E transmission easement, the establishment of a new transmission corridor/easement may result in substantial disruptions to existing land uses, which would be considered a significant impact. While LU-2 impacts associated with development of a substation facility at the Bayside site would be less than significant, LU-2 impacts associated with the transmission interconnections would result in significant (Class II) LU-2 impacts that could be mitigated through avoidance of established land uses and establishment of a transmission easement/corridor along undeveloped parcels in the area.

PMP land uses applicable to the site included Industrial Business Park, Park/Plaza, and Commercial Recreation. Although relocation of the existing South Bay Substation to the southernmost area of the Otay District designated Industrial Business Park is planned for in the PMP, relocation of the existing substation facility to Industrial Business Park designated lands in the Harbor District is not discussed in the PMP. Therefore, development of the Bayside site with an air insulated substation facility would conflict with the planned land uses of the Harbor District as established by the PMP. Mitigation Measure L-3 would be implemented to address the inconsistency and would reduce land use plan conflicts (Impact LU-3) to a less-–than-significant (Class II) level. Similar to the H Street Yard site discussed previously, the Bayside

site would not be subject to local land use plans, and because there are no HCPs, NCCPs or other conservation plans applicable to the site, no LU-4 impacts would occur.

~~The CPUC has land use jurisdiction over the entirety of the project at the Bayside site. Therefore, because local land use plans and policies would not be applicable, no LU-3 impacts would occur. The entirety of the site is designated as Other Agency – Preserve Planning Efforts by the City MSCP Subarea and Planning Map. As previously discussed for other alternatives, there are no environmental policies that would be applicable to this alternative site in the Port Master Plan~~

Comparison to the Proposed Project

LU-1 impacts associated with the Bayside Site – Air Insulated Substation Alternative would be similar to those of the Proposed Project (LU-1 impacts would remain significant and mitigable (Class II)). LU-2 impacts would be greater (less than significant (Class II)) when compared to those of the Proposed Project because the site is adjacent to recreational land uses (substation operations could disrupt activity at these areas) and because this alternative would require the establishment of a new transmission easement/corridor between the existing SDG&E transmission easement and the Bayside site substation facility (mitigation would be required to ensure that the new easement avoids established land uses and is directed toward undeveloped parcels in the area). ~~LU-3 and~~ LU-4 impacts associated with this alternative would be similar to the impacts identified in Section D.10.3 for the Proposed Project, and because development of the Bayside site with an air insulated substation would conflict with the applicable land use designations of the PMP, LU-3 impacts would be greater for this alternative. ~~.~~

D.10.4.8.2 Bayside Site – Gas Insulated Substation Alternative

Construction and operational land use impacts associated with the Bayside Site – Gas Insulated Substation Alternative would be similar to those identified in the Section D.10.4.8.1 for the Air Insulated Substation Alternative. Because the construction schedule for the Gas Insulated Substation and Air Insulated Substation Alternatives are similar (18 to 24 months for the Gas Insulated Substation and 21 months for the Air Insulated Substation), construction-related impacts (Impact LU-1) would be similar. In addition, because the Gas Insulated Substation Alternative would occur within the same area as the Air Insulated Substation, operational land use impacts would be similar. As such, LU-2 impacts would be significant but mitigable (Class II). ~~Because this alternative would not be subject to local land use plans covering the area, no LU-3 or LU-4 impacts would occur.~~Impacts LU-3 and LU-4 would be substantially the same for the Gas Insulated Substation Alternative as discussed above for the air insulated substation at the Bayside site.

Comparison to the Proposed Project

LU-1 impacts associated with the Bayside Site – Gas Insulated Substation Alternative would be similar to those of the Proposed Project (LU-1 impacts would remain significant and mitigable (Class II)). Because the site is adjacent to recreational land uses (substation operations could disrupt activity at these areas) and because this alternative would require the establishment of a new transmission easement/corridor between the existing SDG&E transmission easement and the Bayside site substation facility, overall LU-2 impacts would be greater than those of the Proposed Project and would be significant but mitigable (Class II) (mitigation would be required to ensure that the new easement avoids established land uses and is directed toward undeveloped parcels in the area). ~~LU-3 and~~ LU-4 impacts associated with this alternative would be similar to the impacts identified in Section D.10.3 for the Proposed Project; however, because development of the Bayside site with a gas insulated substation would conflict with the applicable land use designations of the PMP, LU-3 impacts would be greater for this alternative.~~.~~

D.10.4.9 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 therefore, none of the impacts in this section would occur. The Bay Boulevard Substation would not be built, thereby requiring the existing South Bay Substation to remain in operation. While the No Project Alternative would not further the redevelopment goals and vision of the Chula Vista Bayfront Master Plan, the CPUC has sole and executive jurisdiction over the siting and design of the Proposed Project and ~~alternatives, and therefore, no~~therefore, ~~LU-3 and LU-4 impacts would occur.~~Ssimilar to existing conditions, continued operation of the existing substation in its current location would not conflict with an applicable land use plan, an HCP, NCCP, or other conservation plan applicable to the site.

Under the No Project Alternative SDG&E may be required to develop additional transmission upgrades as described in Section C.7 of this EIR. Anticipated upgrades would primarily be within developed areas supporting existing transmission facilities (including easements and franchise positions), and therefore, it is anticipated that no long-term land use conflicts would occur.

D.10.5 Mitigation Monitoring, Compliance, and Reporting

Table D.10-4 shows the mitigation monitoring, compliance, and reporting program (MMCRP) for land use and planning. CPUC is responsible for ensuring compliance with the MMCRP for land use and planning. The agency mitigation measures are listed and include implementation actions, monitoring requirements, effectiveness criteria, and timing or location of action.

Table D.10-4
MMCRP for Land Use and Planning

Impact	MM	APM No.	Mitigation Measure/ Applicant Proposed Measure	Implementation Actions	Monitoring Requirements and Effectiveness Criteria	Timing of Action and Location
Impact LU-1: Construction would temporarily disturb land uses at or near project components.	L-1a	—	SDG&E or its construction contractor shall provide advance notice, between 2 and 4 weeks prior to construction, by mail to all residents or property owners within 300 feet of the project. The announcement shall state specifically where and when construction will occur in the area. SDG&E shall also publish a notice of impending construction in local newspapers, stating when and where construction will occur. Prior to construction, copies of all notices shall be submitted to the CPUC.	SDG&E shall provide public notification as defined.	SDG&E to provide CPUC with construction notices for review and approval prior to construction. Notices to provide advanced notice of construction activities in order to limit noise, dust, and disruption impacts.	Prior to construction for all residences and property owners within 300 feet of the project.
Impact LU-1: Construction would temporarily disturb land uses at or near project components.	L-1b	—	SDG&E shall identify and provide a public liaison officer before and during construction to respond to concerns of neighboring residents about noise, dust, and other construction disturbance. Procedures for reaching the public liaison officer via telephone or in person shall be included in notices distributed to the public in accordance with Mitigation Measure L-1a. SDG&E shall also establish a telephone number for receiving questions or complaints during construction and shall develop procedures for responding to callers. Procedures shall be submitted to the CPUC for review and approval prior to construction, and bimonthly reports summarizing public concerns shall be provided to CPUC during construction.	SDG&E to provide public liaison and telephone number.	SDG&E to provide procedures and bi-monthly reports to the CPUC for review and approval prior to and during construction, and provide evidence to the CPUC that a liaison person has been identified to address public concerns.	Prior to and during construction for all residences and property owners within 300 feet of the project.
Impact LU-1: Construction would temporarily disturb	L-2	—	SDG&E or its construction contractor shall provide at all times the ability to quickly lay a temporary steel plate trench bridge upon request to ensure driveway access to	SDG&E to implement measure as defined.	CPUC to inspect periodically to verify compliance and	During construction activities along Bay Boulevard.

Table D.10-4
MMCRP for Land Use and Planning

Impact	MM	APM No.	Mitigation Measure/ Applicant Proposed Measure	Implementation Actions	Monitoring Requirements and Effectiveness Criteria	Timing of Action and Location
land uses at or near project components.			businesses, and shall provide continuous access to properties when not actively constructing the underground cable alignment. In the event that trench stability could be compromised by the laying of a temporary steel plate bridge during an early phase of trench construction, the construction contractor may defer a request for access to the soonest possible time until the stability of the trench has been assured, provided SDG&E has given 24-hour advance notification of the potential for disrupted access to any business that may experience such delayed access. The notification shall include information about restoring access and the estimated amount of time that access may be blocked. In addition, SDG&E shall develop construction plans that will minimize blocking driveways during the workday.		continued access to properties is maintained.	
Impact LU-3: Alternative Project locations would conflict with an applicable land use plan.	L-3	—	SDG&E shall submit a request to the Unified Port of San Diego to process a Port Master Plan amendment that would modify the land uses prescribed in the PMP to accommodate a land use plan for the alternative project site located within the Port Master Plan planning boundary.	SDG&E to implement measure as defined.	CPUC to obtain verification from Port and CCC that measure has been approved.	Prior to construction of alternative substation facilities located in the PMP planning boundary.

D.10.6 References

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

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