

D.14 Public Services and Utilities

This section evaluates the potential for the South Bay Substation Relocation Project (Proposed Project) to impact public services and utilities in the project area. Section D.14.1 provides a summary of the existing utility and service providers in the vicinity of the Proposed Project. Applicable regulations, plans, and standards are listed in Section D.14.2. Potential impacts and mitigation measures for the Proposed Project are presented in Section D.14.3, and alternatives are described and discussed in Section D.14.4. Mitigation monitoring, compliance, and reporting are discussed in Section D.14.5.

D.14.1 Environmental Setting for the Proposed Project

This section presents the utility and service providers in the project area and provides an overview of the type and general location of utilities and services in relation to the Proposed Project. Government agencies have recently categorized data pertaining to utility systems (including their location, capacity, and type) as sensitive, critical infrastructure information; therefore, public access to too much of this type of data has become restricted for security reasons. For that reason, only information that continues to be made public and is readily available is presented in this section. While specific data would provide a better picture of the existing utilities within the project study area, in large part, this level of detail is unnecessary for the analysis needed to determine the impacts generated by the Proposed Project.

D.14.1.1 Existing Utilities

Water Supply

The City of Chula Vista (City) is served by three water suppliers including the Sweetwater Authority, Otay Water District, and Cal-American. The Proposed Project area is within the Sweetwater Authority (Sweetwater) water service area that services approximately 186,900 people in the central and western portion of the cities of Chula Vista, National City, and Bonita. Sweetwater obtains its water from four sources including imported treated and untreated water from the Water Authority; surface runoff from the Sweetwater River watershed (an approximately 230-mile watershed); the National City well field; and a brackish groundwater desalination facility. Sweetwater categorizes water demands by residential, commercial, industrial, public, irrigation, and other uses. Residential, commercial, and industrial uses make up over 90% of Sweetwater's water demand. Residential use includes domestic and irrigation use for single- and multifamily homes as well as mobile homes. Commercial use includes retail and other businesses, restaurants, and golf courses. Industrial use generally includes manufacturing (Sweetwater Authority 2005).

Wastewater

The City currently provides sewer services to city residents, using over 430 miles of sewer pipes and 12 sewer pump stations that convey wastewater to the Point Loma Wastewater Treatment Plant. The treatment plant is owned and operated by the City of San Diego Metropolitan Wastewater Department and is located approximately 10 miles northwest of the project site at 1902 Gatchell Road, San Diego, California. The City collection facilities convey wastewater flows generated within eight distinct drainage basins to regional facilities located along San Diego Bay to the west and the Sweetwater River to the north.

Stormwater

Along the northern portion of the Proposed Project area is a man-made detention basin that was designed to serve as an industrial stormwater and spill impoundment facility that protects waters from potential discharge of contaminated runoff. Implementation of the Proposed Project would result in removal of the clay lining of the detention basin, which currently contains wetlands (SDG&E 2010).

Solid Waste

Existing solid waste disposal facilities in the project area include the Otay Landfill (located at 1700 Maxwell Road, approximately 5.1 miles to the east) and several recycling facilities in proximity to the landfill. The Otay Landfill is expected to be in operation until 2027 based on current waste generation rates (County of San Diego 2005). The Otay Landfill accepts approximately 98% of the nonhazardous municipal waste collected in the City. The remaining 2% is delivered to the Sycamore and Miramar Landfills (City of Chula Vista 2005a). Table D.14-1 describes the facilities in terms of their landfill classification, disposal rate, and remaining capacity. As of 2009, Otay Landfill had approximately 27,993,389 cubic yards (CY) of remaining capacity, or approximately 46% of its total capacity remaining. The Otay Landfill is expected to reach capacity by the year 2027. The Otay Landfill is owned and operated by Allied Waste Industries Incorporated, which provides solid waste curbside pickup service within the City. Allied Waste Services in the City is located at 881 Energy Way.

**Table D.14-1
Local Solid Waste Disposal Facilities**

Facility (closure year)	Landfill Classification	Permitted Disposal Rate/Throughput (tons per day)	Remaining Capacity (CY)
Otay Landfill (2027)	III	5,000	42,346,170
Miramar Landfill (2011)	III	8,000	21,618,249
Sycamore Landfill (2017)	III	3,300	24,000,000

Source: County of San Diego 2005

D.14.1.2 Public Services

Fire Protection

Fire protection services to the South Bay Substation Relocation project (Proposed Project) area are provided by the City of Chula Vista Fire Department (CVFD). The CVFD operates within the City of Chula Vista's (City's) 52 square miles and is staffed by more than 120 employees (the majority of whom are sworn firefighters). Fire Station 1, located at 447 F Street, provides fire protection services to the project area and is located approximately 2.1 miles northeast of the proposed Bay Boulevard Substation site. Fire Station 1 is staffed with a ladder truck, an engine, and a battalion truck. American Medical Response provides medical transport in the City through a contract with the CVFD.

Approximately 36 line firefighters and two battalion chiefs spread among the CVFD's nine fire stations are on regular duty during a typical CVFD 24-hour shift. While each of the nine stations is assigned a captain, an engineer, and one firefighter, several stations are assigned additional staff to operate additional equipment. For example, Fire Stations 1 and 7 are assigned one additional captain, one engineer, and two firefighters to operate and staff a ladder truck (City of Chula Vista 2010).

Police Protection

The Proposed Project area is served by the Chula Vista Police Department (CVPD). The CVPD services are concentrated in headquarters located in downtown Chula Vista (315 Fourth Avenue, approximately 1.5 miles northeast of the project area). Including supervisors, the CVPD employs 229 sworn officers among the following divisions: Administration Services, Patrol Operations, Investigations, and Fiscal Operations/Research (Gonzalez, pers. comm. 2010). There are 11 police beats in the CVPD service area, and the project area is located in police beat 21.

Schools

Two school districts serve the project area: the Chula Vista Elementary School District (CVESD) and the Sweetwater Union High School District (SUHSD). While the CVESD serves students from kindergarten through sixth grade, the SUHSD operates junior and senior high schools. The CVESD operates 45 schools including 4 charter schools (CVESD 2010). SUHSD operates 13 traditional high schools, 1 charter school, 1 independent study high school, 11 junior high schools, 5 adult schools, and several alternative education facilities (SUHSD 2010).

There are 11 public schools and 8 private/specialty schools within 2 miles of the project area. The name and location of the schools, as well as the approximate distance from the Proposed Project, is identified in Table D.14-2, Schools within 2 Miles of the Proposed Project. The

nearest school, Harborside Elementary (681 Naples Street), is located east of Interstate 5 and approximately 0.35 mile east of the proposed Bay Boulevard Substation site.

Table D.14-2 Schools within 2 Miles of the Proposed Project

Name	Location	Approximate Distance from the Proposed Project (miles)
Harborside Elementary School	681 Naples Street Chula Vista, California 91911	0.35
Mueller Charter School	715 I Street Chula Vista, California 91910	0.40
Lillian J Rice Elementary School	915 Fourth Avenue Chula Vista, California 91911	1.02
Vista Square Elementary School	540 G Street Chula Vista, California 91910	1.05
J Calvin Lauderbach Elementary School	390 Palomar Street Chula Vista, California 91911	1.30
Feaster (Mae L.) Charter School	670 Flower Street Chula Vista, California 91910	1.50
John J Montgomery Elementary School	1601 Fourth Avenue Chula Vista, California 91911	1.54
Hilltop Drive Elementary School	30 Murray Street Chula Vista, California 91910	1.95
Chula Vista Middle School	415 Fifth Avenue Chula Vista, California 91910	1.11
Chula Vista High School	820 Fourth Avenue Chula Vista, California 91911	1.01
Palomar High School	480 Palomar Street Chula Vista, California 91911	1.10
Chula Vista Learning School	590 K Street Chula Vista, California 91911	0.55
South Bay Community Preschool/Christian School	950 Fifth Avenue Chula Vista, California 91911	0.77
Southwestern Christian Schools	482 L Street Chula Vista, California 91911	0.80
Options Secondary School	467 Moss Street Chula Vista, California 91911	0.88
Pilgrim Lutheran School	497 E Street Chula Vista, California 91910	1.52
Cottontail Preschool	471 E Street Chula Vista, California 91910	1.57
St. John Episcopal School	760 1 st Avenue Chula Vista, California 91911	1.76
Otay Christian Academy	257 Tremont Street Chula Vista, California 91911	1.90

Source: SDG&E 2010

Parks and Other Recreational Facilities

In addition to over 50 neighborhood and community parks and recreational complexes, regional parks and national recreational facilities are also located in and adjacent to the City. The Chula Vista Marina View Park and the Chula Vista Bayfront Park (both operated by the Port of San Diego) and the San Diego Bay National Wildlife Refuge (NWR) are located in the general vicinity. The Chula Vista Marina View Park is located west adjacent to the San Diego Gas & Electric (SDG&E) easement, which extends north to Marina Parkway. Chula Vista Bayfront Park is located approximately 2,100 feet west of the northern extent of the 69-kilovolt (kV) transmission line relocation work area (Port District 2010), and the San Diego Bay NWR (South San Diego Bay Unit) is located adjacent to the western boundary of the proposed Bay Boulevard Substation site. The San Diego Bay NWR is one component of the San Diego NWR Complex (managed by the U.S. Fish and Wildlife Service (USFWS)), which also includes the Seal Beach NWR, Tijuana Slough NWR, and the Sweetwater Marsh NWR (USFWS 2010). The USFWS makes portions of NWR complexes available to recreational users for activities such as wildlife viewing and photography. For example, open water incorporated into the southern end of the South San Diego Bay NWR accommodates boating, fishing, parasailing, and windsurfing (USFWS 2006). Additional information regarding nearby parks and recreation facilities is included in Section D.15, Recreation.

Other Public Facilities

Two branch libraries of the Chula Vista Public Library System are located within 2 miles of the project area. The Civic Center Branch, located at 365 F Street, is located approximately 1.6 miles northeast of the project area, and the South Chula Vista Branch, located at 389 Orange Avenue, is located approximately 1.4 miles southeast of the project area.

Two major medical facilities are located within 2 miles of the project area. Scripps Mercy Hospital (435 H Street) is located approximately 1.1 miles north of the Proposed Project areas (as measured from the northern extent of the 69 kV transmission line relocation work area), and Bayview Hospital (330 Moss Street) is located approximately 1.2 miles east of the proposed Bay Boulevard Substation site. In addition, the Pima Medical Institute (a healthcare school) is located off Bay Boulevard, approximately 0.65 mile northeast of the proposed Bay Boulevard Substation site.

D.14.2 Applicable Regulations, Plans, and Standards

D.14.2.1 Utilities

Federal

Clean Water Act

Increasing public awareness and concern for controlling water pollution led to enactment of the Federal Water Pollution Control Act Amendments of 1972. As amended in 1977, this law became commonly known as the Clean Water Act (CWA) (33 U.S.C. 1251 et seq.). The CWA established basic guidelines for regulating discharges of pollutants into the waters of the U.S. The CWA requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the CWA.

State

Utilities

The responsibilities of utility operators and other excavators working in the vicinity of utilities are detailed in Section 1, Chapter 3.1 “Protection of Underground Infrastructure,” Article 2 of California Public Utilities Code. This law requires that an excavator must contact a regional notifications center at least two days prior to excavation of any subsurface installations. The notifications center for the project area is Underground Service Alert. Any utility provider seeking to begin an excavation project can call Underground Service Alert’s toll-free hotline. Underground Service Alert, in turn, will notify the utilities that may have buried lines within 1,000 feet of the excavation. Representatives of the utilities are required to mark the specific location of their facilities within the work area prior to the start of excavation. The excavator is required to probe and expose the underground facilities by hand prior to using power equipment.

Water

The State Water Resources Control Board (SWRCB) adopted Water Quality Order No. 2006-0008-DWQ for the reissuance of general NPDES permit (CAG990002) on July 19, 2006. This general permit covers short-term and intermittent discharges from the dewatering of utility vaults and underground structures to surface waters.

Solid Waste

Assembly Bill (AB) 939 established an integrated waste management hierarchy to guide the California Integrated Waste Management Board and local agencies in the implementation of programs geared at (1) source reduction, (2) recycling and composting, and (3) environmentally

safe transformation and land disposal. AB 939 also included waste diversion mandates that require all cities and counties to divert 50% of all solid waste through source reduction, recycling, and composting activities (California Integrated Waste Management Board 2008).

AB 75 was passed in 1999 and added new provisions to the Public Resources Code, mandating that all state agencies and large state facilities develop and implement an integrated waste management plan. Also, the provisions of AB 75 required all state agencies and large state facilities to divert at least 25% of their solid waste from landfills by January 1, 2002, and at least 50% on and after January 1, 2004. As of January 1, 2006, extensions to the diversion requirements were no longer available (California Integrated Waste Management Board 2009).

The project is required to comply with Title 14 of the California Code of Regulations (CCR), which established minimum standards for solid waste handling and disposal (the current regulations of the California Integrated Waste Management Board are found within Title 14). The California Department of Toxic Substances Control issues permits for the transport of hazardous wastes.

Local

City of Chula Vista General Plan

The City's General Plan contains objectives and policies regarding public facilities, including water, sewer, drainage, and solid waste. The General Plan lists the following objectives and policies relevant to public facilities on the proposed project (City of Chula Vista 2005b):

Objective PFS-1 Ensure adequate and reliable water, sewer, and drainage service and facilities.

Policy PFS 1.1 Coordinate with water districts by providing growth forecast information to allow the districts to plan and design water facilities and ensure adequate supply needed to accommodate anticipated growth.

Policy PFS 1.2 Plan for adequate systems and facilities to manage the City's wastewater generation, treatment, and disposal.

Policy PFS 1.3 Plan and design drainage facilities and upgrade existing facilities, as necessary, to meet current needs, accommodate growth, and satisfy state and federal requirements.

Objective PFS-25 Efficiently handle solid waste disposal throughout the City.

Policy PFS 25.3 Participate in interjurisdictional efforts to maintain available landfill capacity in San Diego County

City of Chula Vista Municipal Code

Chapter 8.25 of the City of Chula Vista Municipal Code establishes policies and regulations pertaining to solid waste recycling. Specifically, Chapter 8.25.095 requires each applicant (including new public facilities) to submit a Construction and Demolition Waste Management Report. According to the Recycling and Solid Waste Planning Manual prepared by the City, industrial recyclables include recyclable material from industrial, construction, and demolition operations including but not limited to asphalt, concrete, dirt, land-clearing brush, sand, and rock (City of Chula Vista 2008).

D.14.2.2 Public Services

Federal

There are no federal laws or policies related to public services that are applicable to the proposed project.

State

There are no state laws or policies related to public services that are applicable to the proposed project.

Local

The general plan for the City, as well as plans for a number of the parks and recreational facilities within the study area, have a variety of goals and policies related to public service systems and generally describe the City's provision and management of fire and police protection services, schools, libraries, and park and recreation facilities.

The locational, safety, and visual issues associated with the Proposed Project are discussed in Sections D.10, Land Use; D.8, Public Safety; and D.2, Aesthetics, respectively. While the provision of fire and police protection services is described within the City of Chula Vista General Plan and general goals and policies are laid out for these services, the General Plan does not directly address the public service issues specifically associated with this project. However, municipal codes enacted by the City provide a permitting and approval process to govern the installation of underground and overhead utilities within public rights-of-way.

D.14.3 Environmental Impacts and Mitigation Measures

D.14.3.1 Definition and Use of Significance Criteria

Impacts to public services and utilities would be considered significant if any of the following would occur (14 CCR 15000 et seq.):

- a) The project would disrupt the existing utility systems or would cause a co-location accident.
- b) The project would require the construction of new public service facilities or require the expansion of existing facilities to accommodate an increased need for fire protection, police protection, schools, or other public services.

D.14.3.2 Applicant Proposed Measures

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

D.14.3.3 Bay Boulevard Substation

Impact PSU-1: Construction of the project would disrupt the existing utility systems or cause a co-location accident.

The study area for analysis of the proposed Bay Boulevard Substation includes the proposed 12-acre site and utilities that would be constructed along Bay Boulevard. Utilities such as water, sewer, and natural gas pipelines; petroleum product pipelines; and electric and cables lines may be buried in the vicinity of the proposed substation site or beneath roads and sidewalks crossed by the transmission line interconnections. Construction of the Bay Boulevard Substation would primarily occur within the 12-acre site; however, transmission improvements, as described in Section B, would require excavation along Bay Boulevard located within the City of Chula Vista.

State law requires construction crews to contact Underground Service Alert and manually probe for existing buried utilities in the Proposed Project area prior to any powered-equipment drilling or excavation. After probing the corridor for existing utilities, exact placement of the transmission structure and pole foundations would be determined so that placement of new structures would not conflict with other co-located utilities. Compliance with this standard construction practice would ensure conflicts with existing utilities are less than significant (Class III).

Short-term electrical service interruptions during construction would likely occur during transfer of power from one circuit to another. Electrical transfers would be phased in accordance with Cal-ISO requirements in order to reduce the potential for electricity service interruptions during construction. Conformance with Cal-ISO requirements would ensure that less-than-significant (Class III) interruptions to the existing line occur, and therefore, no mitigation is required.

As discussed in Section D.14.1.1, various utilities (natural gas, water/sewer pipelines, and electric transmission lines) are located within the project area. Therefore, there would be potential for service interruptions of these utilities during construction of the Project. Service disruptions may be unavoidable and potential conflicts with existing utilities may exist. While service disruptions would be expected to be temporary in nature, these disruptions could impact nearby businesses and hinder activities in the surrounding area. These impacts are considered

potentially significant. Implementation of Mitigation Measure PSU-1 would mitigate impacts associated with utility disruption (Impact PSU-1) to less-than-significant levels (Class II).

PSU-1 Prior to construction in which a utility service interruption is known to be unavoidable, SDG&E shall notify members of the public affected by the planned outage of the impending interruption. Copies of the notices and dates shall be provided to the CPUC at the time the notices are distributed to the public.

Impact PSU-2: **Project construction and operation would increase the need for public services and facilities.**

Fire Protection

Construction

Fire protection and other emergency service providers could require access to the project site in the event of a construction-related accident or fire during construction. Construction of the proposed Bay Boulevard Substation would include the extension of the existing driveway from Bay Boulevard to the substation site to facilitate safe operation of construction equipment and delivery of materials. Access to the Bay Boulevard Substation site would be readily available to fire protection and emergency service providers, and off-site construction activities including the delivery of equipment and materials would not require the closure of roadways. In addition, the Bay Boulevard Substation site is located within approximately 2 miles of the nearest CVFD station (Fire Station 1). Therefore, construction of the Bay Boulevard Substation would have a less-than-significant impact (Class III).

Operation and Maintenance

During operations, the Bay Boulevard Substation would be unmanned and would be monitored and controlled from SDG&E's remote control center. Additional full-time SDG&E staff would not be required for operational or maintenance activities, and should a fire originating at the Bay Boulevard Substation during operations occur, response time for existing fire and emergency responders is expected to be adequate. The proposed substation site is located in highly urbanized areas in close proximity to first responders (less than 2 miles from CVFD station (Fire Station 1)). Therefore, operation and maintenance activities associated with the proposed Bay Boulevard Substation would not affect the long-term level of service for fire protection services and impacts would be less than significant (Class III).

Police Protection

Construction

Similar to fire protection services, police personnel could require access to the proposed Bay Boulevard Substation site to respond to a construction-related accident. Access to the site would be readily available, and construction activities would not result in the closure of roadways that would prohibit access to the site. Therefore, construction of the proposed substation would represent a less-than-significant impact (Class III).

Operation and Maintenance

The Bay Boulevard Substation would be unmanned during operations and would be monitored and controlled from SDG&E's remote control center. The proposed substation site is located in a highly urbanized area in close proximity to first responders. Therefore, operation and maintenance of the proposed substation would represent a less-than-significant impact (Class III).

Schools, Parks, and other Public Facilities

Construction

Approximately 73 workers would be required on site during the approximately 22-month construction period associated with the proposed Bay Boulevard Substation. Few, if any, workers are expected to relocate to the area temporarily for construction. Non-local workers could cause minor, short-term increases in the use of local schools, parks, and other public facilities; however, the temporary increased use of facilities would not warrant the construction of new public facilities. Therefore, impacts to schools, parks, and other public facilities during construction of the Bay Boulevard Substation would be less than significant (Class III).

Operation and Maintenance

Because no additional workers would be required, operation of the Bay Boulevard Substation would not increase any demands on schools, parks, and other public facilities, and no impact would occur.

Impact PSU-3: Sufficient water supplies are not available to serve the project from existing entitlements and resources, and new or expanded entitlements would be needed.

Construction

Construction of the Bay Boulevard substation would require water for fugitive dust suppression, soil compaction, and general construction purposes. Approximately 2,400,000 gallons of water

would be required for these activities (SDG&E 2010) over the 38-month construction duration (approximately 63,000 gallons per month). As the local water supplier in this area, Sweetwater would provide the water for construction purposes. Average daily consumption within Sweetwater's service area is 20.3 million gallons per day (Sweetwater Authority 2005). The project's water demand would be temporary and short-term during the construction phase of the project. Furthermore, Sweetwater has a sufficient water supply to meet the construction water supply demands of the project; therefore, impacts would be less than significant (Class III).

Operation and Maintenance

Irrigation water for the landscaping proposed along the Bay Boulevard Substation access road and to screen the Bay Boulevard Substation would be obtained from Sweetwater Authority. Landscaping would consist of drought-tolerant plants that would become naturalized after irrigating for two growing seasons. Water utilized for the project would be trucked on site or a water line would be constructed to access a water line located along Bay Boulevard. In the event a water line is required for irrigation purposes, the water line would be constructed within the primary driveway access at the time the conduit is placed in the access driveway. The water line would be constructed in an area that is located within the proposed development footprint. This minimal usage of water would have a less-than-significant impact on regional water resources and would not require the construction of new regional water facilities (Class III).

Impact PSU-4: **The applicable wastewater treatment provider that serves or may serve the project determines that adequate capacity to serve the project's projected demand (in addition to the provider's existing commitments) is not available.**

The Proposed Project would not generate population growth, and no additional wastewater treatment capacity would be required as a result of the project. Therefore, no new or expanded wastewater facilities would be required.

Impact PSU-5: **The project would not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.**

Construction

Construction of the proposed substation would generate solid waste during clearing and grading activities associated with the substation site and access roads. The majority of solid waste generated by construction would consist of soils, rocks, and other earth debris. Approximately 7,500 cubic yards of excavated material would be disposed of off site (SDG&E 2010). Solid waste encountered during excavation would be disposed of at an appropriate disposal site.

The estimated remaining capacity and anticipated closure dates of landfills serving the project area are provided in Table D.14-1. As shown in Table D.14-1, project area landfills would have sufficient capacity to accommodate debris generated during construction. Therefore, impacts associated with the permitted capacity of landfills during construction would be less than significant (Class III).

Operation and Maintenance

No regular solid waste disposal is proposed as part of the operation and maintenance phase of the proposed project. Solid waste produced at the substation through maintenance and repair activities would be transported back to the central SDG&E maintenance facility in San Diego for disposal. The amount of solid waste generated by the proposed substation would not be substantial or interfere with the sufficient permitted capacity of nearby landfills. Impacts would be less than significant (Class III).

Impact PSU-6: The project would require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The proposed site for the Bay Boulevard Substation includes man-made berms that were previously constructed as a secondary containment berm for the former liquefied natural gas (LNG) site. Stormwater flows on site are currently directed toward a concrete-lined ditch at the northwest corner of the site. This concrete-lined ditch conveys flows into the San Diego Bay located to the west. Drainage patterns on site also result in flows being conveyed to the southwest portion of the site; however, drainage from this area is prevented by the man-made berm along the perimeter of the former LNG site.

With implementation of the Proposed Project, the man-made berms would be removed, and pervious surfaces within the limits of the man-made berm would be altered to that of impervious surfaces associated with the development of the Bay Boulevard Substation. The substation pad site would be raised to establish a higher elevation than the surrounding area. The central portion of the substation would be the highest point of elevation at the substation to direct flows to the perimeter of the site via a slope of approximately 1%. The project proposes construction of a water quality basin along the western side of the substation project limits (see Figure B-4). Runoff would be directed toward the water quality basin to direct the surface runoff to the existing concrete-lined ditch at the northwest corner of the property. The proposed water quality basin and drainage plan will be required to meet all drainage and water quality requirements as specified by the City. Compliance with the City drainage requirements will ensure that stormwater flows will not exceed the capacity of the storm drain system. SDG&E will be required to ensure that construction of stormwater drainage improvements is in place to accommodate runoff generated on site, and therefore, impacts to stormwater drainage facilities would be less than significant (Class III).

D.14.3.4 South Bay Substation Dismantling

Impact PSU-1: Construction of the project would disrupt the existing utility systems or cause a co-location accident.

The dismantling of the South Bay Substation does not include removal of underground utilities that are not connected to the South Bay Substation, such as gas lines located within the SBPP property limits. Utilities such as water, sewer, and natural gas pipelines, petroleum product pipelines, and electric and cables lines may be buried in the vicinity of the existing South Bay Substation. State law requires construction crews to contact Underground Service Alert and manually probe for existing buried utilities in the Proposed Project area prior to any powered-equipment drilling or excavation. Compliance with this standard construction practice would ensure conflicts with existing utilities are less than significant (Class III).

Short-term electrical service interruptions during construction would likely occur during transfer of power from one circuit to another. Electrical transfers would be phased in accordance with Cal-ISO requirements in order to reduce the potential for electricity service interruptions during construction. Conformance with Cal-ISO requirements would ensure that less-than-significant (Class III) interruptions to the existing line occur, and therefore, no mitigation is required.

Impact PSU-2: Project construction and operation would increase the need for public services and facilities.

Fire Protection

Construction

Similar to construction of the Bay Boulevard Substation, dismantling of the South Bay Substation could require fire protection and other emergency service providers to access the site in response to a construction-related accident or fire. Dismantling would include the disconnection and removal of all SDG&E-owned aboveground and belowground equipment from the site. Existing access to the substation site (from the South Bay Power Plant (SBPP) driveway, off Bay Boulevard) would be readily available to fire protection and emergency service providers and dismantling activities (which would generally occur within the existing substation fence line) would not require the closure of roadways such that access would be obstructed. Therefore, dismantling the South Bay Substation would have a less-than-significant impact (Class III).

Operation and Maintenance

Operation of the South Bay Substation would cease upon initiation of substation dismantling activities. Because the facility would no longer be operational and would be replaced by the

proposed Bay Boulevard Substation, no operational and maintenance activities would take place at the South Bay Substation site. Therefore, no impact with regard to long-term level of service for fire protection services would occur.

Police Protection

Construction

Police protection or response could be required at the existing South Bay Substation site in the event of a construction-related accident. Access to the site would be readily available to the CVPD, and existing roadways would not be closed due to construction activities. Therefore, construction activities associated with the dismantling of the South Bay Substation would represent a less-than-significant impact (Class III).

Operation and Maintenance

Operational and maintenance activities would not occur at the site because the South Bay Substation would be decommissioned and demolished. Therefore, no impact with regard to long-term level of service for police protection services would occur.

Schools, Parks, and other Public Facilities

Construction

Approximately eight workers would be required on site during dismantling of the South Bay Substation (an approximately 6-month construction schedule is anticipated). Few workers are expected to relocate to the area during construction. While non-local workers could use local public facilities during construction, the temporary increased use of facilities would not warrant the construction of new public facilities. Therefore, impacts to schools, parks, and other public facilities during dismantling of the South Bay Substation would be less than significant (Class III).

Operation and Maintenance

Operational and maintenance activities would not occur at the site because the South Bay Substation would be decommissioned and demolished. Therefore, no impact with regard to increased demand for schools, parks, and other public facilities would occur.

Impact PSU-3: Sufficient water supplies are not available to serve the project from existing entitlements, and resources and new or expanded entitlements would be needed.

As identified under Section D.14.3.3, construction of the Proposed Project would require water for fugitive dust suppression, soil compaction, and general construction purposes. Approximately

2,400,000 gallons of water would be required for these activities (SDG&E 2010) over the 38-month construction duration (approximately 63,000 gallons per month). As the local water supplier in this area, Sweetwater would provide the water for construction purposes. Average daily consumption within Sweetwater's service area is 20.3 million gallons per day (Sweetwater Authority 2005). The project's water demand would be temporary and short-term during the construction phase of the project. Furthermore, Sweetwater has a sufficient water supply to meet the construction water supply demands of the project; therefore, impacts would be less than significant (Class III).

Impact PSU-4: **The applicable wastewater treatment provider that serves or may serve the project determines that adequate capacity to serve the project's projected demand (in addition to the provider's existing commitments) is not available.**

The proposed South Bay Substation dismantling would not generate population growth, and no additional wastewater treatment capacity would be required as a result of the project. Therefore, no new or expanded wastewater facilities would be required.

Impact PSU-5: **The project would not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.**

Construction

Demolition of the South Bay Substation involves the removal of the control house, steel support structures, and electrical substation equipment. The existing foundations would be removed to depths of approximately 6 feet below grade. Demolition and construction debris would be recycled at an approved facility to the greatest extent feasible. Materials not recycled would be disposed of at permitted landfills that have adequate capacity. During the demolition process, all equipment and materials would be tested in accordance with federal, state, and local standards to determine appropriate recycle, reuse, or disposal alternatives. The amount of solid waste generated by the demolition of the existing South Bay Substation would neither be substantial nor interfere with the sufficient permitted capacity of nearby landfills. Impacts would be less than significant (Class III).

Operation and Maintenance

The existing South Bay Substation is being dismantled as part of the Proposed Project, and there will be no future uses of the site. No impacts during operation and maintenance would occur.

Impact PSU-6: **The project would require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.**

The project proposes the dismantling of the South Bay Substation, which includes the removal of all above-grade substation equipment and returning the site to an area that would be graded to match the surrounding topography. Therefore, with dismantling of the South Bay Substation, no stormwater drainage facilities would be required because the area would be returned to a graded, pervious site. No impacts would result.

D.14.3.5 Transmission Interconnections

Impact PSU-1: **Construction of the project would disrupt the existing utility systems or cause a co-location accident.**

Utilities such as water, sewer, and natural gas pipelines; petroleum product pipelines; and electric and cables lines may be buried in the vicinity of the proposed transmission line interconnections. Construction of the transmission line interconnections would primarily occur within the 12-acre site and within the limits of the SBPP property; however, transmission improvements, as described in Section B, would require excavation along Bay Boulevard located within the City of Chula Vista.

State law requires construction crews to contact Underground Service Alert and manually probe for existing buried utilities in the Proposed Project area prior to any powered-equipment drilling or excavation. After probing the corridor for existing utilities, exact placement of the transmission structure and pole foundations would be determined so that placement of new structures would not conflict with other co-located utilities. Compliance with this standard construction practice would ensure that conflicts with existing utilities are less than significant (Class III).

Short-term electrical service interruptions during construction would likely occur during transfer of power from one circuit to another. Electrical transfers would be phased in accordance with Cal-ISO requirements in order to reduce the potential for electricity service interruptions during construction. Conformance with Cal-ISO requirements would ensure that less-than-significant (Class III) interruptions to the existing line occur, and therefore, no mitigation is required.

As discussed in Section D.14.1.1, various utilities (natural gas, water/sewer pipelines, and electric transmission lines) are located within the project area. Therefore, there would be potential for service interruptions of these utilities during construction of the project. Service disruptions may be unavoidable and potential conflicts with existing utilities may exist. While service disruptions would be expected to be temporary in nature, these disruptions could impact

nearby businesses and hinder activities in the surrounding area. These impacts are considered potentially significant. Implementation of Mitigation Measure PSU-1 would mitigate impacts associated with utility disruption (Impact PSU-1) to less-than-significant levels (Class II).

Impact PSU-2: Project construction and operation would increase the need for public services and facilities.

Fire Protection

Construction

Overhead and underground transmission line work could require fire protection and other emergency service providers to access various work areas along the transmission line alignments in response to a construction-related accident or fire. Transmission line work would require grading, excavation for steel and wood pole foundation holes, open-cut trenching for underground duct bank and vault installation, and horizontal jack-and-bore techniques to install the conduit along the underground route (230 kV loop-in, 138 kV extension, and 69 kV relocation would each include an underground component (see Figures B-3a through B-3d)). Access to temporary transmission line work areas would be available to fire protection and other emergency service providers, and transmission line work would not result in the closure of off-site roadways. Therefore, impacts associated with construction of the 230 kV loop-in, 138 kV extension, and 69 kV relocation would be less than significant (Class III).

Operation and Maintenance

Operation and maintenance activities would involve both routine preventive maintenance (i.e., pole or structure brushing, application of herbicides, and equipment replacement) and emergency procedures to maintain service continuity. Additional full-time SDG&E personnel are not anticipated to be required to perform transmission line operational and maintenance activities. Should a small fire originating at a transmission line component occur, response time for existing fire and emergency responders is expected to be adequate. The Proposed Project includes the relocation and extension of existing utilities in an area that is currently being serviced by the CVFD. Given that the project components are located within close proximity (approximately 2 miles) from the nearest CVFD station, the operation of the proposed utilities would not affect the long-term level of service for fire protection services, and impacts would be less than significant (Class III).

Police Protection

Construction

Access to temporary work areas associated with the 230 kV loop-in, 138 kV extension, and 69 kV relocation would be readily available to the CVPD in the event that a police presence is warranted on site. Construction activities associated with the 230 kV loop-in, 138 kV extension, and 69 kV relocation would not require the closure of roadways. Therefore, construction activities associated with the 230 kV loop-in, 138 kV extension, and 69 kV relocation would represent a less-than-significant impact (Class III).

Operation and Maintenance

Operation and maintenance of the 230 kV loop-in, 138 kV extension, and 69 kV relocation would not affect the long-term level of service for police protection services because activities would be limited in nature and would not require additional SDG&E personnel. Because additional personnel would not be required (and would not relocate to the area), operation of the transmission lines would not affect the long-term level of service for police protection services, and no impact would occur.

Schools, Parks, and other Public Facilities

Construction

Up to 38 workers would be required on site during the various phases of transmission line construction. Because few, if any, workers are anticipated to relocate to the area temporarily during construction and because temporary use of public facilities by non-local workers would not warrant the construction of new facilities, impacts to schools, parks, and other public facilities during construction of transmission line components would be less than significant (Class III).

Operation and Maintenance

Additional SDG&E staff would not be required during operations. Therefore, operation of the transmission lines would not increase any demands on schools, parks, and other public facilities. No impact would occur.

Impact PSU-3: **Sufficient water supplies are not available to serve the project from existing entitlements and resources, and new or expanded entitlements would be needed.**

Construction

As seen in Section D.13.3, the proposed construction activities would require water for fugitive dust suppression, soil compaction, and general construction purposes. Approximately 2,400,000 gallons of water would be required for these activities (SDG&E 2010) over the 38-month construction duration (approximately 63,000 gallons per month). As the local water supplier in this area, Sweetwater would provide the water for construction purposes. Average daily consumption within Sweetwater's service area is 20.3 million gallons per day (Sweetwater Authority 2005). The project's water demand would be temporary and short-term during the construction phase of the project. Furthermore, Sweetwater has a sufficient water supply to meet the construction water supply demands of the project; therefore, impacts would be less than significant (Class III).

Operation and Maintenance

Minimal amounts of water would be used during maintenance activities that include annual washing of porcelain insulators. The minimal usage of water would have a less-than-significant impact on water supply needs and would not require new water entitlements (Class III).

Impact PSU-4: **The applicable wastewater treatment provider that serves or may serve the project determines that adequate capacity to serve the project's projected demand (in addition to the provider's existing commitments) is not available.**

The proposed transmission interconnections would not generate population growth, and no additional wastewater treatment capacity would be required as a result of the project. Therefore, no new or expanded wastewater facilities would be required.

Impact PSU-5: **The project would not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.**

Construction

Steel cable risers, steel lattice structures, and wooden poles would be removed during construction. These components would be removed by a crane and flatbed trucks and then recycled for future use or disposed of at an appropriate facility. The recyclable material would be transported to the Sanco Resource Recovery facility, which is a construction, demolition, and inert recycling facility that accepts wood and metal items. This facility is located in Lemon

Grove, approximately 9.3 miles northeast of the proposed project. The amount of solid waste generated by the proposed construction activities would not be substantial or interfere with the sufficient permitted capacity of nearby landfills and would be a less-than-significant impact (Class III).

Operation and Maintenance

The proposed transmission facilities would not require staffing and would not produce wastes. Wastes produced during maintenance and repair activities would be transported back to the central SDG&E maintenance facility in San Diego for disposal. The amount of solid waste generated by the proposed maintenance and repair activities would neither be substantial nor interfere with the sufficient permitted capacity of nearby landfills and would be a less-than-significant impact (Class III).

Impact PSU-6: **The project would require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.**

The 230 kV loop-in, 138 kV extension, and 69 kV relocation includes transmission line improvements to accommodate the proposed Bay Boulevard Substation. The areas surrounding the proposed transmission line facilities consist of pervious surfaces. Therefore, the project would neither require nor result in the construction of new stormwater drainage facilities or expansion of existing facilities, and no impacts would occur.

D.14.4 Project Alternatives

D.14.4.1 Gas Insulated Substation Technology Alternative

Environmental Setting

Section D.14.1 describes the utility and service providers in the project area and provides an overview of the type and general locations of utilities and services in relation to the proposed Bay Boulevard Substation site and surrounding areas. SDG&E's Gas Insulated Substation Technology Alternative would occur in the same location as the proposed Bay Boulevard Substation site; therefore, the existing utilities would be the same as described in Section D.14.1.

Environmental Impacts and Mitigation Measures

This alternative would use Gas Insulated Substation technology for the 69/230 kV switchyard, which would be associated with the proposed Bay Boulevard Substation. All other project components as described for the Proposed Project would remain the same. Under this alternative, use of Gas Insulated Substation equipment would result in an approximate 4.4 acre footprint

within the same location as the Proposed Project. Public services and utilities would be utilized in the same manner as the Proposed Project. Under this alternative, due to the smaller footprint, slightly less water would be required for fugitive dust suppression. Since the Gas Insulated Substation Technology Alternative would be subjected to the same public services and utilities as the Proposed Project and would occur in the same location, Impacts PSU-2 through PSU-6, as identified for the Proposed Project, would be less than significant (Class III). As with the Proposed Project, impacts to utility disruption (Impact PSU-1) would be less than significant (Class II) with implementation of Mitigation Measure PSU-1.

Comparison to the Proposed Project

The Gas Insulated Substation Technology Alternative would utilize an alternative substation design situated on the same site as the Proposed Project. The final design would result in a slightly smaller footprint than the proposed Bay Boulevard Substation; however, the potential to interrupt existing utilities would remain unchanged. The location of cable pole risers and underground cable, which have a greater potential to disrupt public services and utilities, would not substantially change with this alternative. Therefore, impacts to public services and utilities would be the same for the Gas Insulated Substation Technology Alternative as the Proposed Project.

D.14.4.2 Tank Farm Site Alternative

Environmental Setting

Section D.14.1 describes the utility and service providers in the project area and provides an overview of the type and general locations of utilities and services in the surrounding area. Because the Tank Farm Site Alternative is located approximately 250 feet north of the existing South Bay Substation, the existing service and utility conditions would be as described in Section D.14.1.

The environmental setting for the Air Insulated Substation Alternative and Gas Insulated Substation Technology Alternative at the Tank Farm site would be the same, and therefore, environmental setting is not further discussed in Sections D.14.4.2.1 and D.14.4.2.2.

D.14.4.2.1 Tank Farm Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, utility and service providers would be used in the same manner as described in Section D.14.3 for the Proposed Project. Similar construction activities would be required to build the substation at this alternative site; therefore, as identified for the Proposed Project, Impacts PSU-2 through PSU-6 would be less than significant (Class III). As with the

Proposed Project, impacts to utility disruption (Impact PSU-1) during construction would be less than significant (Class II) with implementation of Mitigation Measure PSU-1.

Comparison to the Proposed Project

Public service and utility impacts resulting from construction and operation of the Tank Farm Site – Air Insulated Substation Alternative would be similar to the Proposed Project for Impacts PSU-1 through PSU-6.

D.14.4.2.2 Tank Farm Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, a similar development footprint and layout as identified for the Gas Insulated Substation Technology Alternative in Section D.14.4.1 would be required for the new substation and would be constructed at the Tank Farm site. Under this alternative, due to the smaller footprint, slightly less water would be required for fugitive dust suppression. As under the Tank Farm – Air Insulated Substation Alternative, public services and utilities would be used in the same manner as described in Section D.14.3 for the Proposed Project, and would be less than significant (Class III) for impacts PSU-2 through PSU-6. As with the Proposed Project, impacts to utility disruption (Impact PSU-1) during construction would be less than significant (Class II) with implementation of Mitigation Measure PSU-1.

Comparison to the Proposed Project

Although, the final design under this alternative would result in a slightly smaller footprint than the proposed Bay Boulevard Substation, the potential to interrupt existing utilities would remain unchanged when compared to the Proposed Project. Public service and utility impacts resulting from construction and operation of the Tank Farm Site – Gas Insulated Substation Alternative would be substantially the same when compared to the Proposed Project for Impacts PSU-1 through PSU-6.

D.14.4.3 Existing South Bay Substation Site Alternative

Environmental Setting

Section D.14.1 describes the existing environmental setting of the Proposed Project, identifies the utility and service providers in the project area, and provides an overview of the type and general locations of utilities and services in the surrounding area. Because this alternative would construct a new substation at the existing South Bay Substation site, the existing public service and utility conditions would be as described in Section D.14.1.

The environmental setting for the Air Insulated Substation Alternative and Gas Insulated Substation Technology Alternative at the existing South Bay Substation site would be the same, and therefore, environmental setting is not further discussed in Sections D.14.4.3.1 and D.14.4.3.2.

D.14.4.3.1 Existing South Bay Substation Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Because this alternative would be located in the same general area and would experience similar construction and operational scenarios, public services and utilities are anticipated to be used in the same manner as previously described for the Proposed Project. Therefore, project effects would be less than significant (Class III) for Impacts PSU-2 through PSU-6. Also (similar to the Proposed Project), impacts to utility disruption (Impact PSU-1) during construction would be less than significant (Class II) with implementation of Mitigation Measure PSU-1.

Comparison to the Proposed Project

Construction and operation of the Existing South Bay Substation Site – Air Insulated Substation Alternative would result in similar public service and utility impacts (Impacts PSU-1 through PSU-6) when compared to the Proposed Project.

D.14.4.3.2 Existing South Bay Substation Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, a similar development footprint and layout as identified for the Gas Insulated Substation Technology Alternative in Section D.14.4.1 would be required for the new substation and would be constructed at the existing South Bay Substation site. Since the project footprint is smaller under this alternative, slightly less water would be required for fugitive dust suppression. Public services and utilities would be used in the same manner as described in Section D.14.3 for the Proposed Project, and would be less than significant (Class III) for Impacts PSU-2 through PSU-6. As with the Proposed Project, impacts to utility disruption (Impact PSU-1) during construction would be less than significant (Class II) with implementation of Mitigation Measure PSU-1.

Comparison to the Proposed Project

Although, the final design under this alternative would result in a slightly smaller footprint than the proposed Bay Boulevard Substation, the potential to interrupt existing utilities would remain unchanged when compared to the Proposed Project. Public service and utility impacts resulting from construction and operation of the Existing South Bay Substation Site – Gas Insulated

Substation Alternative would be substantially the same when compared to the Proposed Project for Impacts PSU-1 through PSU-6.

D.14.4.4 Power Plant Site Alternative

Environmental Setting

Section D.14.1 describes the utility and service providers in the project area and provides an overview of the type and general locations of utilities and services in the surrounding area. Because the Power Plant Site Alternative is located just north of the Proposed Project, the existing service and utility conditions would be as described in Section D.4.1.

The environmental setting for the Air Insulated Substation Alternative and Gas Insulated Substation Technology Alternative at the Power Plant site would be the same, and therefore, environmental setting is not further discussed in Sections D.14.4.4.1 and D.14.4.4.2.

D.14.4.4.1 Power Plant Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, utility and service providers would be used in the same manner as described in Section D.14.3 for the Proposed Project. Similar construction activities would be required to build the substation at this alternative site; therefore, Impacts PSU-2 through PSU-6, as identified for the Proposed Project would be less than significant (Class III). As with the Proposed Project, impacts to utility disruption (Impact PSU-1) during construction would be less than significant (Class II) with implementation of Mitigation Measure PSU-1.

Comparison to the Proposed Project

Public service and utility impacts resulting from the construction and operation of the Power Plant Site – Air Insulated Substation Alternative would be similar to the Proposed Project for Impacts PSU-1 through PSU-6.

D.14.4.4.2 Power Plant Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, a similar development footprint and layout as identified for the Gas Insulated Substation Technology Alternative in Section D.14.4.1 would be required for the new substation and would be constructed at the Power Plant site. Due to the smaller footprint required under this alternative, slightly less water would be required for fugitive dust suppression. As under the Power Plant – Air Insulated Substation Alternative, public services and utilities would be used in the same manner as described in Section D.14.3 for the Proposed Project, and would

be less than significant (Class III) for impacts PSU-2 through PSU-6. As with the Proposed Project, impacts to utility disruption (Impact PSU-1) during construction would be less than significant (Class II) with implementation of Mitigation Measure PSU-1.

Comparison to the Proposed Project

Although, the final design under this alternative would result in a slightly smaller footprint than the proposed Bay Boulevard Substation, the potential to interrupt existing utilities would remain unchanged when compared to the Proposed Project. Public service and utility impacts resulting from construction and operation of the Power Plant Site – Gas Insulated Substation Alternative would be substantially the same when compared to the Proposed Project for Impacts PSU-1 through PSU-6.

D.14.4.5 Broadway and Palomar Site Alternative

Environmental Setting

Section D.14.1 describes the utility and service providers in the project area and provides an overview of the type and general locations of utilities and services in the surrounding area. The Broadway and Palomar Site Alternative is located approximately 1.2 miles southeast of the Proposed Project site.

D.14.4.5.1 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.14.4.5.2 Broadway and Palomar Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, a similar development footprint and layout as identified for the Gas Insulated Substation Technology Alternative in Section D.14.4.1 would be required for the new substation and would be constructed at the Broadway and Palomar site. The smaller development footprint for the Gas Insulated Substation Alternative design would reduce the amount of water needed for dust suppression during construction activities when compared to the Proposed Project. As described in Section C.5.5, the Broadway and Palomar Site Alternative would require construction of approximately 2.9 miles of transmission corridors to provide connections to the SDG&E grid, which includes construction of 69 kV lines that would cross I-5 via horizontal directional drilling. Establishment of additional transmission corridors would entail the installation of new overhead transmission structures that could result in more utility disruptions

(Impact PSU-1) than the Proposed Project. However, with implementation of Mitigation Measure PSU-1, impacts would be reduced to less than significant (Class II). Similar construction activities would be required to build the substation at this alternative site; therefore, as identified for the Proposed Project, Impacts PSU-2 through PSU-6 would be less than significant (Class III).

Comparison to the Proposed Project

Public service and utility impacts resulting from construction of Broadway and Palomar Site – Gas Insulated Substation Alternative would be greater than the Proposed Project. As a result of the alternative requiring construction along approximately 2.9 miles of existing and proposed transmission corridors in an urban area, it is likely utilities that were not affected under the Proposed Project would be affected by construction activities under this alternative. Therefore, impacts to utility disruption (Impact PSU-1) would be greater than the Proposed Project. Public service impacts resulting from construction and operation of the Broadway and Palomar Site – Gas Insulated Substation Alternative would be substantially the same when compared to the Proposed Project.

D.14.4.6 Goodrich South Campus Site Alternative

Environmental Setting

Section D.14.1 describes the utility and service providers in the project area and provides an overview of the type and general locations of utilities and services in the surrounding area. Because the Goodrich South Campus Site Alternative would occur in the same area as the Proposed Project, the existing utility and service providers would be similar to those described in Section D.14.1.

The environmental setting for the Air Insulated Substation Alternative and Gas Insulated Substation Technology Alternative at the Goodrich South Campus Site would be the same, and therefore, environmental setting is not further discussed in Sections D.14.4.6.1 and D.14.4.6.2.

D.14.4.6.1 Goodrich South Campus Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, utility and service providers would be used in the same manner as described in Section D.14.3 for the Proposed Project. Similar construction activities would be required to build the substation at this alternative site; therefore, as identified for the Proposed Project, Impacts PSU-2 through PSU-6 would be less than significant (Class III). As described in Section C.5.6, the Goodrich South Campus Site Alternative would require construction of approximately 0.6 miles of 69 kV lines that would be extended from the existing terminus at the South Bay Substation to the Goodrich Campus site. Establishment of additional corridors would

entail the installation of new overhead transmission structures that could result in slightly greater utility disruption (Impact PSU-1) than described for the Proposed Project. However, with implementation of Mitigation Measure PSU-1, impacts would be reduced to less than significant (Class II).

Comparison to the Proposed Project

Overall, implementation of the Goodrich South Campus Site – Air Insulated Substation Alternative would have slightly greater utility impacts than the Proposed Project due to construction along approximately 0.6 mile of existing and proposed transmission corridors that were not affected under the Proposed Project. Therefore, impacts to utility disruption (Impact PSU-1) would be greater than the Proposed Project. Public service impacts resulting from construction and operation of the Goodrich South Campus Site – Air Insulated Substation Alternative would be similar to the Proposed Project for Impacts PSU-2 through PSU-6.

D.14.4.6.2 Goodrich South Campus Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, a similar development footprint and layout as identified for the Gas Insulated Substation Technology Alternative in Section D.14.4.1 would be required for the new substation and would be constructed at the Goodrich South Campus site. The smaller development footprint for the Gas Insulated Substation alternative design would slightly reduce the amount of water needed for dust suppression during construction activities when compared to the Proposed Project. The impacts would be the same as under the Air Insulated Substation because new transmission facilities would be required as discussed in Section D.14.4.6.1.

Comparison to the Proposed Project

Public service and utility impacts resulting from the construction of Goodrich South Campus Site – Gas Insulated Substation Alternative would be greater than the Proposed Project. As a result of the alternative requiring construction along approximately 0.6 mile of existing and proposed transmission corridors in an urban area, it is likely utilities that were not affected under the Proposed Project would be affected by construction activities under this alternative. Therefore, impacts to utility disruption (Impact PSU-1) would be greater than the Proposed Project. Public service impacts resulting from construction and operation of the Goodrich South Campus Site – Gas Insulated Substation Alternative would be substantially the same when compared to the Proposed Project.

D.14.4.7 H Street Yard Site Alternative

Environmental Setting

Section D.14.1 describes the utility and service providers in the project area and provides an overview of the type and general locations of utilities and services in the surrounding area. Because the H Street Yard Site Alternative would occur in the same area as the Proposed Project, the existing utility and service providers would be similar to those described in Section D.14.1.

The environmental setting for the Air Insulated Substation Alternative and Gas Insulated Substation Technology Alternative at the H Street Yard site would be the same, and therefore, environmental setting is not further discussed in Sections D.14.4.7.1 and D.14.4.7.2.

D.14.4.7.1 H Street Yard Site – Air Insulated Substation Alternative

Under this alternative, utility and service providers would be used in the same manner as described in Section D.14.3 for the Proposed Project. Similar construction activities would be required to build the substation at this alternative site; therefore, as identified for the Proposed Project, Impacts PSU-2 through PSU-6 would be less than significant (Class III). As described in Section C.5.7, the H Street Yard Site Alternative would require construction of approximately 0.8 mile of 69 kV lines that would need to be extended from the existing terminus at the South Bay Substation to the H Street Yard site. Establishment of additional transmission corridors would entail the installation of new overhead transmission structures that could result in slightly greater utility disruptions (Impact PSU-1). With implementation of Mitigation Measure PSU-1, impacts would be reduced to less than significant (Class II).

Comparison to the Proposed Project

Overall, implementation of the H Street Yard Site – Air Insulated Substation Alternative would have slightly greater utility impacts than the Proposed Project due to construction along approximately 0.8 mile of existing and proposed transmission corridors that were not affected under the Proposed Project. Therefore, impacts to utility disruption (Impact PSU-1) would be greater than the Proposed Project. Public service impacts resulting from construction and operation of the H Street Yard Site – Air Insulated Substation Alternative would be similar to the Proposed Project for Impacts PSU-2 through PSU-6.

D.14.4.7.2 H Street Yard Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, a similar development footprint and layout as identified for the Gas Insulated Substation Technology Alternative in Section D.14.4.1 would be required for the new

substation and would be constructed at the H Street Yard site. The smaller development footprint for the Gas Insulated Substation alternative design would slightly reduce the amount of water needed for dust suppression during construction activities when compared to the Proposed Project. The impacts would be as described under the Air Insulated Substation Alternative because new transmission facilities would be required as discussed in Section D.14.4.7.1.

Comparison to the Proposed Project

Public service and utility impacts resulting from the construction of H Street Yard Site – Gas Insulated Substation Alternative would be greater than the Proposed Project. As a result of the alternative requiring construction along approximately 0.8 mile of existing and proposed transmission corridors in an urban area, it is likely utilities that were not affected under the Proposed Project would be affected by construction activities under this alternative. Therefore, impacts to utility disruption (Impact PSU-1) would be greater than the Proposed Project. Public service impacts resulting from construction and operation of the H Street Yard Site – Gas Insulated Substation Alternative would be substantially the same when compared to the Proposed Project.

D.14.4.8 Bayside Site Alternative

Environmental Setting

Section D.14.1 describes the utility and service providers in the project area and provides an overview of the type and general locations of utilities and services in the surrounding area. Because the Bayside Site Alternative would occur in the same area as the Proposed Project, the existing utility and service providers would be similar to those described in Section D.14.1.

The environmental setting for the Air Insulated Substation Alternative and Gas Insulated Substation Technology Alternative at the Bayside site would be the same, and therefore, environmental setting is not further discussed in Sections D.14.4.8.1 and D.14.4.8.2.

D.14.4.8.1 Bayside Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, utility and service providers would be used in the same manner as described in Section D.14.3 for the Proposed Project. Similar construction activities would be required to build the substation at this alternative site; therefore, as identified for the Proposed Project, Impacts PSU-2 through PSU-6 would be less than significant (Class III). As described in Section C.5.8, the Bayside Site Alternative would require construction of approximately 1.8 mile of 69 and 230 kV transmission lines. Establishment of additional corridors would entail the installation of new overhead transmission structures that could result in slightly greater utility

disruptions (Impact PSU-1). With implementation of Mitigation Measure PSU-1, impacts would be reduced to less than significant (Class II).

Comparison to the Proposed Project

Overall, implementation of the Bayside Site – Air Insulated Substation Alternative would have slightly greater utility impacts than the Proposed Project due to construction along approximately 1.8 miles of existing and proposed transmission corridors that were not affected under the Proposed Project. Therefore, impacts to utility disruption (Impact PSU-1) would be greater than the Proposed Project. Public service impacts resulting from the construction and operation of the Bayside Site – Air Insulated Substation Alternative would be similar to the Proposed Project for Impacts PSU-2 through PSU-6.

D.14.4.8.2 Bayside Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, a similar development footprint and layout as identified for the Gas Insulated Substation Technology Alternative in Section D.14.4.1 would be required for the new substation and would be constructed at the Bayside site. The smaller development footprint for the Gas Insulated Substation alternative design would slightly reduce the amount of water needed for dust suppression during construction activities when compared to the Proposed Project. The impacts would be as described under the Air Insulated Substation Alternative because new transmission facilities would be required as discussed in Section D.14.4.8.1.

Comparison to the Proposed Project

Public service and utility impacts resulting from the construction of Bayside Site – Gas Insulated Substation Alternative would be greater than the Proposed Project. As a result of the alternative requiring construction along approximately 1.8 miles of existing and proposed transmission corridors in an urban area, it is likely utilities that were not affected under the Proposed Project would be affected by construction activities under this alternative. Therefore, impacts to utility disruption (Impact PSU-1) would be greater than the Proposed Project. Public service impacts resulting from construction and operation of the Bayside Site – Gas Insulated Substation Alternative would be substantially the same when compared to the Proposed Project.

D.14.4.9 Environmental Impacts of the No Project Alternative

Under the No Project Alternative, none of the facilities associated with the Project or alternatives evaluated in this EIR would be constructed, and therefore, none of the impacts in this section would occur. Under the No Project Alternative, SDG&E may be required to develop additional transmission upgrades as described in Section C.7 of this EIR. Additional transmission upgrades

are anticipated to occur in developed areas supporting existing utilities, and therefore, construction could cause temporary impacts due to disruption. Similar to the Proposed Project, impacts to utility disruption (Impact PSU-1) during construction would be less than significant (Class II) with implementation of Mitigation Measure PSU-1.

D.14.5 Mitigation Monitoring, Compliance, and Reporting

Table D.14-3 shows the mitigation monitoring, compliance, and reporting program (MMCRP) for public services and utilities. CPUC is responsible for ensuring compliance with the MMCRP for public services and utilities. The agency mitigation measure is listed and includes implementation actions, monitoring requirements, effectiveness criteria, and timing or location of action.

**Table D.14-3
MMCRP for Public Services and Utilities**

Impact	MM	APM No.	Mitigation Measure/ Applicant Proposed Measure	Implementation Actions	Monitoring Requirements and Effectiveness Criteria	Timing of Action and Location
Impact PSU-1: Construction of the project would disrupt the existing utility systems or cause a co-location accident.	PSU-1	—	Prior to construction in which a utility service interruption is known to be unavoidable, SDG&E shall notify members of the public affected by the planned outage of the impending interruption. Copies of the notices and dates shall be provided to the CPUC at the time the notices are distributed to the public.	SDG&E to implement measure as defined. SDG&E to incorporate measure into construction contract.	CPUC to review notices prior to posting to ensure that utility system disruption impacts are minimized.	Prior to and during construction in all work areas.

D.14.6 References

- 14 CCR 15000–15387 and Appendix A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.
- 33 U.S.C. 1251–1387. Federal Water Pollution Control Act, as amended (commonly referred to as the Clean Water Act).
- California Integrated Waste Management Plan. 2008. “History of California Solid Waste Law, 1985–1989.” CalRecycle. January 8, 2008. Accessed November 5, 2010. <http://www.ciwmb.ca.gov/Statutes/Legislation/CalHist/1985to1989.htm>.
- California Integrated Waste Management Board 2009. “Assembly Bill (AB) 75, Chapter 764, Statutes of 1999.” Accessed October 20, 2009. <http://www.ciwmb.ca.gov/stateagency/requirements/AB75.htm>.
- City of Chula Vista. 2005a. *City of Chula Vista General Plan Update Final Environmental Impact Report (EIR)*, pages 531– 532. Adopted December 13, 2005.
- City of Chula Vista. 2005b. *City of Chula Vista Vision 2020 General Plan*, Chapter 8, “Public Facilities and Services Element.” Adopted December 13, 2005.
- City of Chula Vista. 2008. *Recycling and Solid Waste Planning Manual*. Adopted by Council Resolution 2005-023, Updated 10/25/2008 Resolution 2008-244.
- City of Chula Vista. 2010. “About the Chula Vista Fire Department.” Accessed September 17, 2010. http://www.ci.chula-vista.ca.us/City_Services/Public_Safety/Fire_Department/About_CVFD/Default.asp.
- County of San Diego. 2005. *Integrated Waste Management Plan, Countywide Siting Element, Five-Year Revision*. Final. San Diego County Department of Public Works. Approved and adopted by the Board of Supervisors, January 5, 2005. Approved by Majority of Cities with Majority of Population. Approved by CIWMB, September 20–21, 2005. Accessed October 22, 2010. <http://www.scdpw.org/siting/pdf/San%20Diego%20County%20Siting%20Element%202005.pdf>.
- CVESD (Chula Vista Elementary School District). 2010. “Chula Vista Elementary School District – List of District Schools.” Accessed September 19, 2010. <http://www.cvesd.org/schools/allschools/Pages/schools.aspx>.
- Gonzalez, Bernard. 2010. Personal communication (telephone conversation) between B. Gonzalez (public information officer, CVPD) and J. Saunders (Dudek). September 17, 2010.

- Port District (Unified Port District of San Diego). 2010. "Unified Port of San Diego – Recreation." Accessed September 19, 2010.
<http://www.portofsandiego.org/recreation.html>.
- SDG&E (San Diego Gas & Electric). 2010. Proponent's Environmental Assessment (PEA) for the South Bay Substation Relocation Project. Prepared by Insignia Environmental. June 2010.
- SUSHD (Sweetwater Union High School District). 2010. "Sweetwater Union High School District – High Schools Directory." Accessed September 17, 2010.
<http://www.suhd.k12.ca.us/schooldirectory/>.
- Sweetwater Authority. 2005. *Urban Water Management Plan*, December 2005. Accessed October 25, 2010. <http://www.sweetwater.org/index.aspx?page=115>.
- USFWS (U.S. Fish and Wildlife Service). 2006. *San Diego Bay National Wildlife Refuge – Sweetwater Marsh and South San Diego Bay Units. Comprehensive Conservation Plan and Environmental Impact Statement*. August 2006.
- USFWS. 2010. "San Diego National Wildlife Refuge Complex, Pacific Southwest Region." Accessed September 17, 2010. <http://www.fws.gov/sandiegorefuges/>.

INTENTIONALLY LEFT BLANK