D.2 Aesthetics

This section evaluates the potential for the South Bay Substation Relocation Project (Proposed Project) to impact environmental and regulatory aesthetics in the project area. Sections D.2.1 and D.2.2 describe the environmental and regulatory aesthetics setting for Proposed Project, respectively. Section D.2.3 includes analysis and discussion of aesthetics impacts resulting from the Proposed Project, while Section D.2.4 presents impact analysis for the alternatives. Section D.2.5 provides information about mitigation monitoring and reporting.

D.2.1 Environmental Setting for the Proposed Project

Methodology and Assumptions

The visual analysis was conducted between June 2010 and February 2011 and between May 2011 and September 2011 and is primarily based on the review of San Diego Gas & Electric's (SDG&E's) Proponent's Environmental Assessment (PEA) (SDG&E 2010a) and data responses (SDG&E 2010b and 2010c), and a review of relevant governmental plans and policies regarding visual resources. In addition, Dudek visited the project site on August 17, 2010, to accurately describe the existing landscape conditions and document views of estimated potential visual changes that could occur as a result of the Proposed Project. Dudek also visited select off-site viewing locations on October 28, 2010, to assess the overall visibility of the project site from these areas. Visual simulations prepared by SDG&E as part of the PEA (and in response to data requests) have been reviewed and are incorporated into the visual analysis to document viewing conditions and changes to the existing landscape. The visual analysis focuses on changes to residential, park, recreation, and travel route views, and the effects on conformity with plans and policies regarding visual quality. Lastly, the analysis addresses the California Environmental Quality Act (CEQA) Guidelines for aesthetics.

Key terms used in the aesthetics section are defined as follows.

Project Area

The project area for visual resources encompasses the on-site landscapes directly affected by construction of the proposed Bay Boulevard Substation; demolition of the existing South Bay Substation; and construction of the 230-kilovolt (kV) loop-in, relocation of the 69 kV transmission lines, and extension of the 138 kV transmission line. In addition to on-site landscapes, the project area for visual resources includes the surrounding off-site areas that would be afforded views of the Proposed Project components.

Visual Resources

Visual resources consist of the landforms, vegetation, rock and water features, and cultural modifications that create the visual character and sensitivity of a landscape. A number of factors are documented for the existing visual resources of the project area in order to determine the manner in which those resources or characteristic landscapes may be modified by the Proposed Project or alternatives. The primary existing visual condition factors considered in this study are defined as follows and include visual quality, viewer types and volumes, visual sensitivity, and viewer exposure. Key observation points are used in this analysis to document these factors from representative residential, park, and travel route viewing locations.

Visual Quality is defined as the overall visual impression or attractiveness of an area as determined by the particular landscape characteristics, including landforms, rock forms, water features, and vegetation patterns. The attributes of variety, vividness, coherence, uniqueness, harmony, and pattern contribute to the overall visual quality of an area. For the purposes of this document, visual quality is defined according to three levels: (1) indistinctive or industrial – defined as generally lacking in natural or cultural visual resource amenities typical of the region, (2) representative – defined as visual resources typical or characteristic of the region's natural and/or cultural visual amenities, and (3) distinctive – defined as visual resources that are unique or exemplary of the region's natural or cultural scenic amenities.

Visual Sensitivity is the overall measure of an existing landscape's susceptibility to adverse visual changes. This analysis of visual sensitivity is based on the combined factors of visual quality, viewer types and volumes, and visual exposure to the Proposed Project or alternatives. Visual sensitivity is reflected in this environmental document according to high, moderate, and low visual sensitivity ranges. The sensitivity of viewers is incorporated into the summary description for each of the identified key observation points.

Viewer Types and Volumes of use pertain to the types and amounts of use that various land uses receive. Land uses that derive value from the quality of their settings are considered potentially sensitive. Land uses within the project area that may be visually sensitive to change include residential areas; designated park, recreation, and natural areas; major transportation systems; and designated scenic roads.

Distance Zones (Foreground, Middle-Ground, and Background Distances) characterize the distance from which a project component may be viewed and ultimately affect the visual dominance and clarity that a feature or component may have within the seen landscape. Distance zones are described in this section according to *foreground views, middle-ground views*, and *background views*. Foreground views pertain to viewing distances where the viewer has close range visibility to a given object (generally within 0.25 to 0.5 mile away). Middle-ground views

typically pertain to viewing distances between 0.5 mile and 3 miles away, where objects are still distinguishable from other adjacent visual features. Background views pertain to viewing distances up to 15 miles away, where visibility of objects is less distinctive, and where ridges and skylines provide the greatest potential viewing opportunities to an object.

Viewer Exposure addresses the variables that affect viewing conditions from potentially sensitive areas. Viewer exposure considers (1) landscape visibility – the ability to see the landscape where the project will be located; (2) the viewing distance – the proximity of viewers to the project; (3) viewing angle – whether the project or alternatives would be viewed from above (superior), below (inferior), or from a level (normal) line of sight; (4) extent of visibility – whether the line of sight is open and panoramic to the project area or restricted by terrain, vegetation, and/or buildings; and (5) duration of view.

Key Observation Points (KOPs) are representative viewpoints within the project area that are evaluated in detail for anticipated changes to the visual environment. The KOP locations and view orientations were initially identified by SDG&E's PEA and were then subsequently reviewed in the field by Dudek to verify their suitability for inclusion in the analysis. Five KOPs have been selected to represent the range of viewing conditions and visual changes that would result from the Proposed Project. KOPs are included in the visual analysis for travel routes in the project area, and because views of the Proposed Project from residential, park, and recreation areas would be limited and primarily screened by intervening cultural modifications, landforms, or vegetation, views from these locations have not been included as KOPs.

Visual Simulations are defined as accurate, photorealistic images of proposed or alternative actions or facilities and are key to documenting visual changes and determining visual contrast levels from specific KOP viewing locations. Visual simulations were prepared by SDG&E's visual resources consultant and were reviewed by Dudek for completeness and photorealism.

D.2.1.1 General Overview

Visual Quality

The Proposed Project site is located in the City of Chula Vista (City) on the eastern edge of San Diego Bay. More specifically, the project site is located in the Otay District of the Chula Vista Bayfront, an area populated by various industrial facilities including the existing South Bay Substation, the South Bay Power Plant (SBPP), a former liquefied natural gas (LNG) site, and SDG&E-owned transmission lines. Bay Boulevard, a two-lane arterial road, is located immediately east of the Proposed Project area and is fronted by low-rise commercial/office buildings. Interstate 5 (I-5) and the urban core of the City are located farther to the east. Intermittent views of San Diego Bay can be seen between existing vegetation and industrial structures along Bay Boulevard. Horizontal, broad salt crystallizer ponds are located south and

west of the project site, and approximately 2 miles to the west across San Diego Bay is the community of Coronado Cays.

Visual Sensitivity

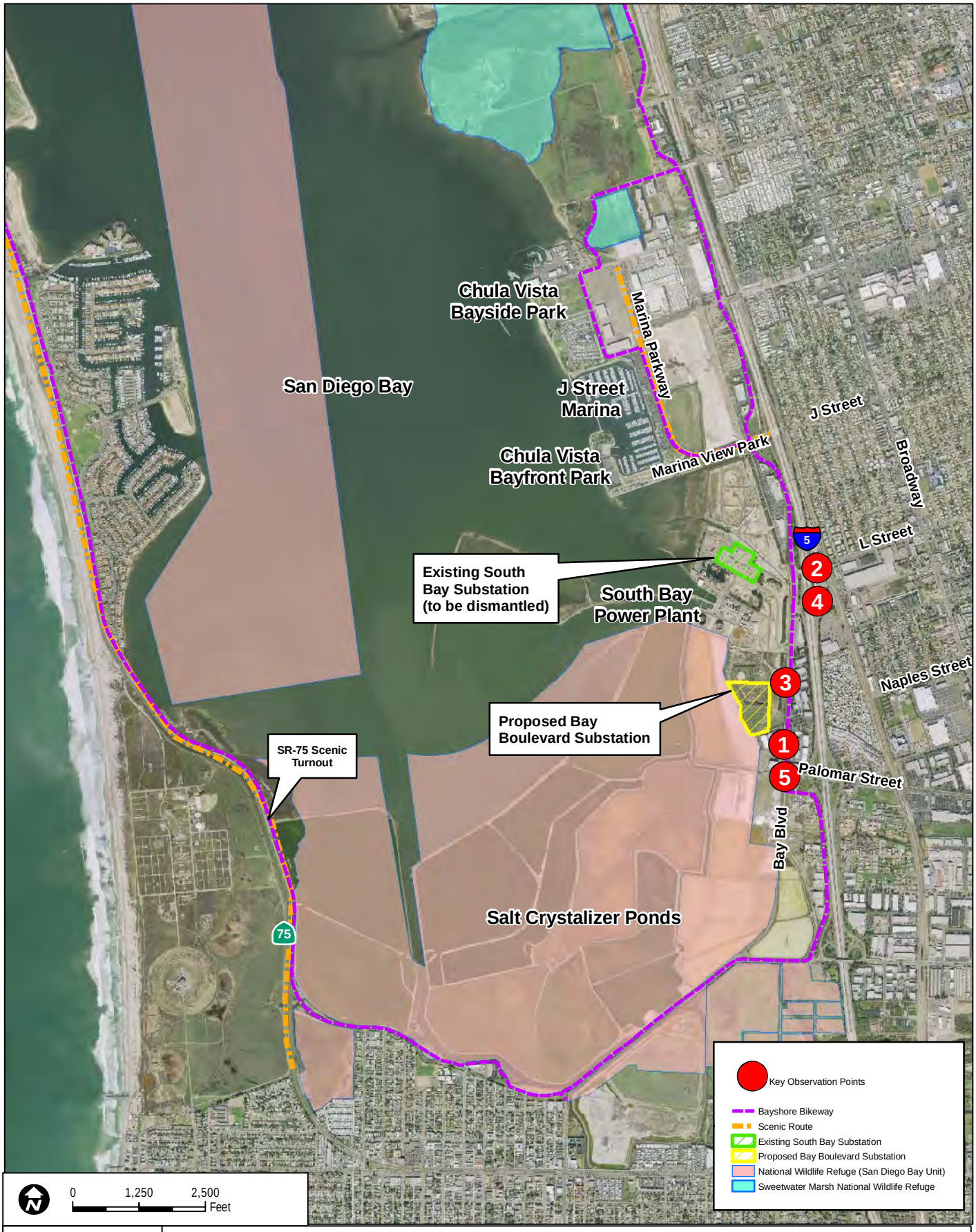
Viewer Types and Exposure

Viewers within the project area primarily are associated with travel on state and local roads; commercial businesses located along Bay Boulevard; and park, recreation, and natural areas. Figure D.2-1, Key observation Points and Sensitive Viewing Locations, shows the existing land uses within the project area.

Residential Areas. There are no existing residential communities west of I-5 in the project area. Dispersed residential development occurs east of I-5; however, visibility to the SDG&E transmission lines, lattice structures, and facilities is substantially screened by the I-5 freeway and ramps as well as other urban development located west of the interstate.

Park and Recreation Areas. Park, recreation, and natural areas within the project area include Marina View Park, Bayfront Park and Marina, and the San Diego Bay National Wildlife Refuge (NWR) (South San Diego Bay Unit, which includes the J Street Marsh and the Chula Vista Wildlife Reserve). As discussed in Section D.14, Public Services and Utilities, and D.15, Recreation, open water incorporated into the southern end of the South San Diego Bay NWR accommodates recreational activities including boating, fishing, parasailing, and windsurfing.

The Chula Vista Marina View Park is traversed and located west, adjacent to the SDG&E easement that extends north to Marina Parkway. Chula Vista Bayfront Park is located approximately 2,100 feet west of the northern extent of the 69 kV transmission line relocation work area, and San Diego Bay NWR (South San Diego Bay Unit) is located adjacent to the western boundary of the proposed Bay Boulevard Substation site. While existing ornamental vegetation provides some screening, visibility to existing transmission lines is primarily open, and due to the inferior viewing angle, transmission structures and lines are silhouetted against the sky backdrop. Visibility to the transmission lines and existing South Bay Substation is limited from Bayfront Park and Marina due to intervening landscaping and proximity. Visibility to the proposed Bay Boulevard Substation site from Marina View and Bayfront Park is limited due to intervening structures and proximity (see Attachment D.2-1, Photo 4). Views from the bay are open and unobstructed to SDG&E's transmission lines, structures, and existing facilities in the project area. Viewer exposure from the bay is considered high due to the large number of viewers, moderate view duration, and open visibility conditions that are possible.



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SOURCE: Digital Globe 2008
SDG&E PEA 2010

FIGURE D.2-1

Key Observation Points and Sensitive Viewing Locations

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Motorists on Major or Scenic Travel Routes. Major travel routes and scenic highways within view of the project include I-5, State Route 75 (SR-75), Marina Parkway, Bay Boulevard, and L Street.

I-5 parallels ~~the~~ existing 69 kV and 138 kV transmission lines ~~and lattice steel bridge structures~~ for approximately 1 mile through the City. The interstate is located as close as 320 feet east of the transmission lines. Viewer exposure is high due to the high number of viewers, duration of views, as well as the open visibility and close viewing conditions. From I-5, visual quality toward the bayfront is predominantly industrial as a result of the SBPP and ~~lattice bridge structures~~transmission infrastructure. Intervening vegetation is located along I-5, along the 1-mile segment parallel to the project site, and it screens views of the SBPP, transmission structures, and the proposed Bay Boulevard Substation site. The visual quality of westward views from I-5 is substantially influenced by ~~the numerous bridge structures~~transmission infrastructure and other industrial land uses seen to the south, including the SBPP (see Attachment D.2-1, Photo 5).

SR-75 is a state-designated scenic highway located approximately 2 miles west of the SBPP. It includes the San Diego–Coronado Bridge and passes directly through Coronado. Views from SR-75 across San Diego Bay are panoramic and open to the industries in this part of Chula Vista; however, due to proximity, industrial land uses (with the exception of the bold form and vertical lines of the SBPP and other prominent uses) located on the eastern bayfront are primarily indistinct and indiscernible. Eastward views from SR-75 are long; however, they are not clearly visible from this scenic travel corridor because of the distance between the viewer and the project location (see Attachment D.2-1, Photo 6).

Marina Parkway, a City-designated Scenic Roadway from the intersection of E Street and I-5 on the north to its intersection with I-5 at J Street, is located approximately 250 feet north of the northern extent of the transmission line work area adjacent to Bay Boulevard. While existing ornamental vegetation provides some screening, visibility to existing transmission lines is primarily open, and due to the inferior viewing angle, transmission structures and lines are silhouetted against the sky backdrop (see Attachment D.2-1, Photo 7).

Bay Boulevard is located parallel to the transmission line component of the Proposed Project and would also be located within 350 feet of the proposed Bay Boulevard Substation boundary and 700 feet of the existing South Bay Substation site (primary access to the project site would be provided by Bay Boulevard). Viewer exposure is high due to the high number of viewers, duration of views, as well as the close viewing conditions. Westward views from Bay Boulevard to the project site are partially screened by vegetation; however, at several locations along the approximately 1-mile segment with which the roadway would parallel the project site, vegetation is sparse, the regularity of commercial development is broken, and views to the project site are open and unobstructed. The

inferior viewing angle afforded to motorists and cyclists on Bay Boulevard also contributes to the relatively high viewer exposure (see Attachment D.2-1, Photo 8).

L Street is perpendicular to I-5 and Bay Boulevard. Westward-facing views from the L Street/I-5 overpass provide a slightly superior viewing angle to motorists, and the absence of intervening vegetation provides open, panoramic views to the bayfront and points beyond (the inclusion of the existing SBPP restricts a full panoramic view). Viewer exposure is high due to the high number of viewers, duration of views, angle of view, as well as the close viewing conditions. Views of the demolition of the existing South Bay Substation would be openly visible from the L Street/I-5 overpass (see Attachment D.2-1, Photo 9).

Viewing distance zones, viewer exposure conditions, and viewer concerns about these viewer groups are described by KOPs in the following discussion.

Key Observation Points

The selection of KOPs was based on the number of viewers that would potentially be affected by the Proposed Project. Therefore, because public views are often experienced by a greater volume of viewers, public (rather than private) views are typically selected as KOPs to assess the visual impacts of a Proposed Project.

Figure D.2-1 shows the location of the KOPs in the project area. A listing of the KOPs is presented as follows by general location, view orientation, and viewer groups considered. The following discussion also describes the existing setting at each KOP, including visual quality and visual sensitivity.

- **KOP 1:** Bay Boulevard northbound, view looking west toward Bay Boulevard Substation site – motorists (Figure D.2-2).
- **KOP 1a** (Figure D.2-2a) has also been included to characterize the visual change anticipated to occur along Bay Boulevard as a result of the proposed transmission interconnections.
- **KOP 2:** L Street westbound, view looking west toward South Bay Substation and SBPP – motorists (Figure D.2-3)
- **KOP 3:** Bay Boulevard northbound, view looking west toward Bay Boulevard Substation site – motorists (Figure D.2-4)
- **KOP 4:** Bay Boulevard northbound, view looking southwest toward Bay Boulevard Substation site – motorists (Figure D.2-5)
- **KOP 5:** Bay Boulevard northbound, view looking northwest toward transmission interconnections – motorists (Figure D.2-6)

Existing Conditions

Visual Simulation

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SOURCE: SDG&E PEA 2010

FIGURE D.2-2

KOP 1: View West from Bay Boulevard at Proposed Entrance Gate toward Bay Boulevard Substation Site

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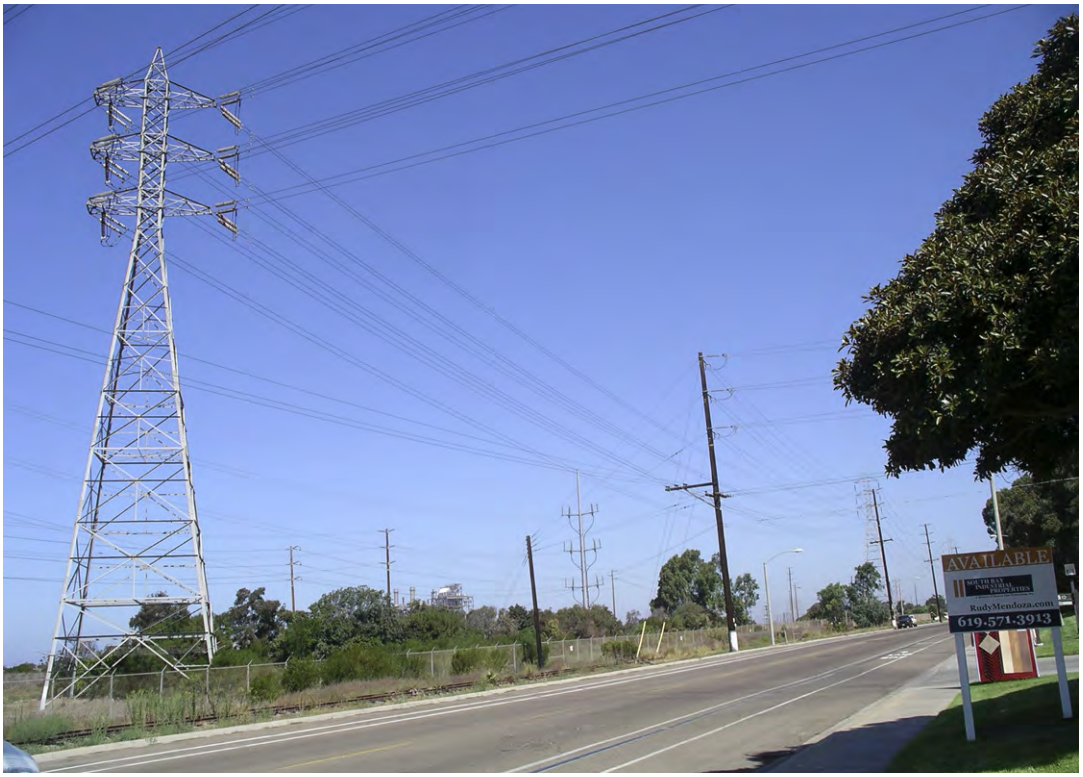

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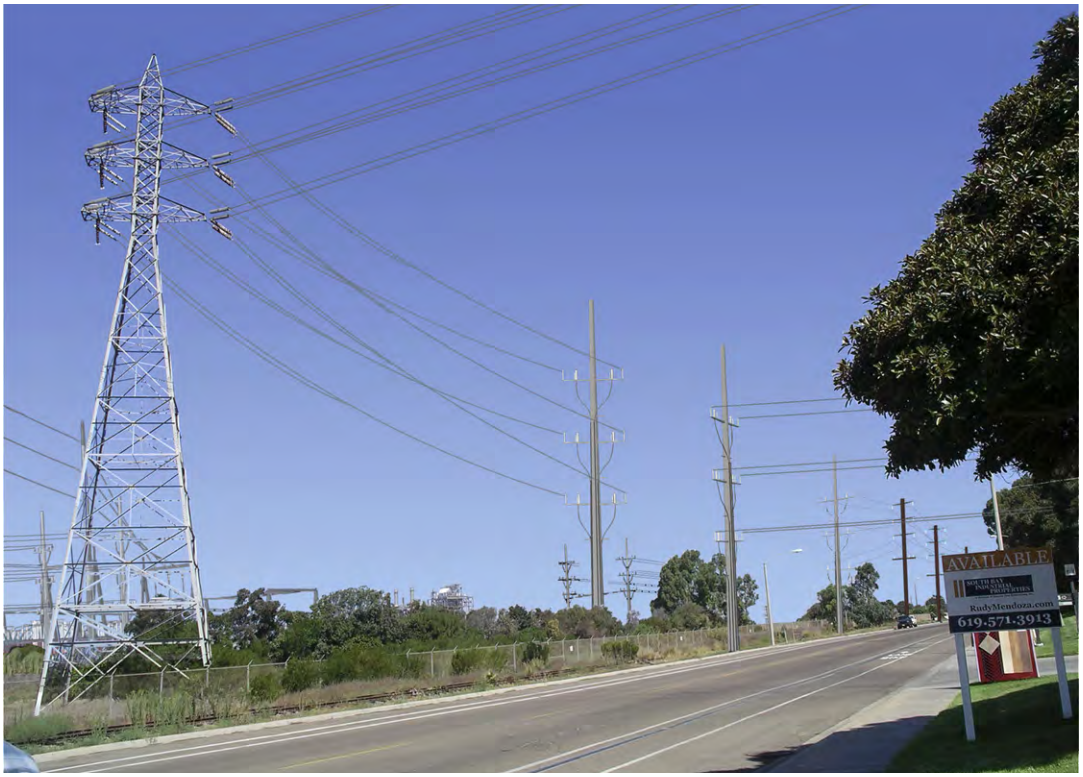

Visual Simulation

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SOURCE: SDG&E PEA 2010

FIGURE D.2-2a

KOP 1a: View Northwest from Bay Boulevard at Proposed Entrance Gate toward Transmission Interconnections

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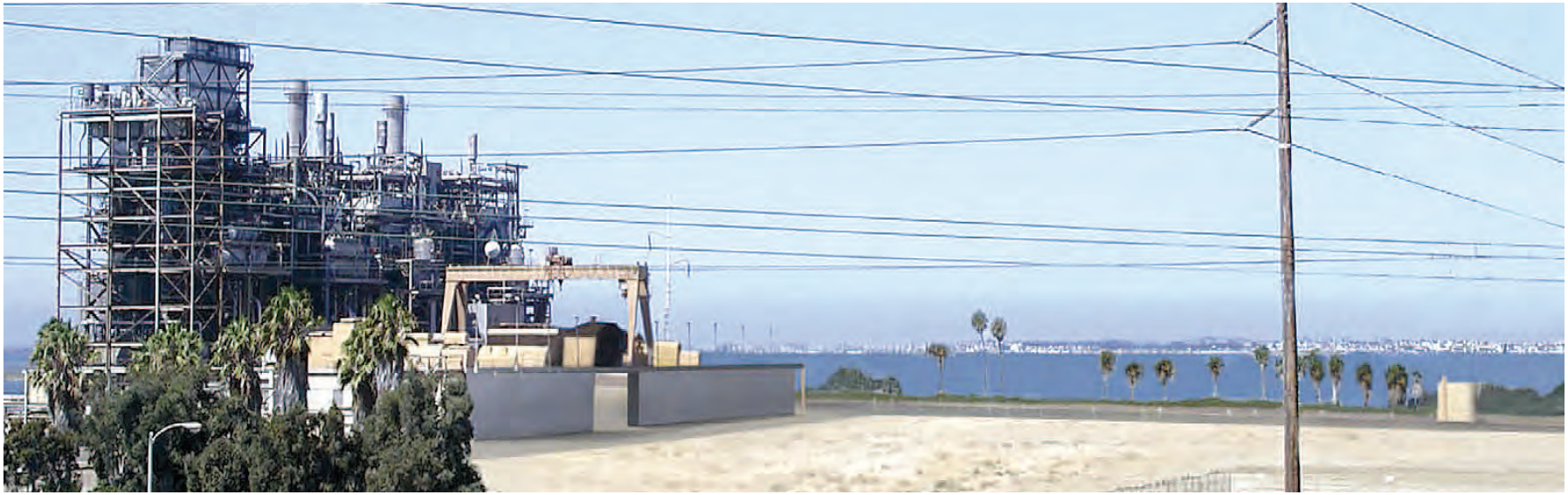

Visual Simulation

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SOURCE: SDG&E PEA 2010

FIGURE D.2-3

KOP 2: View West from L Street Overpass toward South Bay Substation and Power Plant

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Existing Conditions

Visual Simulation

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SOURCE: SDG&E PEA 2010

FIGURE D.2-4

KOP 3: View West from Bay Boulevard toward Proposed Bay Boulevard Substation Site

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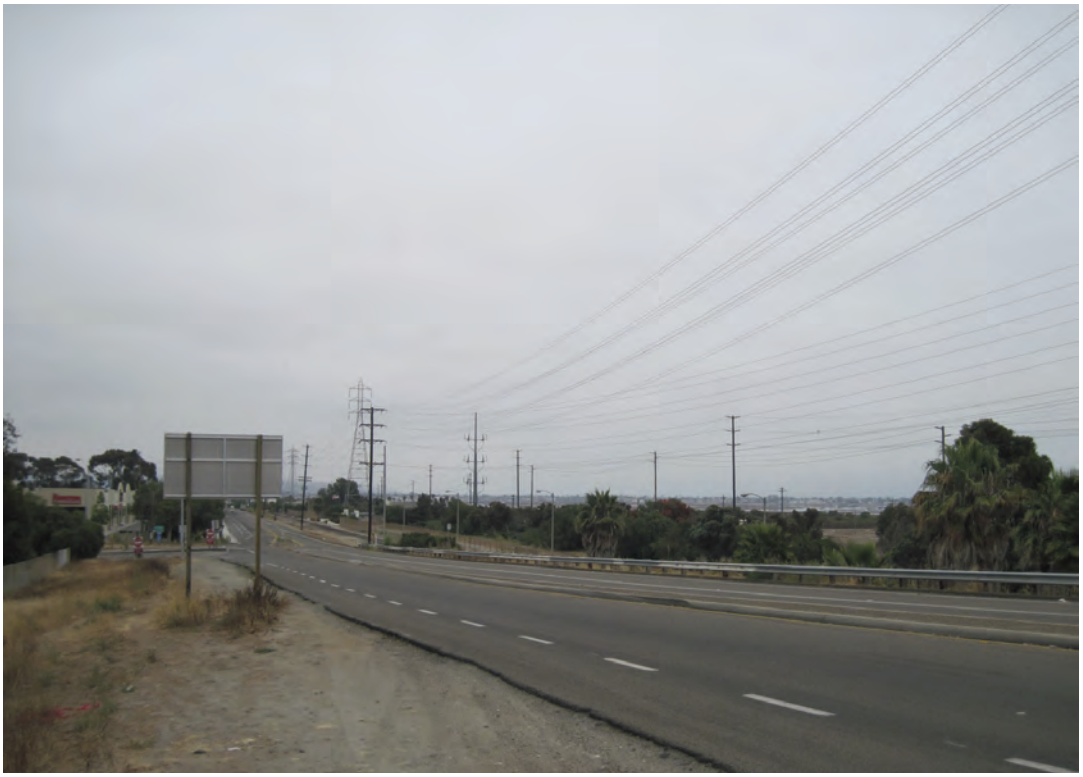

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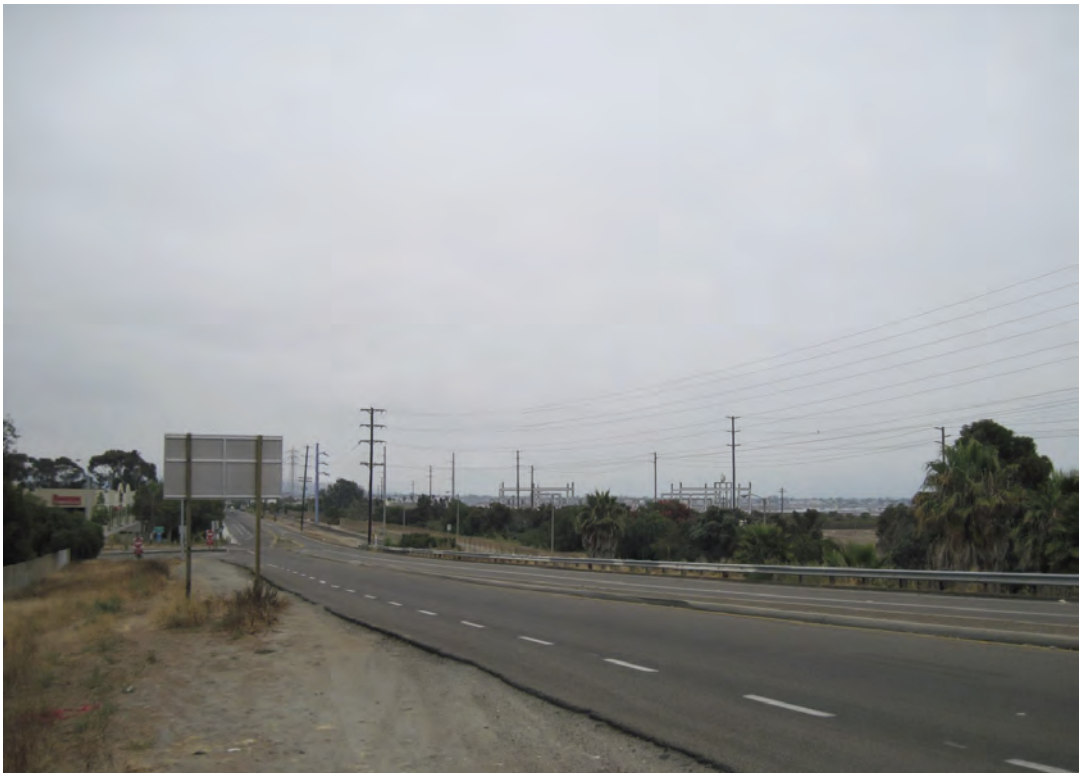

Visual Simulation

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SOURCE: SDG&E 2010c

FIGURE D.2-5

KOP 4: View Southwest from Bay Boulevard toward Proposed Bay Boulevard Substation Site

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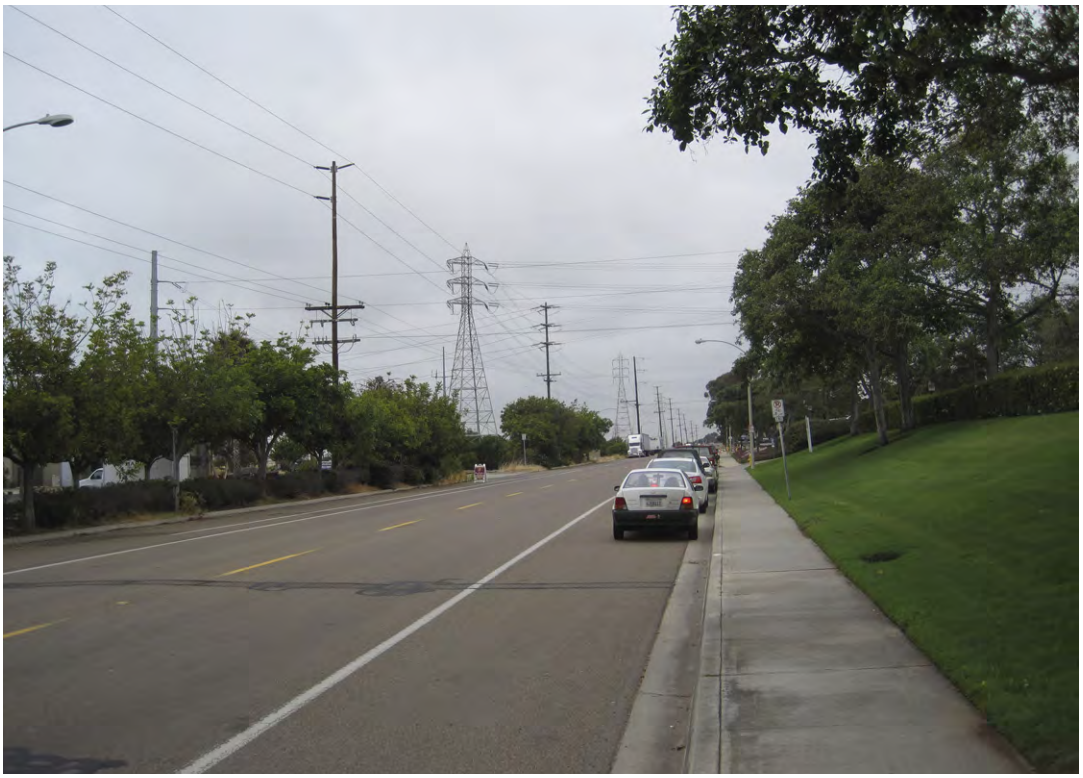

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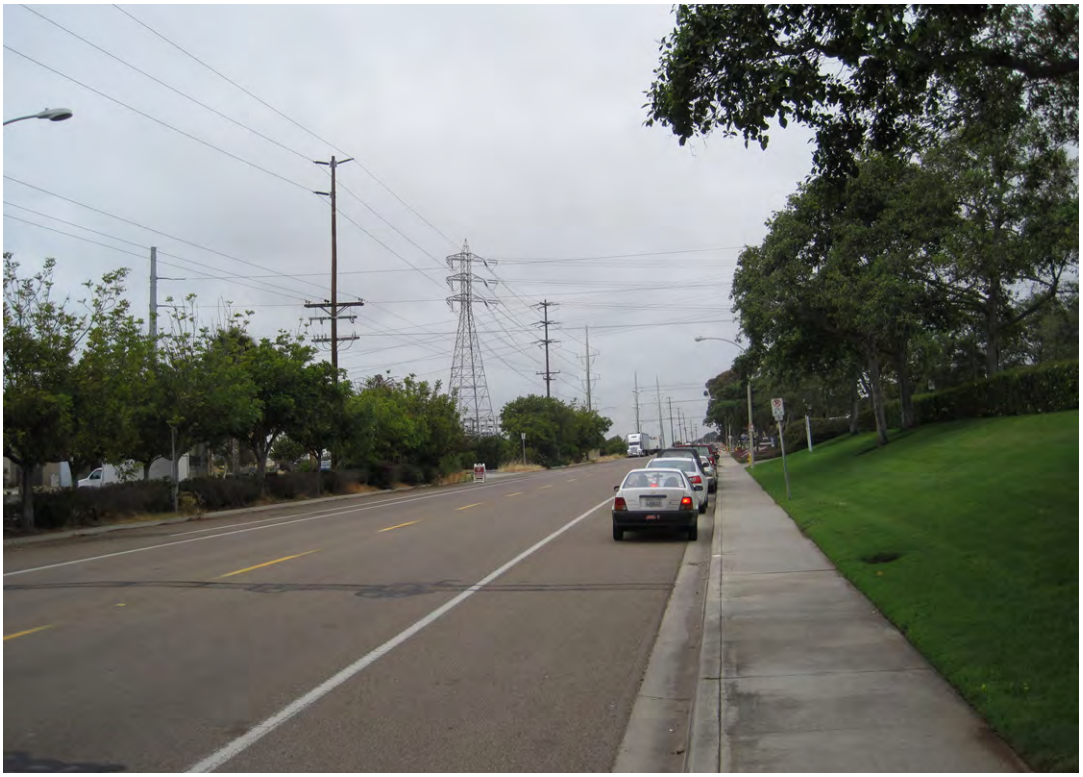

Visual Simulation

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SOURCE: SDG&E 2011, Response to CPUC Data Request #5, Submitted to CPUC May 24, 2011

FIGURE D.2-6

KOP 5: Bay Boulevard Northbound, View Looking Northwest Toward Transmission Interconnections

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Bay Boulevard Substation

Visual Quality

The Bay Boulevard Substation site is located on an industrial, largely undeveloped, 33-acre property situated between San Diego Bay and Bay Boulevard in the City. While mixed industrial and commercial land uses surround the proposed site to the north, east, and south, salt crystallizer ponds and San Diego Bay are located to the west. Within the 33-acre property, the footprint of the Bay Boulevard Substation would occupy approximately 10 acres of a 12.42-acre parcel to be acquired by SDG&E. The appearance of the site is characterized as disturbed due to previous LNG plant operations ~~(the former LNG plant footprint is located north of the proposed substation site)~~. Remnants of the former LNG plant (concrete foundations of storage tanks and other equipment) are detectable on site, and several aboveground transmission lines (located within an SDG&E utility corridor) traverse the southeastern and eastern portion of the 33-acre property.

With the exception of large man-made berms that were constructed around the former LNG tanks to conceal the aboveground features, the proposed site is relatively flat. Although on-site elevations range from approximately 7 to 17 feet above mean sea level (amsl), the higher elevations are associated with the high point of the man-made berms in the northern portion of the proposed substation site. Vegetation consists largely of non-native grasslands and disturbed coastal coyote bush (*Baccharis pilularis*) scrub, peppered with clumped groupings of non-native ornamental trees in the eastern portion of the site. Although on-site vegetation provides varying degrees of coverage, strips of light-to-dark green shrubs and the golden yellows of the patchy grasslands are regularly interspersed with exposed brown and gray soils (see Attachment D.2-1, Photo 1). Several depressions (including one located within the proposed substation boundary) that appear to be seasonal ponds also occur on site.

Visual Sensitivity

The Bay Boulevard Substation would primarily be visible from Bay Boulevard and surrounding commercial and industrial properties. Distant views would also be possible from SR-75 and from the Coronado Cays residential area across San Diego Bay.

South Bay Substation Dismantling

Visual Quality

The South Bay Substation is located on an approximate 7.2-acre site situated between the SBPP to the south, Bay Boulevard to the east, and San Diego Bay to the west. The existing substation is located approximately 2,000 feet north of the proposed Bay Boulevard Substation site. The

appearance of the site is industrial: substation equipment and transmission structures currently populate the site (see Attachment D.2-1, Photo 2).

The South Bay Substation pad is flat and variations in elevation are nearly undetectable. Large, bold, lattice steel, transmission support structures, and other sequentially arranged substation equipment, are prominent forms on the flattened, smooth site. While vegetation is nearly nonexistent within the fenced boundary of the substation, vegetation just outside the substation chain-link fence is patchy and irregular, consisting of random low-lying shrubs and red-brown grasses and weeds. The site displays color uniformity exemplified by the light tan soil of the substation pad and the metallic gray of the steel transmission and support structures. The nude coating of circuit breakers is similar in color to the substation pad.

Visual Sensitivity

The South Bay Substation Dismantling area would primarily be visible from Bay Boulevard and L Street, as well as from commercial and industrial properties in the area. Park users to the north area also were afforded views of the existing South Bay Substation. Lastly, distant views would also be possible from SR-75 and from the Coronado Cays residential area across San Diego Bay.

Transmission Interconnections

Visual Quality

With the exception of the 69 kV relocation (specifically transmission line ~~664~~644), the transmission interconnections would traverse or occur within non-native grasslands or disturbed habitat (a segment TL64~~6~~4 would be constructed within the Bay Boulevard right-of-way). At the southern extent of the project (near the southern boundary of the 12.42-acre parcel to be acquired by SDG&E), the site is relatively flat with the exception of a large man-made berm that flanks the eastern limits of the property. Similar to the Bay Boulevard Substation site, this area is populated by light to dark green, low to moderately lying shrubs and golden brown grasses interspersed with patches of tan soil (see Attachment D.2-1, Photo 3). Ornamental vegetation lines the toe of the man-made berm running parallel with Bay Boulevard. Large, prominent, and metallic transmission structures that are located within the SDG&E easement run north–south, just east of the proposed Bay Boulevard Substation site.

Northeast of the former LNG site, the landscape transitions slightly and appears similar to that of the South Bay Substation site. With the exception of ornamental vegetation along the berm at the eastern extent of the SDG&E easement and two small patches of eucalyptus tree plantings located near the South Bay Substation, the area is nearly void of vegetation. The land is relatively flat and smooth and is crisscrossed by several cultural modifications including paved

and unpaved access roads and a small, concrete-lined drainage ditch. Tall, angular transmission line structures are sited within the SDG&E easement and contribute to the disturbed, industrial character of the landscape.

Visual Sensitivity

The transmission interconnections would primarily be visible from Bay Boulevard and L Street, as well as from commercial and industrial properties in the area. Park users to the north area would also be afforded views of the transmission interconnections.

Key Observation Points

The following five KOPs were selected to represent the visual quality and visual sensitivity of the Bay Boulevard Substation, South Bay Substation Dismantling, and the Transmission Interconnections.

KOP 1: View west from Bay Boulevard at the proposed entrance gate toward the Bay Boulevard Substation site (Figure D.2-2)

KOP 1 is located on the northbound side of Bay Boulevard, approximately 350 feet east of the Bay Boulevard Substation site. The KOP orientation is to the west across Bay Boulevard toward the Proposed Project area. From this KOP, the Bay Boulevard Substation would be located within the foreground viewing distance.

Visual Quality: *Representative/Industrial.* The landscape setting of KOP 1 is primarily disturbed, consisting of views to the sparsely covered flat grass- and shrub-covered project site. Transmission structures are visually prominent in the foreground to the west. Although not evident from this view orientation, in addition to transmission facilities, developed land uses occur east and south of this KOP. The visual quality of KOP 1 is industrial and representative of the landscape occurring within this mixed commercial/industrial area of Chula Vista.

Visual Sensitivity: *High*. The viewers from KOP 1 are travelers along Bay Boulevard. KOP 1 lies within the foreground distance zone of the Bay Boulevard Substation and transmission line components work area. Viewer exposure is unobstructed. Viewer volume along Bay Boulevard is considered high. Public concerns from Bay Boulevard are assessed as moderate.

KOP 1a (Figure D.2-2a) presents a northwesterly view from Bay Boulevard toward the proposed transmission interconnections. Because KOP 1a merely shifts the view orientation of KOP 1 to the northwest, the visual quality and visual sensitivity characterizations of KOP 1 would also be applicable to KOP 1a.

KOP 2: View southwest from L Street overpass toward South Bay Substation and SBPP (Figure D.2-3)

KOP 2 is located on the westbound side of L Street, approximately 700 feet east of the existing South Bay Substation site. The KOP orientation is to the west across Bay Boulevard toward the Proposed Project area. From this KOP, the existing South Bay Substation would be located within the foreground viewing distance.

Visual Quality: *Representative/Industrial.* The landscape setting of KOP 2 is industrial and consists of superior views to the flat and smooth South Bay Substation site. The existing South Bay Substation and SBPP are visually prominent in the foreground to the west.

Although not evident from this view orientation, in addition to substation and power plant facilities, developed land uses occur east and south of this KOP. The visual quality of KOP 2 is industrial and representative of the landscape occurring within this mixed commercial/industrial area of Chula Vista.

Visual Sensitivity: *High*. Due to similarities in location and viewer groups, the visual sensitivity for KOP 2 would be similar to the visual sensitivity from KOP 1.

KOP 3: View west from Bay Boulevard toward Bay Boulevard Substation site (Figure D.2-4)

KOP 3 is located on the northbound side of Bay Boulevard, approximately 350 feet east of the Bay Boulevard Substation site. The KOP orientation is to the west across Bay Boulevard toward the Proposed Project area. From this KOP, the Bay Boulevard Substation and transmission line components would be located within the foreground viewing distance.

Visual Quality: *Representative/Industrial.* Due to similarities in location and views, the visual quality for KOP 3 would be similar to the visual quality for KOP 1.

Visual Sensitivity: *High*. Due to similarities in location and viewer groups, the visual sensitivity for KOP 3 would be similar to the visual sensitivity for KOP 1.

KOP 4: View Southwest from Bay Boulevard toward Bay Boulevard Substation site (Figure D.2-5)

KOP 4 is located on the northbound side of Bay Boulevard, approximately 150 feet south of L Street and approximately 1,700 feet northeast of the Bay Boulevard Substation site. The KOP orientation is to the southwest across Bay Boulevard toward the Proposed Project area. From this KOP, the Bay Boulevard Substation would be located within the foreground viewing distance.

Visual Quality: *Representative/Industrial.* Due to similarities in location and views, the visual quality for KOP 4 would be similar to the visual quality for KOP 1.

Visual Sensitivity: *High*. Due to similarities in location and viewer groups, the visual sensitivity for KOP 4 would be similar to the visual sensitivity for KOP 1.

KOP 5: View North from Bay Boulevard toward Proposed Bay Boulevard Substation Site and Transmission Interconnections (Figure D.2-6)

KOP 5 is located on the northbound side of Bay Boulevard, approximately 1,000 feet south of the Bay Boulevard Substation site. The KOP orientation is to the north and up Bay Boulevard toward the Proposed Project area. From this KOP, the Bay Boulevard Substation and transmission interconnections would be located within the foreground viewing distance.

Visual Quality: *Representative/Industrial*. Due to similarities in location and views, the visual quality for KOP 4 would be similar to the visual quality for KOP 1 and KOP 4.

Visual Sensitivity: *High*. Due to similarities in location and viewer groups, the visual sensitivity for KOP 4 would be similar to the visual sensitivity for KOP 1 and KOP 4.

D.2.2 Applicable Regulations, Plans, and Standards

Public agencies and planning policy establish visual resource management objectives to protect and enhance public scenic resources. Goals, objectives, policies, and implementation strategies and guidance are contained in resource management plans, comprehensive plans and elements, and local specific plans. Applicable plans and the Proposed Project's consistency with them are addressed in Section D.10, Land Use. Specific federal, state, and local policies and directives pertinent to visual resources are listed as follows.

Federal Regulations, Plans, and Standards

Federal Aviation Administration (FAA)

FAA Advisory Circular 70/7460-1K (FAA 2007) requires that all airspace obstructions over 200 feet in height or in proximity to an airfield have obstruction lighting. The tallest structure proposed (the 138 kV steel pole riser) would be approximately 165 feet above ground level and 183 feet amsl. Since the Proposed Project structures would not rise above the 200-foot limit, on-site structures would not require obstruction lighting. On November 11, 2010, the FAA issued a determination of no hazard to air navigation for the Proposed Project (FAA 2010).

State Regulations, Plans, and Standards

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

Article 6 of the California Coastal Act (California Public Resources Code, Section 30000 et seq.) contains broad direction regarding the protection of visual resources. For example, Section 30251 states that "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."

California Department of Transportation: Scenic Highway Program

The California Scenic Highway Program was created in 1963 to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to California highways. The State Scenic Highway system includes both "designated" scenic highways and "eligible" scenic highways. An "eligible" state highway becomes "designated" after a local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation for scenic highway approval, and receives the designation. Of the three designated scenic highways in San Diego County, SR-75 is the only designated scenic highway on which motorists are afforded views of the Proposed Project site. SR-75 is located approximately 2 miles west of the Proposed Project area across San Diego Bay.

Local Regulations, Plans, and Standards, City of Chula Vista General Plan – Land Use and Transportation Element

The City of Chula Vista General Plan Land Use and Transportation Element (City of Chula Vista 2005) designates scenic roadways in the City and in the project area. Marina Parkway is

designated as a scenic roadway from the intersection of E Street and I-5 to the north to its intersection with I-5 at J Street. In addition to scenic roadway designations, the Land Use and Transportation Element contains policies applicable to the protection of visual resources. The following policies of the Land Use and Transportation Element have been identified as relevant to the Proposed Project area:

- **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.

- **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.

- **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.

- **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; the San Diego Bay; and historic resources.

- **Policy LUT 13.3** – Screen unsightly industrial properties on the Bayfront, or convert such properties to uses that are consistent with the desired visual character of the Bayfront.

- **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.

City of Chula Vista Municipal Code

The City of Chula Vista Municipal Code (City of Chula Vista 1971) contains direction pertinent to the protection of visual resources. Chapter 17.28, Unnecessary Lights, of the City of Chula Vista Municipal Code, includes regulations requiring that all lighting installed at commercial or industrial operations for advertising, security, or safety purposes be displayed in such a manner that the beams or the rays from the light source are arranged or shielded so they do not constitute a public nuisance for residential property owners (Section 17.28.020). In addition, all lighting

plans in multiple-family, commercial, and industrial zones are required to be submitted to the director of planning for approval prior to installation (Section 17.28.040).

Chula Vista Local Coastal Program – Land Use Program

The Chula Vista Local Coastal Program – Land Use Plan (City of Chula Vista 1993) acknowledges the existing visual blight (characterized by abandoned buildings, open storage, overgrowth and unlandscaped transmission corridors) in the coastal zone. The Local Coastal Program (LCP) provides for the removal of blighting conditions by permitting redevelopment activities where new structures will replace substandard and abandoned structures determined to have a blighting influence. Also, the LCP strives to protect and increase public and private views of the bayfront by restricting building height (44 feet) in the area bound by Marina Parkway to the north, San Diego Bay to the west, Palomar Street to the south, and Bay Boulevard to the east.

Bayfront Specific Plan

The following policies of the Bayfront Specific Plan (City of Chula Vista 1994) are applicable to the protection of visual resources in the bayfront planning area and are applicable to the Proposed Project area:

- **Section 19.85.006. 1**. **Form and Appearance (a).** Preserve existing wetlands in a healthy state to ensure the aesthetic enjoyment of marshes and the wildlife which inhabit them.

- **Section 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.

- **Section 19.85.006 1. Form and Appearance (c).** Improve the visual quality of the shoreline by promoting public and private uses which provide proper restoration, landscaping and maintenance of shoreline areas.

- **Section 19.85.006. 1. Form and Appearance (d).** Remove, or mitigate by landscaping, structures or conditions that have a blighting influence on the area.

- **Section 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.

Port Master Plan

The following visual policy~~ies~~ of the Port Master Plan (Port District 2010) is~~are~~ applicable to the Proposed Project area:

- ~~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 uses.

D.2.3 Environmental Impacts and Mitigation Measures

D.2.3.1 Definition and Use of Significance Criteria

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

a) Have a substantial adverse effect on a scenic vista
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
c) Substantially degrade the existing visual character or quality of the site and its surroundings
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

D.2.3.2 Applicant Proposed Measures

Table D.2-1 presents the applicant proposed measures (APMs) proposed by SDG&E that apply to the Proposed Project to reduce potential impacts to aesthetics.

Table D.2-1
APMs for Aesthetics

APM No.	Description
APM-AES-01	Figure B-7, Conceptual Landscape Plan, presents a conceptual landscape mitigation plan for the Bay Boulevard Substation that would be implemented as part of the Proposed Project. The conceptual landscape plan would provide partial screening of views of the substation site and new utility poles from Bay Boulevard and locations farther east. The landscaping would also partially screen views from the office park to the south. Landscaping includes informal tree and shrub groupings outside of the wall, east of the substation. Small native trees would also be used to extend plantings at the southern end of the mound to the east of the

Table D.2-1
APMs for Aesthetics

APM No.	Description
	facility. Small trees would also line the entry drive. Figure B-7, Conceptual Landscape Plan, includes a list of recommended plant species. All suggested trees appear on the City of San Diego Street Tree Selection Guide. Plants listed as prohibited species in Chapter 12.32 of the City of Chula Vista Municipal Code are excluded. Drought-tolerant plants, including California native species, are suggested. Proposed Project landscaping would receive regular watering during the initial 2 years following installation to ensure the establishment of the plants. As noted on Figure B-7, Conceptual Landscape Concept, landscaping under transmission lines would consist of smaller trees and/or shrubs to allow for overhead clearance. All planting would be consistent with SDG&E operational requirements for landscaping in proximity to electric transmission facilities.
APM-AES-02	The color of the substation perimeter wall would be chosen to blend with the existing site features (i.e., a dull gray, light brown, or dull green) and minimize visual contrast with the bayfront landscape setting.

D.2.3.3 Bay Boulevard Substation

Impact AES-1: Construction and operation would have a substantial adverse effect on a scenic vista.

Construction

Construction activities associated with the Bay Boulevard Substation would be visible from the SR-75 scenic turnout, located approximately 1.4 miles south of Coronado Cays development and 1.77 miles west of the proposed substation site. In addition to parking stalls, several benches and interpretive signs are located at the turnout site. No other scenic vistas were identified during the preparation of this analysis.

Existing views from the scenic turnout are panoramic and extend beyond the City. Foreground views consist of relatively dense marshlands, which abruptly transition into the waters of San Diego Bay (see Attachment D.2-1, Photo 10). In addition to San Diego Bay, middle-ground views include existing development (including the SBPP) on the western shores of the Chula Vista Bayfront and other indiscernible development located in the City. Background views include the pyramidal forms and rugged lines of the Cuyamaca Mountains.

While construction activity at the proposed substation site would be visible from the scenic turnout, the indistinct and relatively low form of construction equipment and vehicles would not become prominent features in the landscape. Equipment and vehicles would be smaller in scale than existing distinct development features (SBPP, for instance) and would not introduce significant vertical or horizontal forms that would either become the focal point from this viewpoint or result in significant visual contrasts with the existing landscape. In addition, due to proximity, contrast would be weak as visibility to the project site would be reduced. Therefore,

temporary impacts to scenic vistas resulting from construction of the Bay Boulevard Substation would be less than significant (Class III).

Operation and Maintenance

Although components would be visible from the scenic turnout, operation and maintenance of the Bay Boulevard Substation would not result in significant scenic vistas impacts. The proposed scale of the substation would not be so prominent as to become the visual focal point in the landscape and dominate the view from the scenic turnout. Also, due to proximity, overall visibility to the substation site would be reduced, and distant views of substation components would not substantially obstruct or detract from the existing panoramic view. Therefore, impacts to scenic vistas resulting from operation and maintenance of the Bay Boulevard Substation would be less than significant (Class III).

Impact AES-2: Construction would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

As stated in Section D.2.1, open and panoramic eastward-oriented views from SR-75 across San Diego Bay toward the project site are available; however, due to proximity, industrial land uses (with the exception of the bold form and vertical lines of the SBPP) located on the Chula Vista Bayfront are primarily indistinct and indiscernible. Similarly, the proposed Bay Boulevard Substation site would not be clearly visible from this scenic travel corridor due to distance and the sporadic, temporary nature of the view. Lastly, the proposed substation would be constructed within a disturbed site lacking significant natural scenic resources such as trees, rock outcroppings, and historic buildings; therefore, impacts associated with the Bay Boulevard Substation would be less than significant (Class III).

Impact AES-3: Construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings.

Construction

During construction, adverse short-term visual impacts would result from the presence of construction equipment, materials, and work forces at the project site. Vehicles, heavy equipment, project components, and workers would be visible during site clearing, grading, substation demolition, and construction. Construction activities and equipment would primarily be seen by motorists on Bay Boulevard. The movement of vehicles and equipment to and from the site would be most evident during this period. Most construction activities and equipment would be visually screened from motorists and vehicles, and equipment would use Bay

Boulevard to access the project site. Due to the temporary nature of construction and because construction activities would occur within an industrial area visually buffered from the nearest residential area by I-5, commercial buildings located west of I-5, and intervening landforms (the man-made berm located west of Bay Boulevard) and vegetation, short-term visual impacts during construction would be less than significant (Class III).

Operation and Maintenance

KOPs 1 (Figure D.2-2), 3 (Figure D.2-4), and 4 (Figure D.2-5) illustrate the long-term visual contrast resulting from construction and operation of the proposed Bay Boulevard Substation. As shown in Figure D.2-2, the proposed site is relatively flat and contains sparse, low-lying vegetation in the southern portion and denser, dark-green shrubs and ornamental trees in the northern portion. The same ornamental trees that populate the existing SDG&E transmission corridor and are located east of the proposed substation site can be seen in Figure D.2-4. Figure D.2-5 depicts the slightly elevated view of the proposed Bay Boulevard site (and surrounding vegetation) that Bay Boulevard motorists are afforded as they drive south from L Street. As shown in these figures, existing vertical and angular steel lattice towers, tall angular structures, and wood poles are currently located on site and contribute to its industrial character (while the steel lattice tower and angle structure are prominent features in the visual landscape as viewed from KOP 1, multiple transmission structures and lines are prominently displayed in landscape as viewed from KOP 4). KOPs 1, 3, and 4 offer characteristic views from Bay Boulevard toward the proposed Bay Boulevard Substation site.

As shown in Figure D.2-2, the introduction of the Bay Boulevard Substation would add additional vertical and horizontal industrial forms to the project area. The vertical scale of substation support structures and equipment would make these components prominent features in the landscape. The addition of substation components (including the 10-foot-tall masonry wall, steel racks, and 75-foot-tall steel lattice communication tower) would further industrialize the character of the immediate and westward views toward San Diego Bay would be obstructed. While the Bay Boulevard Substation would represent noticeable visible change in the area, the change would be relatively consistent with the industrial character of the project area, which includes the existing SBPP and South Bay Substation. Substation support structures and equipment would be smaller in scale than existing transmission structures, and the vertical lines associated with these components would be similar to the linear orientation of existing transmission structures. Although not shown in the Figure D.2-2 visual simulation, the proposed steel lattice communication tower would be visible from KOP 1, and the height of the tower would be similar to that of the 69 kV pole riser depicted south of the substation (see Figure D.2-2).

Although KOP 1 is located on Bay Boulevard and the potential visual change previously described considers the visual environment as viewed from Bay Boulevard, a similar visual change is anticipated from the commercial properties located south of the proposed Bay Boulevard Substation site.

The visual change resulting from operation of the proposed Bay Boulevard Substation, as viewed from KOPs 3 and 4, is shown in Figures D.2-4 and D.2-5. As shown in Figure D.2-4 and D.2-5, the horizontal lines of rectangular substation racks would be introduced to the visual landscape and would be visible to motorists on Bay Boulevard. As viewed from KOP 3, the definite form of substation components would be distinct and the diagonal; geometric lines and metallic finish of triangular racks would be evident. Although not depicted in the Figure D.2-5 visual simulation, the definite form and vertical line of the steel lattice communication tower would also be visible from KOP 4. While the Bay Boulevard Substation would represent noticeable visible change as viewed from KOPs 3 and 4, the change would be relatively consistent with the industrial character of the project area, which includes multiple transmission lines and supporting structures. Also, the visual contrast of project elements and the existing landscape setting would be reduced by the partial screening of the proposed substation by existing ornamental plantings located west of Bay Boulevard and within the existing SDG&E transmission corridor (KOP 3, Figure D.2-4).

As discussed above, introduction of the Bay Boulevard Substation would result in noticeable visual change on the project site, and to minimize visual impacts, SDG&E has proposed APMs AES-01 and AES-02. APM-AES-01 would partially screen views of the substation from Bay Boulevard and commercial businesses in the immediate project vicinity through implementation of a conceptual landscape mitigation plan. As shown in Figure D.2-2, the conceptual landscape plan would include installation of informal tree and shrub groupings at the main substation access point located off Bay Boulevard (the conceptual landscape plan is included as Figure B-7 in the Project Description). In addition, according to the conceptual landscape plan, tree and shrub plantings would also occur at the northern substation access point. The vertical form of entry drive trees would provide viewers with some visual relief from substation elements and the proposed masonry wall, and would slightly soften the resulting visual change (see KOP 1, Figure D.2-2). Existing ornamental plantings (trees) along Bay Boulevard would also partially screen views of the proposed Bay Boulevard Substation from Bay Boulevard motorists (see KOP 3, Figure D.2-4, and KOP 4, Figure D.2-5). In addition, views of the substation would be partially screened by a 10-foot-tall masonry wall, which, as proposed, would surround the substation site (see Figure D.2-2). The color contrast between the masonry wall and proposed landscape plantings and existing, on-site vegetation and features would be reduced through implementation of APM-AES-02, which would require SDG&E to take into account the existing site features during the paint selection process for the wall. At this time, SDG&E has indicated that a dull

gray, light brown, or dull green color would be appropriate and would minimize visual contrast with the bayfront landscape setting.

Therefore, because the Bay Boulevard Substation would not substantially degrade the visual character of the project site (the site is located in an industrial area currently populated by transmission structures, lines, and corridors) and with implementation of APM-AES-01 and APM-AES-02, long-term visual impacts would be less than significant (Class III).

However, due to the sensitivity of the Bayfront Planning area, Mitigation Measure AES-1 is recommended to further minimize visual impacts and to minimize potential conflicts with established design guidelines applicable to development in the project area.

AES-1 Prior to construction, the City shall be provided 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. The landscaping plan shall be prepared by a licensed landscape architect. The California Public Utilities Commission (CPUC) shall have full approval authority for any recommendations made by the City in its review to ensure that there are no conflicts with design requirements for substation construction and operation.

Impact AES-4: Construction and operations would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Construction

On occasion, construction activities may be required at night or on weekends to minimize impacts on schedules, facilitate cutover work, or to comply with property owners or agencies, such as the California Independent System Operator (CAISO), which would require outages of certain portions of the electric system. Because some construction activities associated with the Bay Boulevard Substation would be performed during nighttime hours, the use of nighttime lighting would be required. However, because there are no residential properties located in the immediate vicinity of the substation site (the nearest residents would be located approximately 1,100 feet to the east across I-5) and because existing lighting installed along I-5 currently operates during nighttime hours, the temporary use of nighttime construction lighting would not result in a significant visual impact to residents. All lighting used during nighttime construction would be shielded, directed downward, and would comply with City lighting regulations established in the Chula Vista Municipal Code (City of Chula Vista 1971).

Nighttime lighting impacts are not anticipated to occur at nearby industrial businesses and parks (e.g., Marina View Park, Chula Vista Bayfront Park) because nighttime use of businesses and park facilities are limited to normal operating hours, which do not typically extend into nighttime hours (although park facilities are open until 10:30 p.m., nighttime lighting is assumed to be employed at the existing South Bay Substation, and additional lighting during construction activities are not anticipated to adversely affect nighttime views). Therefore, nighttime lighting impacts during construction of the Bay Boulevard Substation would be less than significant (Class III).

Operation and Maintenance

Operational lighting at the Bay Boulevard Substation would consist of approximately fifteen 175-watt tungsten-quartz lamps installed near major electrical equipment, four 75-watt lights installed around each control shelter, and one 100-watt yellow floodlight to be mounted (on an approximately 8-foot-tall pole) near each of the three substation gates. Lighting would be installed to allow for equipment inspection and safe movement and entry. Because maintenance activities are not anticipated to occur during nighttime hours, all lighting installed around equipment and shelters would normally be turned off unless needed. Floodlights installed near the substation gates would remain on during nighttime hours; however, because there are no residential properties located in the immediate vicinity of the Bay Boulevard Substation (the nearest residents would be located approximately 1,100 feet to the east across I-5) and because existing lighting installed along I-5 currently operates during the nighttime hours, the addition of substation lighting would not result in a significant visual impact to residents. In addition, all lighting installed at the substation would be oriented downward to minimize glare onto surrounding property and habitat. Therefore, because residential properties are not located in the immediate vicinity of the substation and because all lighting would be oriented downward, operational lighting would result in less-than-significant (Class III) impacts with regard to nighttime views in the area.

Similar to construction nighttime lighting impacts, operational nighttime lighting impacts are not anticipated to occur at industrial businesses and park facilities. Nighttime use of businesses and parks is generally limited and because a similar lighting scheme and operational usage of security lighting is assumed at the existing South Bay Substation, security lighting at the proposed Bay Boulevard would not add a substantial new source of lighting that would adversely affect nighttime views in the area. Therefore, nighttime lighting impacts during operations would be considered a less-than-significant impact (Class III).

In addition to nighttime lighting, metallic support structures and conductors would be installed at the Bay Boulevard Substation (conductors would also be installed on the aboveground portion of

the 230 kV loop-in, 138 kV extension, and 69 kV relocation components). Metallic support structures would be galvanized and would weather and dull (this process would reduce the potential reflectivity and glare of structures over time). Potential reflectivity of conductors would be minimized as a result the installation of non-specular conductors and as such, impacts associated with glare would be considered a less-than-significant impact (Class III).

Impact AES-5: **Construction of the project or the presence of project components would result in an inconsistency with federal, state, or local regulations, plans, and standards applicable to the protection of visual resources.**

No local 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 local plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

Although the Proposed Project would be exempt from local plans, policies, and regulations ~~(pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project)~~, the CPUC has consulted with local agencies regarding visual resource matters potentially affected by the Proposed Project. The analysis pertaining to local plans and policies established for the protection of visual resources and the Proposed Project is provided below ~~for informational purposes only~~.

With the exception of select regulations and policies established in the City LCP Land Use Plan and Bayfront Specific Plan (specifically height regulations applicable to industrial land use districts codified in Chapter 19.85 of the Chula Vista Municipal Code) (City of Chula Vista 1994), implementation of the Proposed Project would not conflict with the applicable visual resource policies identified in Section D.2.2, Applicable Regulations, Plans, and Standards. The introduction of transmission structures in excess of the 44-foot height limit imposed on new buildings within the industrial land use district would not be consistent with the height limitations established in the City's LCP Land Use Plan and Bayfront Specific Plan; however, in the context of the entire project, the inconsistency would not be significant. Both the LCP Land Use Plan and the Bayfront Specific Plan (and the Chula Vista Bayfront Master Plan) call for the future redevelopment of the Bayfront area, and implementation of the Proposed Project would further that goal. The relocation of the existing South Bay Substation to a designated industrial site (the proposed Bay Boulevard Substation site) located to the south would remove an industrial facility from the Bayfront area where future commercial recreation uses are planned and would facilitate implementation of additional land uses identified in the Chula Vista Bayfront Master Plan. Furthermore, the height, form, and materials associated with new and

replaced transmission line structures would be consistent with that of transmission structures currently located within the project area.

The Proposed Project would overall enhance public views to San Diego Bay by dismantling and removing the existing South Bay Substation from the project area and would be consistent with General Plan policies identified in Section D.2.2. 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. A detailed consistency analysis with land use plans and policies (including policies listed in Section D.2.2) is included in Section D.10, Land Use.

As indicated in Impact AES-4, above, all lighting employed during construction and installed for use during operations would be shielded, directed downward, and therefore, the Proposed Project would comply with relevant City lighting regulations (see Sections 17.28.020 and 17.28.040) established in the Chula Vista Municipal Code (City of Chula Vista 1971).

In summary, even though the Proposed Project would be consistent with the local plans and policies relevant to the protection of visual resources, the City has no jurisdiction over the project; therefore, the project is not required to be consistent with local planning documents.

Please refer to Section D.10, Land Use and Planning, which includes an assessment of the Proposed Project and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan) that was certified by the California Coastal Commission on August 9, 2012.

D.2.3.4 South Bay Substation Dismantling

Impact AES-1: Construction and operations would have a substantial adverse effect on a scenic vista.

Construction

The SR-75 scenic turnout is located approximately 1.8 miles southwest of the existing South Bay Substation. Activities associated with dismantling of the South Bay Substation would be visible from the scenic turnout; however, the indistinct, relatively low form of construction equipment and vehicles would not be prominent features in the landscape and would not substantially obstruct or interfere with the existing panoramic view available at the scenic turnout. Therefore, temporary impacts to scenic vistas resulting from dismantling of the South Bay Substation would be less than significant (Class III).

Operation and Maintenance

In addition to an overall reduction in metallic, grayish color from the project site, dismantling of the South Bay Substation would remove numerous vertical and angular transmission structures and substation equipment from the landscape. Therefore, as viewed from the scenic turnout, the dismantling of the South Bay Substation would have a beneficial impact to scenic vistas (Class IV).

Impact AES-2: Construction activities would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Construction activities associated with the dismantling of the South Bay Substation would occur within the developed footprint of the existing substation. Therefore, because this site has been previously disturbed and is currently developed, dismantling of the existing substation would not damage existing scenic resources such as trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, no impact would occur.

Impact AES-3: Construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings.

Construction

During dismantling of the existing substation, short-term visual impacts would result from the presence of construction equipment, materials, and work forces at the South Bay Substation site. Vehicles, heavy equipment, and workers would be visible during substation demolition and resulting cleanup. Dismantling activities and equipment would primarily be seen by motorists on Bay Boulevard and at the L Street/Bay Boulevard intersection. The movement of demolition vehicles and equipment to and from the site would be constant during the construction period. Most dismantling activities and equipment would be visually screened from motorists and vehicles on Bay Boulevard; however, vehicles would routinely use Bay Boulevard to access the substation site. Dismantling activities would be most evident from an elevated viewing location (such as at the L Street/Bay Boulevard intersection) where motorists and pedestrians are afforded unobstructed views of the substation site. However, due to the temporary nature of construction and because construction (and demolition) activities would occur within an industrial area visually buffered from the nearest residential area by I-5, commercial buildings located west of I-5, and intervening landforms (the man-made berm located west of Bay Boulevard) and vegetation, short-term visual impacts during construction would be less than significant (Class III).

Operation and Maintenance

KOP 2 (Figure D.2-3) illustrates the long-term visual contrast resulting from the South Bay Substation dismantling. The dismantling and removal of the South Bay Substation would eliminate a large-scale industrial feature that is currently immediately adjacent to the SBPP and visible from the L Street/I-5 overpass and Bay Boulevard. The removal of the complex and busy forms of substation equipment and support structures would enhance and open westward views to San Diego Bay. In place of the substation, the tan soil and smooth texture of the flat substation pad would become the dominant landscape character elements at the former substation site. Because removal of the industrial South Bay Substation would not degrade the existing visual character or quality of the site (dismantling and removal of the facility would result in a beneficial visual change in the visual landscape as viewed from KOP 2), visual impacts are assessed as beneficial (Class IV).

Impact AES-4: Construction and operations would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Construction

Similar to construction of other project components, activities associated with dismantling of the South Bay Substation may be required at night or on weekends to minimize impacts on schedules, or to comply with property owners or agencies, such as CAISO, which would require outages of certain portions of the electric system. If nighttime construction is ultimately required for the dismantling activities, nighttime lighting would be employed. However, because there are no residential properties located in the immediate vicinity of the substation site (the nearest residents would be located to the east across I-5) and because existing interstate lighting operates during nighttime hours, the temporary use of nighttime construction lighting would not result in a significant visual impact to residents. Also, to further minimize potential project-related effects on nighttime views, all lighting used during nighttime construction would be shielded, directed downward, and would comply with City lighting regulations established in the Chula Vista Municipal Code (City of Chula Vista 1971).

In addition to residential land uses, nighttime lighting impacts are not anticipated to occur at nearby industrial businesses and parks because nighttime use of these facilities is limited to normal operating hours that (with the exception of Marina View Park) do not extend into nighttime hours. While Marina View Park is open until 10:30 p.m., nighttime lighting is assumed to be employed at the existing South Bay Substation, and additional lighting required during dismantling activities is not anticipated to adversely affect nighttime views. Therefore, nighttime lighting impacts would be less than significant (Class III).

Operations and Maintenance

Once the South Bay Substation is dismantled, the former substation site would be vacant (see Figure D.2-3). Lighting or any other features that could affect day or nighttime views in the project area have not been proposed for installation at the substation site by SDG&E; therefore, no impact would occur during operations and maintenance of the Proposed Project.

Impact AES-5: Construction of the project or the presence of project components would result in an inconsistency with federal, state, or local regulations, plans, and standards applicable to the protection of visual resources.

As discussed in Section D.2.3.3, Bay Boulevard Substation (see Impact AES-5), the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project, and no conflicts (No Impact) associated with the Proposed Project and applicable local plans and policies would occur. ~~be less than significant and mitigation would not be required (Class III).~~

Please refer to Section D.10, Land Use and Planning, which includes an assessment of the Proposed Project and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

D.2.3.5 Transmission Interconnections

Impact AES-1: Construction and operations would have a substantial adverse effect on a scenic vista.

Construction

Although construction activities associated with the transmission interconnections would be visible from the SR-75 scenic turnout, due to distance, the relatively low form of construction equipment and vehicles would tend to be indistinct and would not be prominent features in the visual landscape. In addition, transmission lines and structures are currently located on the project site, and the removal and installation of transmission lines and structures would not substantially obstruct or interfere with the existing broad, panoramic view available at the scenic turnout. As proposed, the height of proposed transmission structures would be similar to the height of existing on-site structures. Therefore, temporary impacts to scenic vistas resulting from construction associated with transmission interconnections would be less than significant (Class III).

Operation and Maintenance

Because transmission line structures are currently located on the project site, the relocation of 69 kV, 138 kV, and 230 kV transmission lines would not result in the introduction of dominant features to the landscape; rather the introduction of these components would essentially replicate the existing vertical and horizontal lines currently located on site. Operation and maintenance of the transmission interconnections would primarily entail inspection of lines and structures, and these activities would not substantially detract from the long, broad views afforded to visitors at the scenic turnout. Therefore, impacts to scenic vistas resulting from operation and maintenance of the transmission interconnections would be less than significant (Class III).

Impact AES-2: Construction activities would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Although construction activities associated with the transmission interconnections would be visible from SR-75, transmission lines and structures are currently located on the project site, and the removal and installation of transmission lines and structures would not substantially damage existing on-site scenic resources such as trees. Additional scenic resources considered in this analysis, such as rock outcroppings and historic buildings, are not located on site and thus would not be damaged during construction. Therefore, because existing scenic resources would not be substantially damaged as a result of construction activities, impacts would be less than significant (Class III).

Impact AES-3: Construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings.

Construction

Short-term visual impacts would result from the presence of construction equipment, materials, and work forces along the transmission corridor during construction. Vehicles, heavy equipment, transmission structures, and workers would be visible during pole removal and installation activities. Construction activities and equipment would primarily be seen by motorists on Bay Boulevard, and while some construction activities and equipment would be visually screened by existing ornamental plantings adjacent to the roadway, the tall, vertical form of transmission structures would rise above the lower profile ground-level plantings. However, due to the temporary nature of construction and because construction activities would occur within an industrial area that currently features transmission lines and structures similar in character to the proposed transmission interconnections, short-term visual impacts during construction would be less than significant (Class III).

Operation and Maintenance

KOP 1a (Figure D.2-2a) depicts the visual change associated with the proposed transmission interconnections as viewed from the east side of Bay Boulevard (across from the proposed entrance gate), generally looking in a northwesterly direction. From this KOP, the tall, triangular form of the existing steel lattice tower is the dominant visual feature in the foreground viewing distance; however, several existing, large-profile wooden and steel transmission structures are also visible and attract the attention of viewers. As seen in the existing conditions photograph (Figure D.2.2a), transmission structures and associated lines are evident in the existing landscape setting and are visible from KOP 1a. Under the Proposed Project, several existing wooden structures along Bay Boulevard and within the Bay Boulevard Substation ~~site~~ area would be removed and replaced with steel structures, which would result in an overall reduction in the number of overhead transmission lines (see Figure D.2-2a, Visual Simulation). Although the removal and replacement of wooden structures with steel structures would tend to further industrialize the landscape setting, steel structures are existing features in the visual landscape, and the introduction of proposed transmission structures would not degrade the existing character of the site as viewed from KOP 1a. Therefore, impacts would be less than significant (Class III).

In addition to depicting the visual change associated with the proposed Bay Boulevard Substation, KOP 3 (Figure D.2-4) illustrates the long-term visual contrasts resulting from construction and operation of the proposed overhead transmission interconnections. From this KOP location, the vertical form of transmission structures and substation equipment, as well as the horizontal lines associated with transmission lines, would be openly visible and silhouetted. Although existing tall, lattice steel and wood transmission structures are visible from this location (see Figure D.2-4), SDG&E would install a steel cable riser pole in the foreground viewing distance. Due to the presence of existing vegetation, which is moderately tall in this specific location, the horizontal and rectangular form of the 10-foot-tall masonry wall would be almost entirely screened from view. Also, the removal of wood poles would result in structural color uniformity exemplified by the metallic gray of transmission structures and substation equipment (see Figure D.2-4).

Although the introduction of new aboveground transmission line structures would result in noticeable visible change, proposed transmission structures would essentially repeat existing vertical and horizontal elements currently visible on site. As shown on Figure D.2-4, vertical transmission structures and horizontal transmission lines are prominent industrial features in the existing visual landscape, and under the Proposed Project, proposed transmission structures and lines would also be prominently featured in the visual landscape. In addition, proposed transmission line improvements would reduce the overall quantity of transmission structures present on site. As shown in Figure D.2-4, ~~four~~ two existing wood transmission poles located

east and outside of the substation boundary would be removed and replaced with a single steel cable riser pole. Overall, the project would install 18~~9~~ new poles, remove 36 existing poles, and replace 23 existing poles (9 existing poles would remain on site). A comparison of the existing and proposed 230 kV and 138 kV transmission structures is depicted on Figures B-9 and B-11, respectively (typically poles associated with the proposed 69 kV system improvements are depicted on Figures B-12 and B-13).

KOP 5 (Figure D.2-6) depicts the long-term visual contrast resulting from installation of proposed transmission interconnections as viewed from Bay Boulevard, approximately 1,000 feet south of the proposed Bay Boulevard Substation site. As seen in the Figure D.2-6 (Existing Conditions), the existing view from KOP 5 is characterized by ornamental street trees visible to the west, the horizontal form and lines of Bay Boulevard in the immediate foreground, the parallel (and perpendicular) lines of overhead transmission lines, and the tall form of steel lattice and wooden transmission structures that generally travel in a north–south direction along Bay Boulevard. Implementation of the proposed transmission interconnections would not result in overly strong visual change as viewed from KOP 5. Noticeable visual contrast would result from the removal of an existing triangular steel lattice structure along Bay Boulevard and replacement of this feature with a steel pole riser of similar height and texture. However, while the removal and replacement of additional transmission structures along Bay Boulevard would be noticeable from KOP 5, the resulting visual contrast would not be strong because structures of similar mass and height currently line the eastern side of the roadway. Therefore, impacts to the existing visual character or quality of the site and its surroundings (as viewed from KOP 5) would be less than significant (Class III).

While transmission line improvements would result in the introduction of several large industrial structures, the project site is industrial in character and similar large-scale transmission structures currently exist on site. For example, a 165-high steel cable riser pole and several 85- to 100-foot-high steel lattice towers are located on site. Although transmission line improvements would ultimately remove these structures (the proposed 230 kV loop-in would require the removal of the steel cable riser pole, and the 138 kV extension would include the removal of the steel lattice towers), the 138 kV extension and the 69 kV relocation would require the installation of 165- and 85-foot-high steel cable riser poles, respectively. Therefore, transmission line improvements would utilize structures of similar height and material as those currently located on site. In addition, newly installed and replaced structures would be located within designated utility easements or within the proposed Bay Boulevard Substation boundary. Therefore, because new and replaced transmission structures would not substantially degrade the existing character or quality of the site or its surroundings, impacts would be less than significant (Class III).

Impact AES-4: **Construction and operations would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.**

Construction

Short-term nighttime lighting impacts associated with construction of the proposed transmission interconnections would be similar to those previously assessed for construction of the Bay Boulevard Substation and for the dismantling of the South Bay Substation. Nighttime construction activities may occur; however, all lighting employed during necessary nighttime activities would be appropriately shielded and directed downward to minimize the resulting effects on nighttime views. In addition, residential land uses are generally located east of the project site (and east of I-5) and because existing interstate lighting operates during nighttime hours, the temporary use of nighttime construction lighting would not result in a significant visual impact to residents. Also, nighttime lighting impacts are not anticipated to occur at nearby industrial businesses and parks because nighttime use of these facilities is generally limited to normal operating hours, which do not extend into nighttime hours. Nighttime lighting is assumed to be employed at the existing South Bay Substation and additional lighting required during construction is not anticipated to adversely affect nighttime views from Marina View Park. Therefore, nighttime lighting impacts would be less than significant (Class III).

Operations and Maintenance

Because proposed transmission structures are similar in design to existing structures located on site, the introduction of steel poles is not anticipated to result in significant new sources of light or glare that would affect daytime views in the area. As such, impacts would be less than significant. Also, because nighttime lighting would not be installed on transmission line structures (the FAA has determined that marking and lighting are not necessary) (FAA 2010), these project components would not affect existing nighttime views in the area.

Impact AES-5: **Construction of the project or the presence of project components would result in an inconsistency with federal, state, or local regulations, plans, and standards applicable to the protection of visual resources.**

As discussed in Section D.2.3.3, Bay Boulevard Substation (see Impact AES-5), no conflicts (No Impact) associated with the Proposed Project and applicable local plans and policies would occur. ~~be less than significant and mitigation would not be required (Class III).~~

Please refer to Section D.10, Land Use and Planning, which includes an assessment of the Proposed Project and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

D.2.4 Project Alternatives

D.2.4.1 Gas Insulated Substation Technology Alternative

Environmental Setting

Section D.2.1 describes the existing visual quality of the Bay Boulevard Substation site and also includes a summary of the visual sensitivity of viewers in the vicinity of the proposed substation site. In addition, a discussion of the KOPs selected to analyze the visual contrast resulting from construction and operation of the Bay Boulevard Substation and the transmission interconnections (i.e., KOP 1 (including KOP 1a), 3, 4, and 5) is also included in Section D.2.1. The existing conditions, photographs, and visual simulations prepared for the Gas Insulated Substation Technology Alternative from the above-referenced KOPs are included below as Figures D.2-7, D.2-7a, D.2-8, D.2-8a, D.2-9, and D.2-10. To further characterize the visual contrast associated with the proposed transmission interconnections of the Gas Insulated Substation Technology Alternative, an additional KOP (KOP 3a) has been included and is discussed below. Although KOP 3 and 3a are located along Bay Boulevard at a similar viewing location, KOP 3 presents a westward-facing view toward the proposed Bay Boulevard Substation site, and KOP 3a presents an eastward-facing view toward a proposed steel cable pole riser to be installed east of Bay Boulevard. Due to the difference in view orientation, the visual quality and visual sensitivity determination for KOP 3a would differ from that of KOP 3 and is summarized below.

KOP 3a: View east from Bay Boulevard toward proposed steel cable pole riser – Gas Insulated Substation Technology Alternative (Figure D.2-8a)

KOP 3a is located on the northbound side of Bay Boulevard, approximately 350 feet east of the Bay Boulevard Substation site. The KOP orientation is to the east toward an existing parking lot used by commercial and industrial uses fronting Bay Boulevard (an existing wooden transmission structure is located in the parking lot). From this KOP, the proposed removal of the existing transmission structure and installation of new steel cable pole riser would be evident and visible within the foreground viewing distance.

Visual Quality: *Representative/Industrial.* The landscape setting of KOP 3a is developed and consists of views to commercial/industrial businesses and accessory asphalt parking lot, ornamental shrub and tree plantings, and several tall wood and steel transmission structures traversing an existing east–west transmission corridor toward the proposed Bay Boulevard Substation site. The existing wood transmission structure is visually prominent in the foreground and attracts the attention of viewers. In addition to the visible commercial/industrial businesses, buildings of similar form and color are located to the north and south along Bay Boulevard. The visual quality of KOP 3a is industrial and representative of the commercial/industrial land uses

located east of Bay Boulevard within the immediate vicinity of the proposed Bay Boulevard Substation site.

Visual Sensitivity: *High*. The viewers from KOP 3a are travelers along Bay Boulevard as well as workers at the existing commercial/industrial businesses. KOP 3a lies within the foreground distance zone of the transmission interconnections work area. Viewer exposure is unobstructed. Viewer volume along Bay Boulevard is considered high. Public concerns from Bay Boulevard are assessed as moderate.

Because the Gas Insulated Substation Technology Alternative would only decrease the development footprint of the Bay Boulevard Substation and with the exception of KOP 3a (which has been described and is characterized previously), the existing aesthetics setting would be the same as described in Section D.2.1.

Environmental Impacts and Mitigation Measures

Gas Insulated Substation Technology Alternative – Bay Boulevard Substation

Under this alternative, a smaller development footprint for the Bay Boulevard Substation would be required when compared to the Proposed Project due to the reduction in A-frame structures needed for the Air Insulated Substation required under the Proposed Project. This alternative would install two metal buildings (approximately 40 to 50 feet in height) at the substation site to house the Gas Insulated Substation equipment, and the solid, boxy form of these structures would be visible from SR-75 and the SR-75 scenic turnout. However, while visible from off-site viewing locations, the installation of two 40- to 50-foot buildings at the substation site would not in turn make these components overly prominent to the extent that they would dominate views from the scenic turnout or from SR-75. In addition, because the substation site has been previously disturbed by past industrial development, construction and operation of this alternative would not substantially impact existing on-site scenic resources. Therefore, impacts to scenic vistas (Impact AES-1) and scenic resources within a state scenic highway (Impact AES-2) would be less than significant (Class III).

KOPs 1 (Figure D.2-7), 3 (Figure D.2-8), and 4 (Figure D.2-9) illustrate the long-term visual contrast resulting from construction and operation of the Bay Boulevard Substation – Gas Insulated Substation Technology Alternative. As viewed from KOPs 1, 3, and 4, the boxy, rectangular form of the large metal buildings installed to house the Gas Insulated Substation equipment would be prominently displayed and visible to motorists along Bay Boulevard (see Figures D.2-7 and D.2-8.) The rectangular form of the proposed metallic buildings would also be detectable from KOP 4 (see Figure D.2-9). The 40- to 50-foot-tall buildings would tower over the proposed 10-foot substation perimeter masonry wall, and ornamental plantings and would leave the majority of the buildings unscreened. As seen in Figures D.2-7 and D.2-8, this

alternative would not remove all substation components from the visual landscape; rather the total amount of open steel equipment, support, switch rack, and A-frame structures required would be reduced (A-frame structures and other equipment can be seen in Figures D.2-7 and D.2-8). Construction and operation of this alternative would further industrialize the character of the immediate area and westward views from KOPs 1 and 3 toward San Diego Bay would be severely obstructed due to the placement of proposed equipment and the solid form of the proposed buildings. While the installation of solid, boxy buildings that would house Gas Insulated Substation equipment would not replicate the transparent form of existing industrial features (i.e., steel lattice transmission structures), this alternative would reduce the amount of visible industrial features on site by placing those features within two metallic buildings, which would replicate the finish and color of existing metallic transmission structures. Therefore, as viewed from KOPs 1, 3, and 4, this alternative would not substantially degrade the existing character or quality of the site, and AES-3 impacts would be less than significant (Class III).

KOPs 1a (Figure D.2-7a), 3a (Figure D.2-8a), and 5 (Figure D.2-10) depict the existing aesthetics setting and illustrate the visual change associated with installation of the Gas Insulated Substation Technology Alternative transmission interconnections. As viewed from KOP 1a, implementation of the Gas Insulated Substation Technology Alternative would reduce the overall amount of transmission structures lining the western frontage of Bay Boulevard and traversing the proposed substation site. This alternative would remove existing wood and steel transmission structures and install three steel pole risers within the visual field of KOP 1a, and as seen in Figure D.2-7a, incorporation of this alternative would minimize the total number of overhead transmission lines traversing the project area. East of Bay Boulevard, implementation of this alternative would result in the removal of an existing wood transmission structure and installation of a metallic steel pole riser similar in character to existing steel transmission structures located in the transmission corridor visible in the foreground to middle-ground viewing distance. Although the color and texture of the steel pole riser would differ from that of the existing wood structure, the large form and vertical lines of the structures would be similar, and installation of the steel pole riser would not substantially degrade the existing quality or character of the site. Similar to the anticipated visual change anticipated at KOP 1a, an overall reduction in the amount of visible industrial elements (specifically, the large, vertical form of transmission structures) would be evident from KOP 5 (Figure D.2-10). Therefore, the Gas Insulated Substation Technology Alternative would result in an overall reduction in the amount of visible transmission structures, and because installed structures would be similar in form to existing structures, this alternative would not substantially degrade the existing character or quality of the site, and AES-3 impacts would be less than significant (Class III).

Effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of the Gas Insulated Substation Technology

Alternative would not be significantly different from the Proposed Project. A similar lighting scheme is anticipated at the substation site, and this alternative would feature transmission structures similar to those considered in Section D.2.3.5 for the proposed transmission interconnections. Therefore, project effects on day or nighttime views in the area (AES-4) would be less than significant under this alternative (Class III).

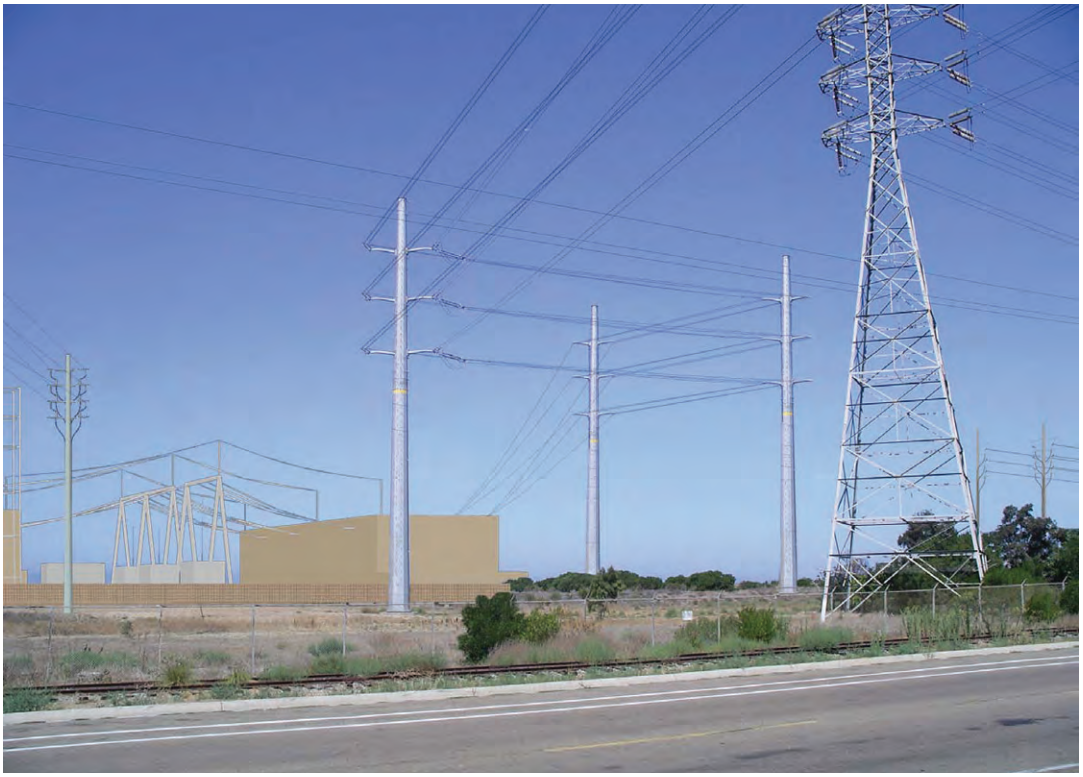
Lastly, the analysis of the Gas Insulated Substation Alternative's consistency with the policies established for the protection of the visual resources and listed in Section D.2.2 would not be substantially different from the analysis discussed in Section D.2.3.3 for the Proposed Project. Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Aesthetics impacts resulting from the construction and operation of SDG&E's Gas Insulated Substation Technology Alternative would be substantially the same when compared to the Proposed Project for Impacts AES-1 (Construction and operations would have a substantial adverse effect on a scenic vista), AES-2 (Construction activities would substantially damage scenic resources within a state scenic highway), and AES-3 (Construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings). Aesthetic impacts resulting from the construction and operation of SDG&E's Gas Insulated Substation Technology Alternative would remain the same as the Proposed Project for Impacts AES-4 (Adverse effects on day or nighttime views in the area) and AES-5 (Conflict with applicable plan, policy or regulation).

The Gas Insulated Substation Technology Alternative would result in a reduction of A-frame structures in comparison to the Proposed Project. The A-frame structures would, however, contrast with the metallic structures utilized to house substation equipment. The metallic structures proposed under the Gas Insulated Substation Technology Alternative would also result in blocked views of San Diego Bay for motorists along Bay Boulevard. In comparison, views with the Proposed Project of San Diego Bay for motorists along Bay Boulevard would be interrupted as a result of the A-frame structures. The Gas Insulated Substation Technology Alternative would also reduce the overall footprint of the proposed substation. In summary, aesthetics impacts resulting from the construction and operation of SDG&E's Gas Insulated Substation Technology Alternative would be substantially the same when compared to the Proposed Project.

Existing Conditions



Visual Simulation

DUDEK

6652-01

SOURCE: SDG&E 2011, Response to CPUC Data Request #5, Submitted to CPUC May 24, 2011

FIGURE D.2-7

KOP 1: View West from Bay Boulevard at Proposed Entrance Gate toward Bay Boulevard Substation Site Gas Insulated Substation Alternative

South Bay Substation Relocation Project Draft EIR

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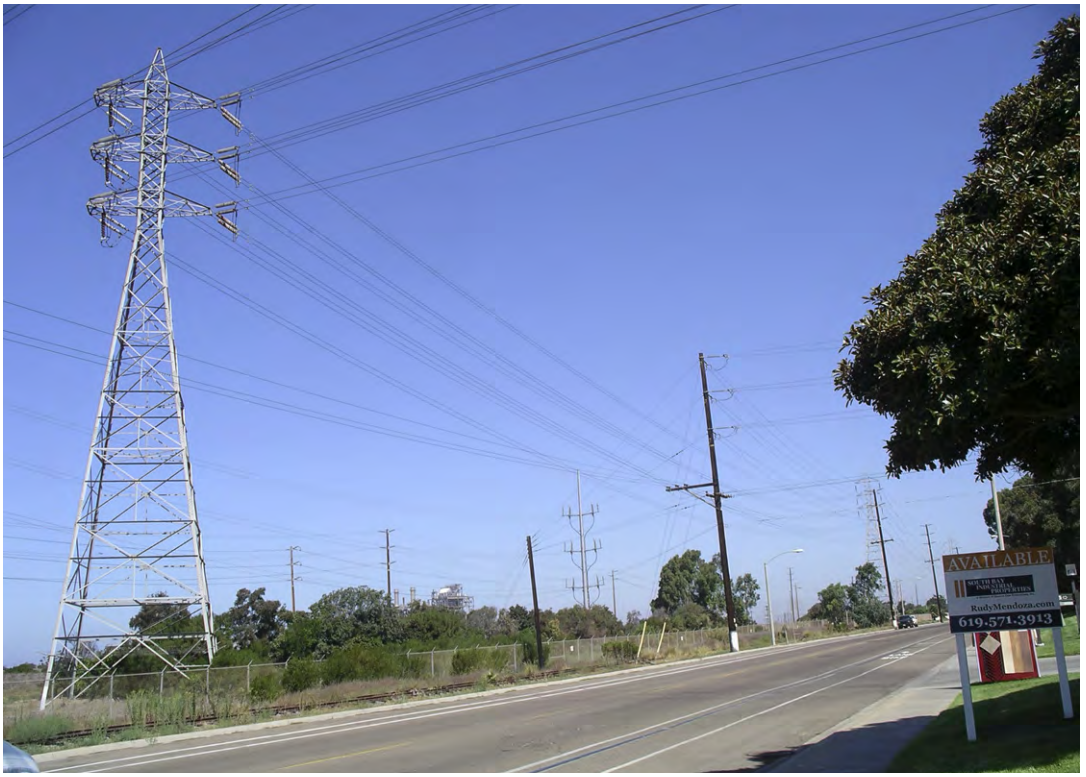

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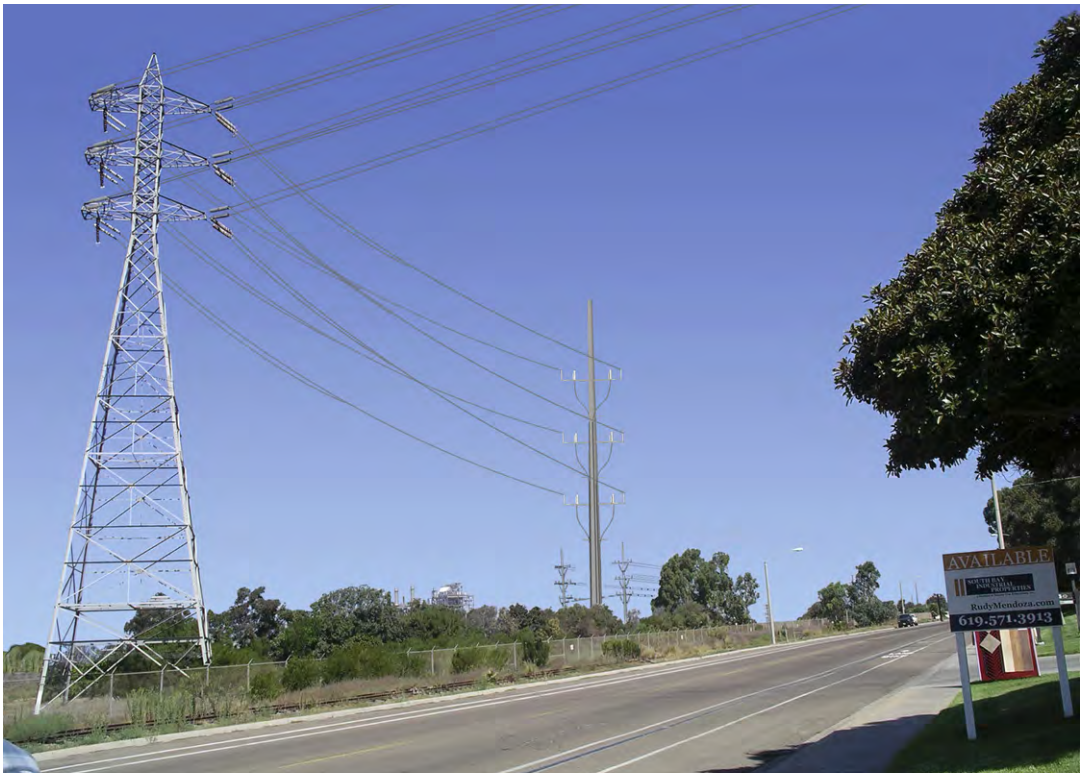

Visual Simulation

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6652-01

SOURCE: SDG&E 2011, Response to CPUC Data Request #5, Submitted to CPUC May 24, 2011

FIGURE D.2-7a

KOP 1a: View Northwest from Bay Boulevard at Proposed Entrance Gate toward Transmission Interconnections Gas Insulated Substation Alternative

South Bay Substation Relocation Project Draft EIR

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Existing Conditions

Visual Simulation

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6652-01

SOURCE: SDG&E 2011, Response to CPUC Data Request #5, Submitted to CPUC May 24, 2011

FIGURE D.2-8

KOP 3: View West from Bay Boulevard toward Proposed Bay Boulevard Substation Site Gas Insulated Substation Alternative

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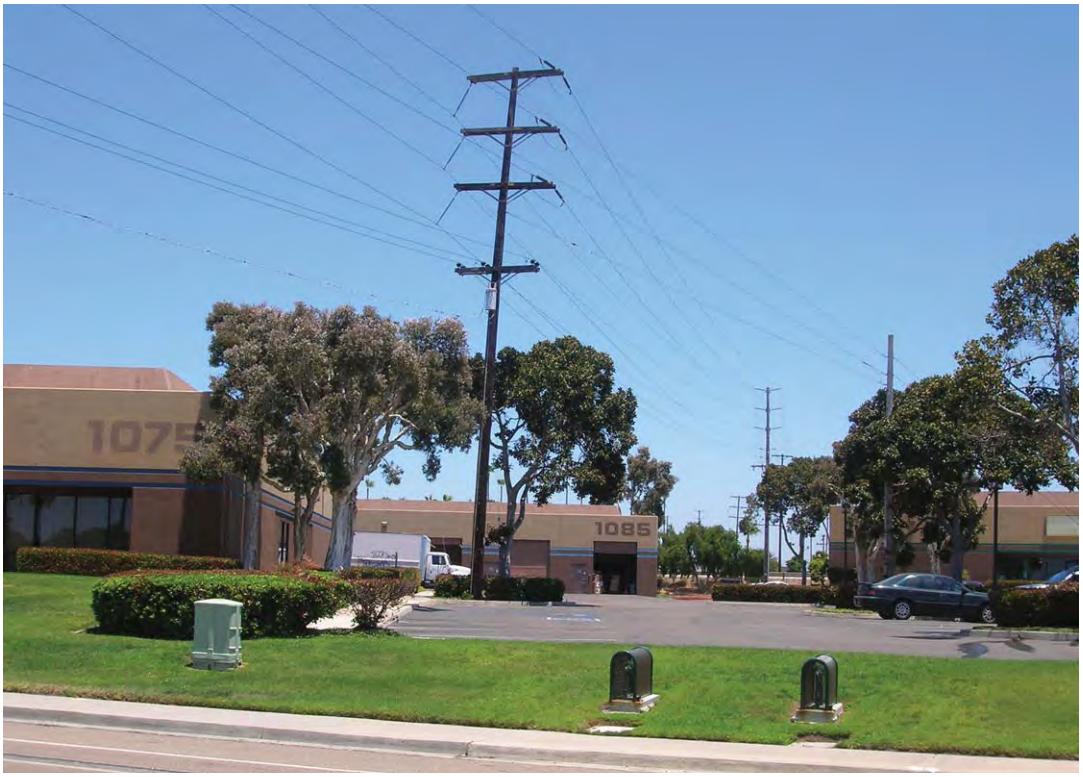

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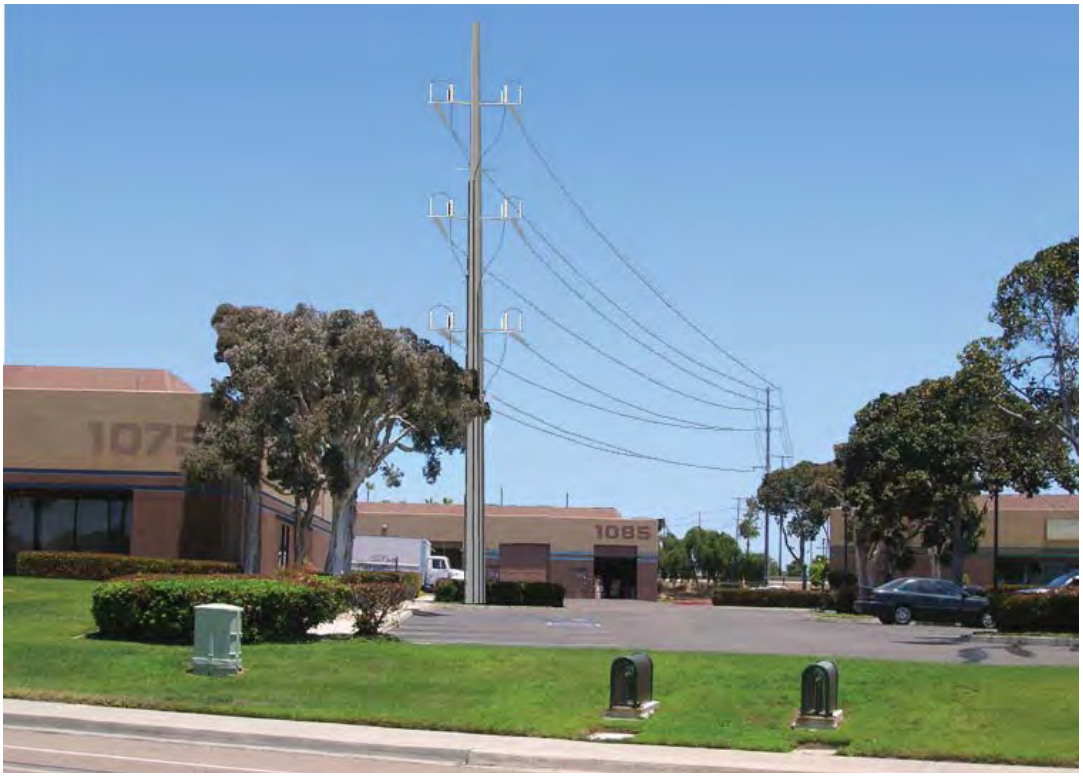

Visual Simulation

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6652-01

SOURCE: SDG&E 2011, Response to CPUC Data Request #5, Submitted to CPUC May 24, 2011

FIGURE D.2-8a

KOP 3a: View East from Bay Boulevard toward Proposed Steel Cable Pole Riser Gas Insulated Substation Alternative

South Bay Substation Relocation Project Draft EIR

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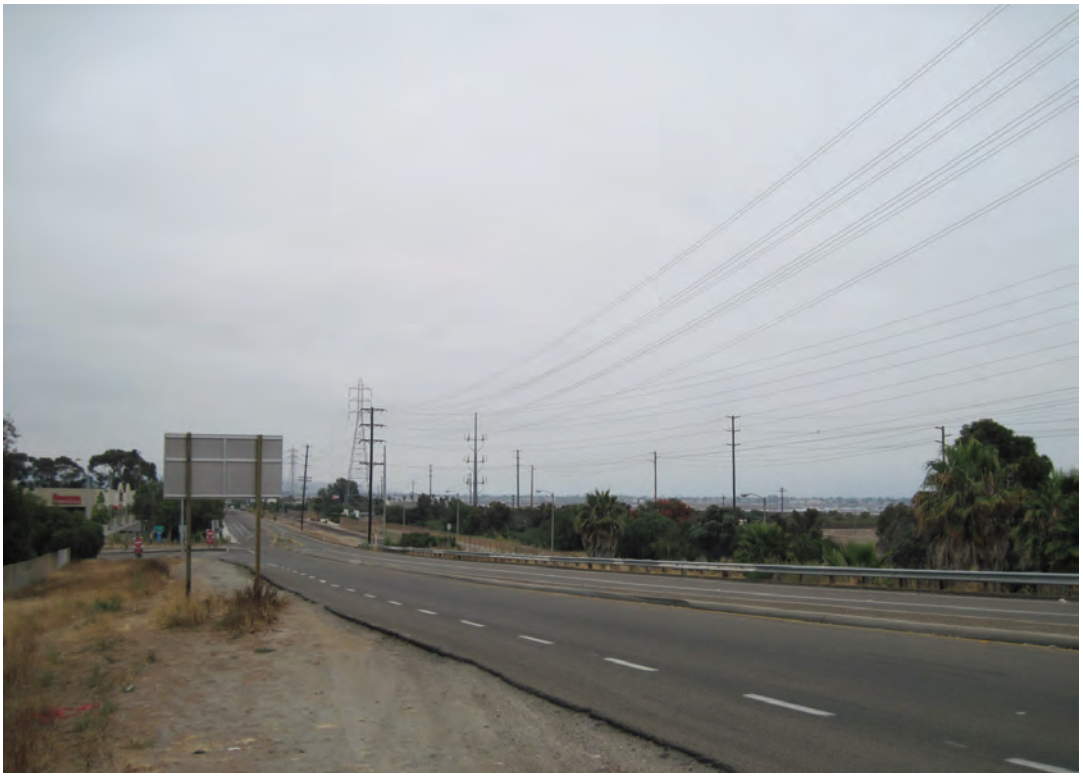

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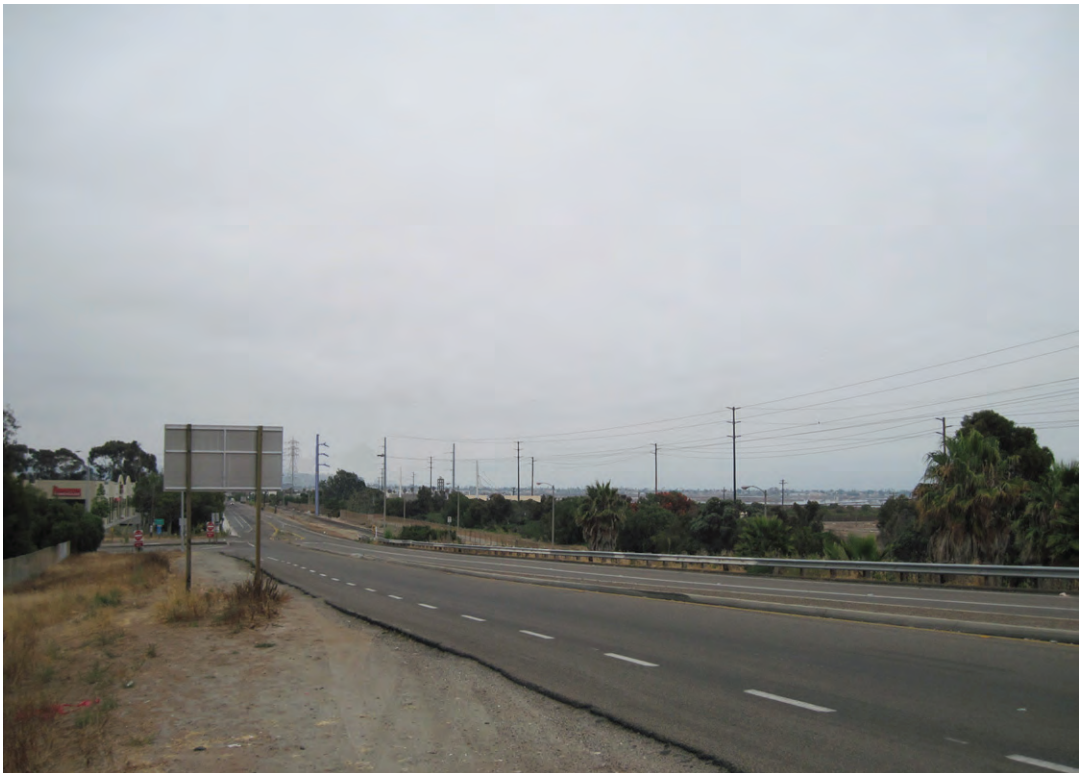

Visual Simulation

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6652-01

SOURCE: SDG&E 2011, Response to CPUC Data Request #5, Submitted to CPUC May 24, 2011

FIGURE D.2-9

KOP 4: View Southwest from Bay Boulevard toward Proposed Bay Boulevard Substation Site Gas Insulated Substation Alternative

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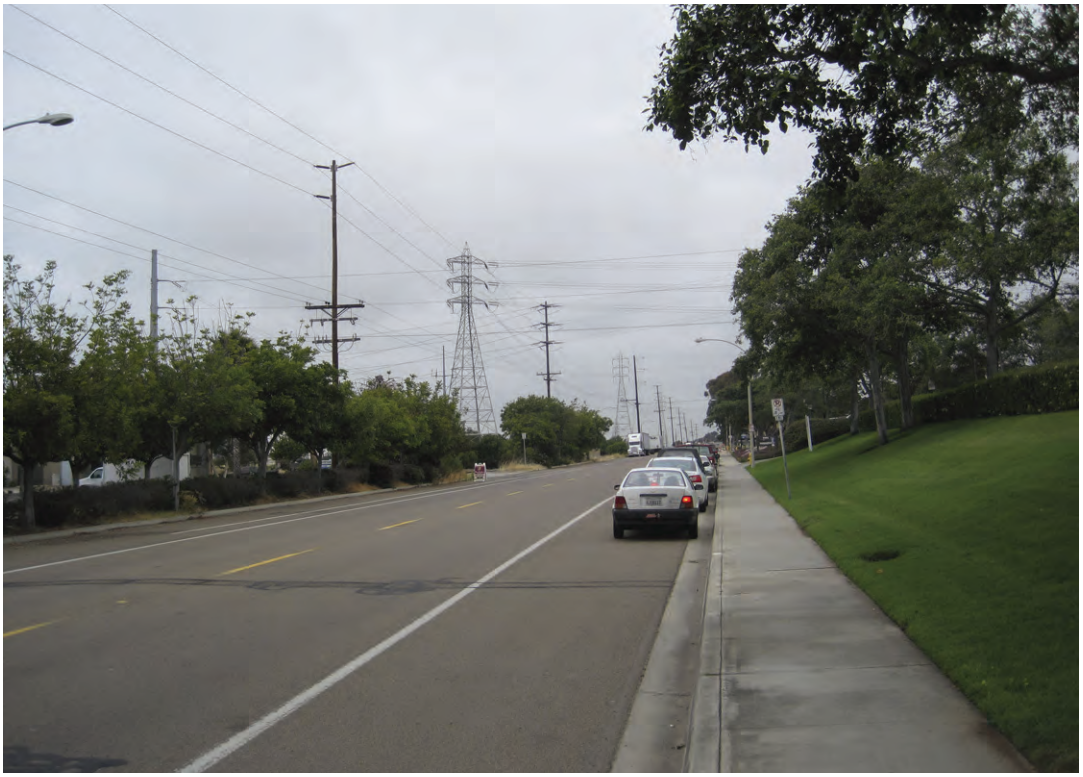

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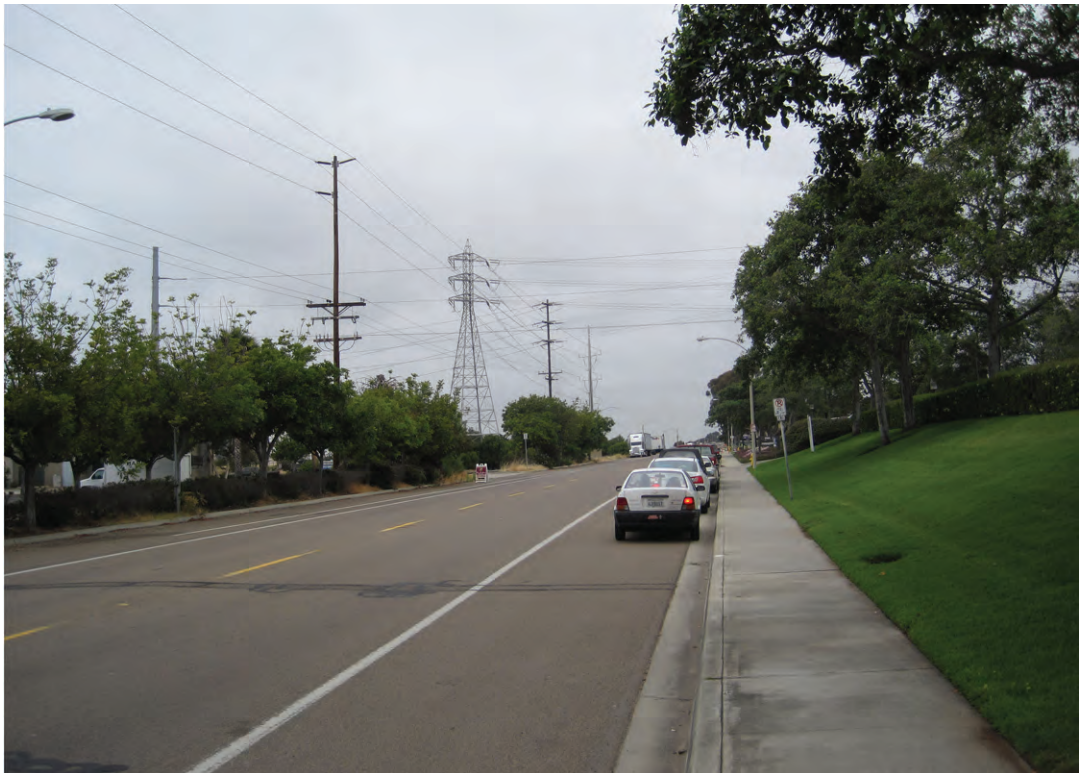

Visual Simulation

DUDEK

6652-01

SOURCE: SDG&E 2011, Response to CPUC Data Request #5, Submitted to CPUC May 24, 2011

FIGURE D.2-10

KOP 5: View north from Bay Boulevard toward Proposed Bay Boulevard Substation Site Gas Insulated Substation Alternative

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D.2.4.2 Tank Farm Site Alternative

Environmental Setting

Section D.2.1 describes the existing visual quality of the Bay Boulevard Substation site and also includes a summary of the visual sensitivity of viewers in the vicinity of the proposed site. The Tank Farm site is located approximately 2,600 feet north of the proposed substation site. The site was previously utilized as the North Tank Farm for the SBPP and appears similar in visual character to the undeveloped Bay Boulevard site. The Tank Farm Site is located on an industrial, undeveloped property characterized as disturbed due to previous tank farm operations. Patchy, low-growing vegetation and earthen containment berms are present on site, and circular areas of disturbance associated with the physical presence of tanks are visible from aerial photographs. In addition, several aboveground transmission lines are located to the east within an SDG&E utility corridor. Although the character of the area is industrial, San Diego Bay is located approximately 400 feet to the east, and Marina View Park is located approximately 50 feet to the north across a vegetated, man-made channel.

The environmental setting for the Air Insulated Substation and Gas Insulated Substation Alternatives at the Tank Farm site would be the same, and therefore, environmental setting is not further discussed in Sections D.2.4.2.1 and D.2.4.2.2.

D.2.4.2.1 Tank Farm Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, a similar development footprint and layout for the new substation as identified for the proposed Bay Boulevard Substation in Section D.2.3 would be required and would be constructed at the Tank Farm site.

The substation components associated with this alternative would be of similar form and scale as the existing South Bay Substation components, and while they would be visible from SR-75 and the SR-75 scenic turnout, they would not produce strong visual contrast. The Tank Farm site is set back from the bay, and the surrounding development produces a complex visual setting when viewed from a distance. In addition, the vertical profile of the new substation would not be overly prominent (the tallest component would be a single 75-foot communication tower), and substation equipment and materials would create a relatively indistinct facility form as viewed from across San Diego Bay. Therefore, due to similarities in location and substation components, impacts to scenic vistas (Impact AES-1) and scenic resources within a state scenic highway (Impact AES-2) would be similar to those previously identified for the Proposed Project (less than significant (Class III)). Similarly, the transmission interconnections associated with this alternative would be

visible from SR-75 and the scenic turnout; however, the low forms of construction equipment and vehicles would not obstruct or interfere with existing panoramic views, and because the introduction of additional transmission poles and structures would replicate the existing forms and lines currently visible on site, the landscape viewed from these locations during operations would not be substantially affected. Therefore, temporary and permanent AES-1 impacts of the transmission interconnections would be less than significant (Class III).

The visual effects of the Tank Farm Site Alternative would be most noticeable from Marina View Park. From Marina View Park, the angular form and metallic color of substation racks and equipment, as well as the prominent form of the communications tower, would be visible to park users; however, the existing ornamental vegetation around the perimeter of the site would partially screen views of the new substation facility. The installation of additional ornamental plantings identified in the conceptual landscape plan would further reduce the visibility of the facility; however, due to the scale and height of substation equipment, the substation would not be fully screened from view. In addition to views of the substation, views of the transmission interconnections would not be fully screened by existing ornamental vegetation located in the SDG&E transmission easement (the height of structures and horizontal line of the transmission line would make these components openly visible and silhouetted when viewed from the park). Although the new substation and transmission interconnections would be visible from Marina View Park, existing views from this location consist of a large, aging power plant; tall substation equipment and components associated with the existing South Bay Substation; and tall transmission structures. Therefore, construction and operation of this alternative would not degrade the quality of the site and would not substantially alter the character of the immediate area. As such, AES-3 impacts would be less than significant (Class III). It should be noted that while the transmission interconnection component of this alternative would generate noticeable visual change at other locations (KOP 5, for instance) identified in Section D.2.1 to analyze the aesthetic impacts of the Proposed Project, the visual setting at these locations includes transmission structures of similar mass and height that would be installed by this alternative. As such, strong visual contrast would not be generated, and impacts would be less than significant (Class III).

Effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of this alternative would not be significantly different from the Proposed Project. Lighting required for nighttime construction of the substation and the transmission interconnections would be shielded and directed downward to minimize effects on nighttime views during construction. A similar lighting scheme to that intended for the Proposed Project is anticipated at the alternative substation site, and no lighting would be installed on newly installed or replaced transmission structures, and therefore, the effect of the project on day or nighttime views in the area would be less than significant under this alternative (Class III).

As discussed in Section D.2.3, local plans, policies, or regulations would not apply to the Proposed Project or any of the identified alternatives because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives. Consequently, the Tank Farm Site Alternative would not conflict with any applicable plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

Although this alternative would be exempt from local plans, policies, and regulations, construction and operation activities would result in several inconsistencies with local plans and policies relevant to the protection of visual resources. This alternative would develop a new substation facility at the Tank Farm Site (located adjacent to San Diego Bay) and would, therefore, be inconsistent with policies established by the Bayfront Specific Plan regarding changing the image of the Bayfront from industrial to a more prominent public and commercial recreational role (Section 19.85.006 1. Form and Appearance (b)) and improvement of the visual quality of the shoreline by promoting public and private uses (Section 19.85.006 1. Form and Appearance (c))**.** Also, the introduction of new transmission structures and replacement of existing structures would not be consistent with Policy LUT 10.5 of the Chula Vista General Plan (Land Use and Transportation Element), which requires the undergrounding of utilities on private property. However, even though this alternative would be inconsistent with local plans and policies relevant to the protection of visual resources in the project area, the City and Port of San Diego has no jurisdiction over the project; therefore (similar to the Proposed Project), the project is not required to be consistent with local planning documents.

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Aesthetics impacts resulting from construction and operation of the Tank Farm Site – Air Insulated Substation Alternative would essentially be the same when compared to the Proposed Project for Impacts AES-1 (construction and operations would have a substantial adverse effect on a scenic vista), AES-2 (construction activities would substantially damage scenic resources within a state scenic highway), AES-4 (adverse effects on day or nighttime views in the area), and AES-5 (conflict with an applicable plan, policy ,or regulation).

The Tank Farm Site – Air Insulated Substation Alternative would result in slightly greater AES-3 impacts (construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings) when compared to the Proposed Project. This alternative would affect a greater number of sensitive receptors because of the change in viewing duration. Sensitive receptors affected by the proposed Bay Boulevard Substation would primarily consist of motorists traveling along Bay Boulevard who would have only short-term views of the

substation facility. In contrast, sensitive receptors affected by the Tank Farm Site – Air Insulated Substation Alternative would include park users at Marina View Park who would have longer duration views of the facility than would a passing motorist. Therefore, due to location, proximity to sensitive receptors, and number of potentially affected sensitive receptors, AES-3 aesthetics impacts would be slightly greater under the Tank Farm Site – Air Insulated Substation Alternative. All other aesthetic impacts would be similar to those identified in Section D.2.3 for the Proposed Project.

D.2.4.2.2 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.2.4.1 would be required for the new substation and would be constructed at the Tank Farm site.

The solid form of two 40- to 50-foot metallic buildings at the Tank Farm site would be visible from the SR-75 scenic turnout; however, due to the wide panoramic views offered and the visual dominance of the background mountains visible from eastward-oriented views, construction of this alternative (including installation of metallic buildings, dismantling of the existing South Bay Substation, and work associated with the transmission interconnections) would not be overly prominent to the extent that equipment, vehicles, and workers would dominate views from the scenic highway or turnout. Additionally, transmission lines and structures are currently located on the project site, and the installation of new structures and removal of existing structures would not substantially alter existing views from the turnout. As such, impacts to scenic vistas (Impact AES-1) would be less than significant (Class III). Because the substation site has been disturbed by previous industrial development, construction of this alternative would not substantially impact existing on-site scenic resources (Impact AES-2); impacts would be less than significant (Class III).

Although the installation of solid, rectangular buildings would not replicate the transparent form of on-site steel lattice structures, locating selected equipment inside buildings would reduce the overall number of visible industrial features, and the newly installed metallic buildings would be similar in color and texture to the existing, metallic transmission structures. In addition, the installation of ornamental plantings identified in the conceptual landscape plan would reduce the visibility of the two buildings; however, due to the scale, the buildings and outside substation equipment would not be fully screened from view. In addition, the height of transmission interconnections would also make these components openly visible from off-site locations in the immediate area. Although the new substation and transmission interconnections would be visible from Marina View Park, existing views from this location consist of a large, aging power plant;

tall substation equipment and components associated with the existing South Bay Substation; and numerous transmission structures. Therefore, construction and operation of this alternative would not degrade the quality of the site and would not substantially alter the character of the immediate area. As such, AES-3 impacts would be less than significant (Class III). It should be noted that while the transmission interconnection component of this alternative would generate noticeable visual change at other locations (KOP 5, for instance) identified in Section D.2.1 to analyze the aesthetic impacts of the Proposed Project, the visual setting at these locations includes transmission structures of similar mass and height that would be installed by this alternative. As such, strong visual contrast would not be generated, and impacts would be less than significant (Class III).

Nighttime lighting employed during construction of the substation and the transmission interconnections would be shielded and directed downward to minimize effects on nighttime views. Also, a lighting scheme similar to the one identified for the Proposed Project in Section D.2.3 would be implemented under this this alternative, and no lighting would be mounted on installed or replaced transmission structures; therefore, effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of this alternative would not be significantly different from the Proposed Project. As such, impacts are anticipated to be less than significant under this alternative (Class III).

As discussed in Section D.2.3, local plans, policies, or regulations would not apply to the Proposed Project or any of the identified alternatives because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives. Consequently, the Tank Farm Site – Gas Insulated Substation Alternative would not conflict with any applicable plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

While this alternative would be exempt from local plans, policies, and regulations, construction and operational activities would result in several inconsistencies with local plans and policies relevant to the protection of visual resources. This alternative would develop a new substation facility at the Tank Farm site (located adjacent to San Diego Bay) and would, therefore, be inconsistent with policies established by the Bayfront Specific Plan regarding changing the image of the Bayfront from industrial to a more prominent public and commercial recreational role (Section 19.85.006 1. Form and Appearance (b)) and improvement of the visual quality of the shoreline by promoting public and private uses (Section 19.85.006 1. Form and Appearance (c)). Additionally, the introduction of new transmission structures and replacement of existing structures would not be consistent with Policy LUT 10.5 of the Chula Vista General Plan (Land Use and Transportation Element), which requires the undergrounding of utilities on private property. While the installation of tall, metallic buildings would not alter the industrial image of

the Bayfront or improve the visual quality of the shoreline, and transmission infrastructure on private property would not be installed entirely underground, the City has no jurisdiction over the project; therefore (similar to the Proposed Project), the project is not required to be consistent with local planning documents. Therefore, the Tank Farm Site – Gas Insulated Substation Alternative would not conflict with any applicable plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Aesthetics impacts resulting from the construction and operation of the Tank Farm Site – Gas Insulated Substation Alternative would essentially be the same when compared to the Proposed Project for Impacts AES-1 (construction and operations would have a substantial adverse effect on a scenic vista), AES-2 (construction activities would substantially damage scenic resources within a state scenic highway), AES-4 (adverse effects on day or nighttime views in the area), and AES-5 (conflict with applicable plan, policy or regulation).

The Tank Farm Site – Gas Insulated Substation Alternative would result in slightly greater AES-3 (construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings) aesthetic impacts when compared to the Proposed Project. This alternative would affect a greater number of sensitive receptors due to the change in viewing duration. Sensitive receptors affected by the proposed Bay Boulevard Substation would primarily consist of motorists traveling along Bay Boulevard who would have only short-term views of the substation facility. In contrast, sensitive receptors affected by the Tank Farm Site – Gas Insulated Substation Alternative would include park users at Marina View Park who would have longer duration views of the facility than would a passing motorist. Therefore, due to location, proximity to sensitive receptors, and number of potentially affected sensitive receptors, AES-3 aesthetics impacts would be slightly greater under the Tank Farm Site – Gas Insulated Substation Alternative. All other aesthetic impacts would be similar to those identified in Section D.2.3 for the Proposed Project.

D.2.4.3 Existing South Bay Substation Site Alternative

Environmental Setting

Section D.2.1 describes the existing visual quality of the South Bay Substation site and also includes a summary of the visual sensitivity of viewers in the vicinity of the existing substation site. In addition, a discussion of the KOPs selected to analyze the visual contrast resulting from

construction and operation of the substation dismantling (i.e., KOP 2) is also included in Section D.2.1. While the Proposed Project would include removal of the existing South Bay Substation facility and preparation of the site for future bay front development (see KOP 2 (Figure D.2-3, Visual Simulation)), this alternative would dismantle the existing substation and construct a new substation at the same location. Therefore, because the existing setting surrounding this alternative site (as identified for KOP 2 in Section D.2.1.1) has been previously discussed in this document, additional information pertaining to the visual setting is not provided.

D.2.4.3.1 Existing South Bay Substation Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Dismantling of the existing South Bay Substation and construction of the Air Insulated Substation Alternative would be visible from the SR-75 scenic turnout; however, existing views from this location are panoramic, and the low, indistinct form of construction equipment viewed against the existing setting would reduce the prominence of on-site construction activities. The distance between the turnout and the project site (approximately 1.8 miles) would also decrease the visibility of construction equipment, vehicles, and personnel. In addition, the scale of the rebuilt substation as well as the bulk and scale of transmission interconnection components is anticipated to be similar to that of the existing substation and existing transmission structures. Therefore, construction and operational impacts to scenic vistas (Impact AES-1) would be less than significant (Class III).

As stated previously, eastward-oriented views from SR-75 across San Diego Bay are open and panoramic, and the low form and lines of the existing South Bay Substation render it a largely indistinct and visually indiscernible feature in the existing visual landscape. Because the scale of the Air Insulated Substation Alternative is anticipated to be similar to that of the existing South Bay substation, the form of the alternative facility is not anticipated to be well-defined, and the horizontal and vertical lines of the substation and associated equipment would be relatively weak in eastward-oriented views from the SR-75 travel corridor. Distance, as well as the sporadic, temporary nature of the view, would reduce the potential for the Air Insulated Substation facility and transmission interconnection components to affect existing views. In addition, the project site is located within a developed industrial area of the Chula Vista Bayfront that does not contain significant natural scenic resources such as trees, rock outcroppings, and historic buildings. As such, AES-2 impacts would be less than significant (Class III).

During construction, adverse short-term visual impacts would result from the presence of construction equipment, materials, and work forces at the project site. Vehicles, heavy equipment, project components, and workers would be most visible from the superior viewing angle afforded to motorists at the intersection of Bay Boulevard and L Street (see Figure D.2-3,

Existing Conditions). Although construction activities would be visible to motorists, mobile views of the site would be in passing and would not substantially alter or degrade the existing industrial visual character of the site, and therefore, short-term (AES-3) visual impacts would be less than significant (Class III). The operation of the new substation would essentially maintain the existing visual character and quality of the site. Since operation of the Air Insulated Substation Alternative would result in weak visual contrast within the existing landscape setting, long-term AES-3 impacts would be less than significant (Class III).

Because a similar lighting scheme would be implemented at the Air Insulated Substation Alternative, effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting would not be significantly different from the Proposed Project. Therefore, similar to the Proposed Project, effects on day or nighttime views in the area would be less than significant (Class III) under this alternative.

Pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives. Therefore, local plans, policies, or regulations would not apply, and the Air Insulated Substation Alternative at the existing South Bay Substation site would not conflict with any applicable local plans, policies, or regulations of an agency with jurisdiction over the project. Although construction and operational activities of this alternative would result in several inconsistencies with local plans and policies relevant to the protection of visual resources at the site (see discussion for Proposed Project in Section D.2.3.3), the project is not required to be consistent with local planning documents, and therefore, no AES-5 impacts would occur (No Impact).

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Under this alternative, impact conclusions for AES-1, AES-2, AES-3, AES-4, and AES-5 would be substantially the same when compared to the Proposed Project. However, because this alternative would construct and operate a substation at the existing South Bay Substation site, visual character impacts compared to those of the Proposed Project would be slightly less.

D.2.4.3.2 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.2.4.1 would be required for the new

substation, and it would be constructed at the existing South Bay Substation site (the existing substation would be dismantled and removed).

The solid form of two metallic buildings erected at the existing South Bay Substation site would be visible from the SR-75 scenic turnout; however, due to the wide panoramic views offered, the proposed buildings would not be overly prominent and would not dominate the view. Additionally, transmission lines and structures are currently located on the project site, and the installation of new structures and removal of existing structures would not substantially alter existing views from the turnout; therefore, impacts to scenic vistas (Impact AES-1) would be less than significant (Class III). In addition, because the site has been previously disturbed by industrial development, construction and operation of this alternative would not substantially impact existing on-site scenic resources as viewed from SR-75. As such, impacts to scenic resources within a state scenic highway (Impact AES-2) would be less than significant (Class III).

Although the new substation and transmission interconnections would be visible from Bay Boulevard and the Bay Boulevard/L Street intersection, existing views from these locations consist of a large, aging power plant; tall substation equipment and components associated with the existing South Bay Substation; and numerous transmission lines and large transmission structures (see Figure D.2-3). Therefore, as viewed from Bay Boulevard, this alternative would not represent a significant visual change when compared to existing on-site conditions, and as such, this alternative would not substantially degrade the existing character or quality of the site. AES-3 impacts would be less than significant (Class III).

Effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of the Existing South Bay Substation Site – Gas Insulated Substation Alternative would not be significantly different from the Proposed Project. Lighting used during nighttime construction of the substation and transmission interconnections would be shielded and directed downward; a similar lighting scheme as detailed for the proposed Bay Boulevard Substation in Section B of this document would be implemented for this alternative, and lighting atop transmission structures is not anticipated. Therefore, project effects on day or nighttime views in the area (AES-4) would be less than significant under this alternative (Class III).

Pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives. Therefore, local plans, policies, or regulations would not apply, and the Gas Insulated Substation Alternative at the existing South Bay Substation site would not conflict with any local applicable plans, policies, or regulations of an agency with jurisdiction over the project. Although construction and operational activities of this alternative would result in several inconsistencies with local plans and policies relevant to

the protection of visual resources at the site (see discussion for Proposed Project in Section D.2.3.3), the project is not required to be consistent with local planning documents, and therefore, no AES-5 impacts would occur (No Impact).

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Under this alternative, impact conclusions for AES-1, AES-2, AES-3, AES-4, and AES-5 would be substantially the same when compared to the Proposed Project. However, because this alternative would construct and operate a substation at the existing South Bay Substation site, visual character impacts compared to those of the Proposed Project would be slightly less.

D.2.4.4 Power Plant Site Alternative

Environmental Setting

The SBPP property is situated between the existing South Bay Substation to the north, Bay Boulevard to the east, and San Diego Bay to the west. Located on the SBPP property, the 22-acre Power Plant site is located is located approximately 570 feet north of the proposed Bay Boulevard Substation site. The appearance of the site is industrial; power plant equipment, towers, and scaffolding populate the site (see Figure D.2-3 Existing Conditions).

The SBPP site is flat and variations in elevation are unnoticeable. Large, bold rectangular structures and cylindrical towers and tanks rise prominently from the site and can be seen from across San Diego Bay. Vegetation is nearly nonexistent on the power plant site; vegetation on adjacent parcels consists of patchy low-lying shrubs, red-brown grasses and weeds, and eucalyptus trees adjacent to drainages. The site displays color uniformity exemplified by the metallic gray of the steel scaffolding and the dull gray of cylindrical towers.

The SBPP area would primarily be visible from Bay Boulevard as well as from commercial and industrial properties in the area. Park users to the north area have views of the existing power plant, and distant views of the power plant site are visible from SR-75 and the Coronado Cays residential area across San Diego Bay.

Section D.2.1 includes a discussion of the KOPs selected to analyze the visual contrast resulting from construction and operation of the Proposed Project. KOP 2 was used to analyze the visual contrast associated with dismantling and removal of the existing South Bay Substation and due to similarities in location and character of the area (the SBPP is visible in the Figure D.2.3). The

visual quality and sensitivity of KOP 2 as assessed for the Proposed Project is also applicable to the Power Plant Site Alternative.

The environmental setting for the Air Insulated Substation and Gas Insulated Substation Alternatives at the Power Plant site would be the same, and therefore, environmental setting is not further discussed in Sections D.2.4.4.1 and D.2.4.4.2.

D.2.4.4.1 Power Plant Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Under this alternative, a similar development footprint and layout as identified for the Proposed Project in Section D.2.3 for the Bay Boulevard Substation would be required and would be constructed at the SBPP site. The power plant would be dismantled and removed (removal of the facility would not be a component of this project), and a new substation would be constructed at the same location.

The substation components associated with this alternative would be of similar form and scale as the existing South Bay Substation components; therefore, the new substation facility and transmission interconnections would be visible from the SR-75 scenic turnout and SR-75 but would not produce strong visual contrast. While the existing power plant is clearly visible from scenic turnout and highway because of its distinct form, relative scale, and vertical profile, the new substation would feature a less prominent vertical profile, and substation equipment and materials (as well as newly installed and replaced transmission structures) would result in a relatively indistinct form as viewed from across San Diego Bay. Therefore, due to similarities in location and substation components, impacts to scenic vistas (Impact AES-1) and scenic resources within a state scenic highway (Impact AES-2) would be less than significant (Class III).

The visual effects of the Power Plant Site – Air Insulated Substation Alternative would be most noticeable from the Bay Boulevard/L Street Intersection (KOP 2). From KOP 2, the angular form and metallic color of substation racks and equipment would be visible to motorists travelling along Bay Boulevard and at the L Street/Bay Boulevard intersection; however, the existing ornamental vegetation adjacent to Bay Boulevard would partially screen views of the facility. The transmission interconnections would also be openly visible from KOP 2 because the existing ornamental vegetation in the SDG&E transmission easement would not be large enough to fully screen newly installed and replaced 69 kV wood poles (these structures would be closest in proximity to KOP 2) from sensitive receptors at the L Street/Bay Boulevard intersection. The installation of additional ornamental plantings identified in the conceptual landscape plan would further reduce the visibility of the facility (additional plantings are not proposed within the SDG&E transmission easement); however, due to the scale and tall form of substation equipment and due to the superior viewing

angle afforded to motorists along Bay Boulevard, the substation would not be fully screened from view. Although the new substation and transmission interconnections would be visible from KOP 2, existing views from this location consist of a large, aging power plant; the existing South Bay Substation; and numerous transmission lines and large transmission structures. Therefore, construction and operation of this alternative would not degrade the quality of the site and would not substantially alter the character of the immediate area. As such, AES-3 impacts would be less than significant (Class III).

Effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of this alternative would not be significantly different from the Proposed Project. Lighting employed during nighttime construction would be shielded and directed downward, and a similar lighting scheme, as discussed for the proposed Bay Boulevard Substation, is anticipated at the alternative substation site. In addition, lighting is not anticipated to be installed atop transmission structures (lighting is not anticipated to be necessary due to the height of the structures, which is assumed to be under 200 feet). Therefore, project effects on day or nighttime views in the area would be less than significant under this alternative (Class III).

As discussed in Section D.2.3, local plans, policies, or regulations would not apply to the Proposed Project or any of the identified alternatives because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives. Consequently, the Power Plant site alternative would not conflict with any applicable plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

Although this alternative would be exempt from local plans, policies, and regulations, construction and operation activities would result in several inconsistencies with local plans and policies relevant to the protection of visual resources. For example, because this alternative would include the development of a new substation facility at the existing power plant site, it would be inconsistent with the Bayfront redevelopment plans and proposed land use designations established in the City of Chula Vista LCP Land Use Plan, the Bayfront Specific Plan, and the Chula Vista Bayfront Master Plan. Also, a new substation facility at the alternative site would not enhance public views to San Diego Bay, and transmission interconnections would not be entirely installed underground on private property; therefore, this alternative would be inconsistent with local General Plan policies identified in Section D.2.2. However, ~~even though this alternative would be inconsistent with local plans and policies relevant to the protection of visual resources in the project area,~~ the City has no jurisdiction over the project, and therefore (similar to the Proposed Project), the project is not required to be consistent with local planning documents.

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Aesthetics impacts resulting from the construction and operation of the Power Plant Site – Air Insulated Substation Alternative would be substantially the same when compared to the Proposed Project for Impacts AES-1 (construction and operations would have a substantial adverse effect on a scenic vista), AES-2 (construction activities would substantially damage scenic resources within a state scenic highway), AES-4 (adverse effects on day or nighttime views in the area), and AES-5 (conflict with applicable plan, policies, or regulations).

The Power Plant Site – Air Insulated Substation Alternative would result in slightly greater AES-3 (construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings) visual impacts when compared to the Proposed Project because it would result in blocked public views of San Diego Bay. In contrast, the Proposed Project would enhance views of San Diego Bay for motorists by dismantling and removing the existing South Bay Substation from the site, and while this alternative would also dismantle and remove the existing substation, it would construct and operate a new facility approximately 50 feet to the south. All other aesthetic impacts would be similar to those identified in Section D.2.3 for the Proposed Project.

D.2.4.4.2 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.2.4.1 would be required for the new substation and would be constructed at the Power Plant site.

In addition to newly installed and replaced transmission structures, metallic buildings erected to house substation equipment at the Power Plant site would be visible from the SR-75 scenic turnout and SR-75; however, project components would not substantially alter existing scenic views. While the existing power plant is clearly visible from the scenic turnout and highway, due to its distinct form, relative scale, and vertical profile, the new metallic buildings would feature a less prominent vertical profile, and outdoor substation equipment and materials would result in a relatively indistinct form as viewed from across San Diego Bay. While the solid form of the substation buildings would tend to be more visible than the proposed Air Insulated Substation facility, overall impacts would be similar. Also, because transmission structures are currently located on site, the installation of additional structures and replacement of existing structures

would not substantially alter existing views from the scenic turnout and highway. As such, impacts to scenic vistas (Impact AES-1) and scenic resources within a state scenic highway (Impact AES-2) would be less than significant (Class III).

Similar to the Air Insulated Substation Alternative, the visual effects of the Power Plant Site – Gas Insulated Substation Alternative would be most noticeable from the Bay Boulevard/L Street Intersection (KOP 2). From KOP 2, the angular form and metallic color of substation buildings, as well as outdoor A-frame structures and equipment, would be visible to motorists travelling along Bay Boulevard and at the L Street/Bay Boulevard intersection; however, the existing ornamental vegetation adjacent to Bay Boulevard would partially screen views of the facility. Receptors at KOP 2 would also be afforded open views of the transmission interconnections (the existing ornamental vegetation in the SDG&E transmission easement would not be large enough to screen newly installed and replaced 69 kV wood poles from view). Additional vegetation installed near the entrance to the facility as part of the landscape plan would further reduce the visibility of substation components (new plantings are not proposed within the SDG&E transmission easement to further screen transmission structures from view); however, due to the scale of buildings and equipment (and due to the superior viewing angle afforded to motorists along Bay Boulevard), the substation would not be fully screened from view. Although the substation and transmission interconnections would be visible from KOP 2, existing views from this location consist of a large, aging power plant; the existing South Bay Substation; and numerous transmission lines and structures. Therefore, construction and operation of this alternative would not degrade the quality of the site and would not substantially alter the character of the immediate area. As such, AES-3 impacts would be less than significant (Class III).

Effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of this alternative would not be significantly different from the Proposed Project. The potential for lighting employed during construction of the substation and transmission interconnections to impact nighttime views would be minimized by shielding and directing light sources downward. Also, operational lighting at the substation would be similar to the lighting implemented at the proposed Bay Boulevard Substation (discussed in Section D.2.3.3), and lighting atop transmission structures is not anticipated. Therefore, project effects on day or nighttime views in the area would be less than significant under this alternative (Class III).

As discussed in Section D.2.3, local plans, policies, or regulations would not apply to the Proposed Project or any of the identified alternatives because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and

alternatives. Consequently, the Power Plant Site Alternative would not conflict with any applicable plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

Although this alternative would be exempt from local plans, policies, and regulations, construction and operation activities would result in several inconsistencies with local plans and policies relevant to the protection of visual resources. Because this alternative would be located at the same location as the Power Plant Site – Air Insulated Substation Alternative, this alternative would result in similar inconsistencies with local plans and policies as identified above in Section D.2.4.4.1 for the Power Plant Site – Air Insulated Substation Alternative. Although this alternative would be inconsistent with local plans and policies relevant to the protection of visual resources in the project area, the City has no jurisdiction over the project, and therefore (similar to the Proposed Project), the project is not required to be consistent with local planning documents.

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Aesthetics impacts resulting from the construction and operation of the Power Plant Site – Gas Insulated Substation Alternative would be similar to those of the Proposed Project for Impacts AES-1 (construction and operations would have a substantial adverse effect on a scenic vista), AES-2 (construction activities would substantially damage scenic resources within a state scenic highway), AES-4 (adverse effects on day or nighttime views in the area), and AES-5 (conflict with applicable plan, policies, or regulations).

The Power Plant Site – Gas Insulated Substation Alternative would result in slightly greater AES-3 (construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings) visual impacts when compared to the Proposed Project because this alternative would install solid, metallic buildings at the site that would block public views of San Diego Bay for motorists along Bay Boulevard. In contrast, the Proposed Project would enhance views of San Diego Bay for motorists by dismantling and removing the existing South Bay Substation from the site, and while the Proposed Project would construct a substation facility at the proposed location adjacent to Bay Boulevard, views of San Diego Bay are generally not available along Bay Boulevard at this location. Due to the normal viewing angle of motorist and due to the direction of traffic movement (north–south), views to the bay are not available. In addition, the solid form of the Gas Insulated Substation facility represents a greater obstruction to views as compared to the relatively transparent form of the Air Insulated Substation facility through which views of the bay are possible. Therefore, considering blockage of public views of the bay, this alternative would result in slightly greater impacts when

compared to the Proposed Project. All other aesthetics 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.

D.2.4.5 Broadway and Palomar Site Alternative

Environmental Setting

The 9-acre Broadway and Palomar site is located east of I-5 and approximately 1.2 miles southeast of the existing South Bay Substation. The site is located between Industrial Boulevard and Broadway, south of Palomar Street, and is situated between commercial uses to the north and commercial and light industrial uses 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. The site features gently rolling topography from east to west; sparse, irregular, and 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.

The Broadway and Palomar site would primarily be visible from commercial and industrial properties immediately adjacent to the site. Motorists on Broadway and Industrial Boulevard are provided brief glimpses to the site as they pass on the east and west. In addition, individuals parking in the southernmost stalls at MTS Palomar Street trolley station are afforded views of the site.

The environmental setting for the Air Insulated Substation and Gas Insulated Substation Alternatives at the Broadway and Palomar site would be the same, and therefore, environmental setting is not further discussed in Sections D.2.4.5.1 and D.2.4.5.2.

D.2.4.5.1 Broadway and Palomar Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

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.2.4.5.2 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.2.4.1 would be required for the new substation and would be constructed at the Broadway and Palomar site.

Unlike the Proposed Project area, the Broadway and Palomar site is located within an urban setting and is not within the viewshed of an identified scenic vista or scenic highway. There are no identified scenic vistas within the immediate vicinity, and SR-75 is located more than 2 miles from the site. Therefore, no impacts to scenic vistas (Impact AES-1) or scenic resources within a state scenic highway (Impact AES-2) would occur.

The visual effects of the Broadway and Palomar Site – Gas Insulated Substation Alternative would be most noticeable from commercial and industrial properties in the immediate vicinity (to the north and south). From these areas, the entirety of the substation would be visible, and like the Proposed Project, the Broadway and Palomar Site Alternative would generate noticeable visual change. However, unlike the Proposed Project, this alternative would construct and operate an industrial electrical substation where facilities of similar scale and nature do not currently exist. Although the presence of overhead transmission structures contribute to the existing character of the area, the site remains largely vacant, and development of a substation would alter the character of the site to entirely industrial. The installation of additional ornamental plantings identified in the conceptual landscape plan would reduce the visibility of the facility from off-site areas to the extent practicable; however, due to the scale and tall form of substation equipment, views of the substation would not be fully screened. Due to the scale of construction equipment necessary for pole installation and replacement activities and due to the proximity of residential land uses to the exiting SDG&E transmission easement, construction of the transmission interconnections would be noticeable to residents in the immediate area. However, because large-scale transmission structures contribute to the existing landscape setting and because vehicles and equipment access the easement area for maintenance purposes, the presence of equipment, vehicles, and workers within the transmission easement is not anticipated to generate significant visual contrast (impacts would be less than significant (Class III)). Similarly, the installation and replacement of transmission structures similar in form and scale as structures currently located in the easement area would generate relatively weak visual contrast, and operational impacts would be less than significant (Class III). Therefore, while construction and operation of this alternative would not degrade the quality of the site (visual quality of the site is low due to past disturbance and continued maintenance of the site), development of a new substation at the Broadway and Palomar site would alter the character of the immediate area.

Mitigation (for example, the installation of screening vegetation along the northern, southern, and eastern boundary of the site) would be required to reduce aesthetic impacts to a level less than significant (Class II). Existing vegetation adjacent to the western boundary of the site, as well as trolley infrastructure, provides a visual buffer between existing residences located west of Industrial Boulevard (provided views of the Broadway and Palomar site) and the alternative substation site.

Effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of this alternative would not be significantly different from the Proposed Project and would be less than significant under this alternative (Class III). Construction impacts would be minimized by shielding and directing construction lighting downward during nighttime construction of the substation and transmission interconnections. A similar lighting scheme as discussed in Section D.2.3 for the proposed Bay Boulevard Substation would be employed at the Broadway and Palomar – Gas Insulated Substation site, and transmission structures are not anticipated to require night lighting. Glare on surrounding properties would be minimized by directing permanent substation lighting downward and also through the use of non-specular conductors. Therefore, impacts to day or nighttime views (Impact AES-4) would be less than significant (Class III).

As discussed in Section D.2.3, local plans, policies, or regulations would not apply to the Proposed Project or any of the identified alternatives because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives. Consequently, the Broadway and Palomar Site – Gas Insulated Substation Alternative would not conflict with any applicable plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

While this alternative would be exempt from local plans, policies, and regulations, construction and operation activities are not anticipated to result in inconsistencies with local plans and policies relevant to the protection of visual resources. Because the alternative site is not located adjacent to San Diego Bay, several of the plans identified in Section D.2.2 as relevant to the project area would not apply to the Broadway and Palomar Site – Gas Insulated Substation Alternative. Similar to the Proposed Project, the Broadway and Palomar alternative would be consistent with policies identified in the City of Chula Vista General Plan and Municipal Code pertaining to visual resources (see Policy LUT 10.4 and 1.7 of the General Plan and Chapter 17.28 of the Municipal Code). However, even though this alternative would be consistent with local plans and policies relevant to the protection of visual resources in the project area, the City has no jurisdiction over the project, and therefore (similar to the Proposed Project), the project is not required to be consistent with local planning documents.

Comparison to the Proposed Project

Aesthetics impacts resulting from the construction and operation of the Broadway and Palomar Site – Gas Insulated Substation Alternative would be less when compared to the Proposed Project for Impacts AES-1 (construction and operations would have a substantial adverse effect on a scenic vista) and AES-2 (construction activities would substantially damage scenic resources within a state scenic highway) because this site is not within the viewshed of an identified scenic vista or scenic highway. In addition, AES-5 (conflict with applicable plan, policy, or regulation) impacts associate with this alternative would be less than those of the Proposed Project because construction of a substation at the Broadway and Palomar site would not conflict with local plans, which intend to redevelop the bayside area into a more pedestrian friendly and commercial/recreation area. Impacts associated with adverse effects on day or nighttime views in the area (AES-4) would be substantially the same as the Proposed Project.

The Broadway and Palomar Site – Gas Insulated Substation Alternative would result in slightly greater AES-3 (construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings) visual impacts when compared to the Proposed Project because it would alter the existing character of the site to include additional industrial components in close proximity to commercial and residential uses.

D.2.4.6 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 0.8 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 employee parking. The easternmost portion of the site (adjacent to the SDG&E transmission corridor) is flat and paved with concrete. Past uses and structures have marked the area via 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 eastern and western portions of the site, and depending on the season, this depressed area features a long strip of green vegetation. Several large palm trees are located on the eastern bank of the drainage area. The drainage bisects the Goodrich South Campus site from south to north and then proceeds west toward Marina Parkway (water collected in the drainage is ultimately conveyed to San Diego Bay via two concrete culverts located beneath Marina Parkway and the adjacent marina parking lot).

The Goodrich South Campus site would primarily be visible to motorists on Marina View Parkway, recreational users at Marina View Park, and commercial uses to the east, adjacent to Bay Boulevard. While screening vegetation/trees are located adjacent to Marina Parkway, the distribution of trees is limited to the length of the roadway located south of the previously developed portion of the site; therefore, motorists are provided glimpses of the site as they pass on the south and west. Trees are also located east of the site between existing commercial uses and the SDG&E transmission corridor; however, gaps between trees are present, and therefore, views of the site from adjacent commercial uses are available.

The environmental setting for the Air Insulated Substation and Gas Insulated Substation Alternatives at the Goodrich South Campus site would be the same, and therefore, environmental setting is not further discussed in Sections D.2.4.6.1 and D.2.4.6.2.

D.2.4.6.1 Goodrich South Campus Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

The substation components associated with this alternative would be of similar form and scale as the existing South Bay Substation components; however, due to the presence of intervening vertical elements (vehicles and trees at Chula Vista Bayfront Park, boats docked in the Chula Vista Marina, and commercial development located east and adjacent to the marina) views to the Goodrich South Campus site are obstructed, and views of construction equipment, vehicles, and workers are not anticipated to be overly apparent as viewed from the SR-75 scenic turnout or the highway. Similarly, views of the substation site would be partially obstructed by existing land uses in the marina area, and due to distance, the form of the new substation is anticipated to be relatively indistinct as viewed from across San Diego Bay. Construction of the transmission interconnections would be visible from the SR-75 scenic turnout and SR-75; however, because transmission lines and structures are currently located on the project site, the removal and installation of transmission lines and structures would not substantially affect scenic views. In addition, operational activities including the inspection of lines and structures would not substantially detract from the long, broad views afforded to visitors at the scenic turnout or along the scenic highway, and therefore, impacts to scenic vistas (Impact AES-1) and scenic resources within a state scenic highway (Impact AES-2) would be less than significant (Class III).

The visual effects of the Goodrich South Campus Site – Air Insulated Substation Alternative would be most noticeable from Marina View Parkway, recreational users at Marina View Park, and commercial uses adjacent to Bay Boulevard. From these locations, the angular form and metallic color of substation racks and equipment would be visible; however, existing ornamental vegetation located south and east of the site would partially screen views of the new substation facility. The large form of newly installed and replaced 69 kV wood poles (i.e., work associated

with transmission interconnections) would also be visible from Marina View Park. The installation of additional ornamental plantings identified in the conceptual landscape plan would further reduce the visibility of the substation facility; however, due to the scale and tall form of equipment, the substation would not be fully screened from view (additional plantings in the SDG&E transmission easement have not been proposed; however, even with additional plantings, the height of transmission structures would not be fully screened from view). Although the substation facility and transmission interconnections would be visible from adjacent areas, existing views from these locations include a largely undeveloped parcel containing evidence of past industrial use and existing transmission structures located within the SDG&E transmission easement. Therefore, because the substation site contains an industrial character and because transmission structures are components of the existing character of the project site, construction and operation of this alternative would not substantially degrade the quality of the site and would not substantially alter the character of the immediate area. As such, AES-3 impacts would be less than significant (Class III).

Effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of this alternative would be less than significant (Class III). Construction impacts would be minimized by shielding and directing lighting downward during nighttime activities associated with the substation and the transmission interconnections. Operational lighting at the substation would be similar to existing lighting employed at surrounding industrial businesses (lighting installed around equipment and shelters would normally be turned off unless needed, but floodlights installed near the substation gates would remain on during nighttime hours), and no lighting is anticipated atop transmission structures.

As discussed in Section D.2.3, local plans, policies, or regulations would not apply to the Proposed Project or any of the identified alternatives because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives. Consequently, the Goodrich South Campus Site – Air Insulated Substation Alternative would not conflict with any applicable plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

Although this alternative would be exempt from local plans, policies, and regulations, construction and operation activities would result in several inconsistencies with local plans and policies relevant to the protection of visual resources. For example, this alternative would include the development of a new substation facility within the Bayfront planning area and would not enhance public views of San Diego Bay, rendering it inconsistent with the Bayfront redevelopment plans and proposed land use designations established in the City of Chula Vista LCP Land Use Plan, the Bayfront Specific Plan, the Chula Vista Bayfront Master Plan, as well as with local General Plan policies identified in Section D.2.2. However, the City has no

jurisdiction over the project, and therefore (similar to the Proposed Project), the project is not required to be consistent with local planning documents.

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Due to decreased visibility of the Goodrich South Campus site (views from the SR-75 turnout and from SR-75 would be obstructed by vehicles and trees at Chula Vista Bayfront Park, boats docked in the Chula Vista Marina, and commercial development located east and adjacent to the marina), aesthetics impacts resulting from construction and operation of the Goodrich South Campus Site – Air Insulated Substation Alternative would be less when compared to the Proposed Project for Impacts AES-1 (construction and operations would have a substantial adverse effect on a scenic vista) and AES-2 (construction activities would substantially damage scenic resources within a state scenic highway). Impacts associated with adverse effects on day or nighttime views in the area (AES-4), and conflicts with applicable plans, policies, or regulations (AES-5) would be similar to those of the Proposed Project. The Goodrich South Campus Site – Air Insulated Substation Alternative would result in slightly greater AES-3 (construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings) aesthetic impacts when compared to the Proposed Project as this alternative substation site would affect a greater number of sensitive receptors due to the change in viewing duration (see similar discussion regarding change in viewing duration in Section D.2.4.3.2 above for the Existing South Bay Substation Site – Gas Insulated Substation).

D.2.4.6.2 Goodrich South Campus Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

Due to the presence of intervening vertical elements, views of the Goodrich South Campus site would be obstructed, and construction equipment, vehicles, and workers are not anticipated to be overly apparent as viewed from the SR-75 scenic turnout or from SR-75 itself. Once constructed, views of the substation would be partially obstructed by existing elements associated with the Chula Vista marina and adjacent parks, and due to distance, the form of the new substation would be relatively indistinct as viewed from across San Diego Bay. Construction of the transmission interconnections would be visible from the SR-75 scenic turnout and SR-75; however, due to distance and based on the type of equipment required for pole installation and replacement, construction activities are not anticipated to obstruct existing views from these locations. In addition, because transmission structures contribute to the existing landscape setting as viewed from the SR-75 scenic turnout and SR-75, newly installed and replaced transmission structures

(which would essentially replicate the scale and form of existing transmission infrastructure in the project area) would not substantially affect existing scenic views. Therefore, impacts to scenic vistas (Impact AES-1) and scenic resources within a state scenic highway (Impact AES-2) would be similar to those previously identified for the Proposed Project (less than significant (Class III)).

Similar to the Air Insulated Substation Alternative, the visual effects of the Goodrich South Campus – Gas Insulated Substation Alternative would be most noticeable from Marina View Parkway, recreational users at Marina View Park, and commercial uses adjacent to Bay Boulevard. From these locations, the rectangular form and metallic color of substation buildings would be visible; however, existing ornamental vegetation would partially screen views of the new substation facility. In addition, the large form of newly installed and replaced 69 kV wood poles (69 kV structures associated with the transmission interconnections would be the elements located closest in proximity) would also be visible from Marina View Parkway and Marina View Park. Although construction equipment, vehicles, and workers associated with the new substation and transmission interconnections would be visible to users at adjacent areas, existing views from these locations toward the substation site and transmission work areas consist of a largely undeveloped parcel containing evidence of past industrial use, transmission structures located in the SDG&E transmission easement, and traffic associated with surrounding commercial and industrial businesses. Therefore, although visual change would be apparent during construction, impacts would be less than significant due to the existing character of the site and activity occurring in the immediate area. Once constructed, the new substation would produce noticeable visual change; however, given the existing character of the site and its surroundings, the visual character of the site would not be substantially degraded and impacts would be less than significant (Class III). Because existing transmission structures are located in the project area and because newly installed and replaced transmission structures associated with the transmission interconnections would essentially replicate the form and scale of existing transmission structures, the resulting visual contrast is anticipated to be weak. Therefore, construction and operation of this alternative would not degrade the quality of the site and would not substantially alter the character of the immediate area. As such, AES-3 impacts would be less than significant (Class III).

Effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of this alternative would be less than significant (Class III). Lighting impacts during construction would be minimized by shielding and directing lighting downward during nighttime activities associated with the substation and the transmission interconnections. Operational lighting at the substation would be similar to existing lighting employed at surrounding industrial businesses (lighting installed around equipment and shelters would normally be turned off unless needed, but floodlights installed near the substation gates would remain on during nighttime hours), and no lighting is anticipated atop transmission

structures. Glare generated by the metallic buildings of the Gas Insulated Substation Alternative (as well as newly installed and/or replaced transmission structures) is not anticipated to be substantial due to the prevalence of similar materials and uses in the project area. Lastly, as discussed in Section D.2.3, local plans, policies, or regulations would not apply to the Proposed Project or any of the identified alternatives because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives. Consequently, the Goodrich South Campus Site – Gas Insulated Substation Alternative would not conflict with any applicable local plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Aesthetics impacts resulting from construction and operation of the Goodrich South Campus Site – Gas Insulated Substation Alternative would be less when compared to the Proposed Project for Impacts AES-1 (construction and operations would have a substantial adverse effect on a scenic vista) and AES-2 (construction activities would substantially damage scenic resources within a state scenic highway) because of decreased visibility of the Goodrich South Campus site from the SR-75 scenic turnout and SR-75. Impacts associated with adverse effects on day or nighttime views in the area (AES-4), and conflicts with applicable plans, policies, or regulations (AES-5) would be substantially the same as the Proposed Project. The Goodrich South Campus Site – Gas Insulated Substation Alternative would result in slightly greater AES-3 (construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings) aesthetic impacts when compared to the Proposed Project as this alternative substation site would affect a greater number of sensitive receptors due to the change in viewing duration (see similar discussion regarding change in viewing duration in Section D.2.4.3.2 above for the Existing South Bay Substation Site – Gas Insulated Substation).

D.2.4.7 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 0.8 mile north of the existing South Bay Substation. The site is adjacent to the Goodrich South Campus Site Alternative discussed in Section D.2.4.6 and is located southwest of the H Street/Bay Boulevard intersection. The site is entirely paved with concrete, and evidence of past industrial uses is visible through staining and discoloration of the base concrete.

Fencing has been erected around the perimeter, and temporary use of the area for outside storage and parking is evident in the southwest corner of the site.

The H Street Yard site would primarily be visible by motorists on Marina View Parkway and Bay Boulevard, industrial uses to the north, and motorists at the Chula Vista Marina parking lot. With the exception of perimeter fencing, few elements are currently available to screen views toward the site from the areas listed above.

The environmental setting for the Air Insulated Substation and Gas Insulated Substation Alternatives at the H Street Yard site would be the same, and therefore, environmental setting is not further discussed in Sections D.2.4.7.1 and D.2.4.7.2.

D.2.4.7.1 H Street Yard Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

The substation components associated with this alternative would be of similar form and scale as the existing South Bay Substation components; however, due to the presence of intervening vertical elements (vehicles and trees at Chula Vista Bayfront Park and Bayside Park, boats docked in the Chula Vista Marina, and residences at the Chula Vista RV Resort) and commercial development located east, adjacent to the marina, views to the H Street Yard site are obstructed. Because views to the site would be obstructed (and due to viewing distance), views of construction equipment, vehicles, and workers are not anticipated to be readily apparent as viewed from the SR-75 scenic turnout and SR-75. In addition, due intervening land uses, views of the substation during operations would be partially blocked, and due to distance, the form of the visible portions of the new substation would be relatively indistinct as viewed from across San Diego Bay. Construction of the transmission interconnections would be visible from the SR-75 scenic turnout and SR-75; however, because transmission lines and structures are currently located in the project area and because the vertical profile of equipment employed during construction is not anticipated to obstruct existing scenic views, aesthetic impacts during construction would not be substantial. In addition, operational activities, including the inspection of lines and structures, would not substantially detract from the long, broad views afforded to visitors at the scenic turnout or along the scenic highway. Therefore, under this alternative, impacts to scenic vistas (Impact AES-1) and scenic resources within a state scenic highway (Impact AES-2) would be less than significant (Class III).

The visual effects of the H Street Yard Site – Air Insulated Substation Alternative would be most noticeable from Marina View Parkway, Bay Boulevard, industrial uses to the north, and the Chula Vista Marina parking lot. From these locations, the tall form and metallic color of substation racks and equipment would be visible; however, existing views include an

undeveloped parcel containing evidence of past industrial use, and existing ornamental vegetation located east of the site would partially screen views of the new substation facility. In addition, the large form of newly installed and replaced 69 kV wood poles (i.e., work associated with transmission interconnections) would also be visible from these locations. Although construction equipment, vehicles, and workers associated with the new substation and transmission interconnections would be visible to nearby sensitive receptors, existing views from these locations toward the substation site and transmission work areas consist of a largely undeveloped parcel containing evidence of past industrial use, transmission structures located in the SDG&E transmission easement, and traffic associated with surrounding industrial businesses. Therefore, although visual change would be apparent during construction, impacts would be less than significant due to the existing character of the site and activity occurring in the immediate area. Once constructed, the new substation would produce noticeable visual change; however, given the existing character of the site and its surroundings, the visual character of the site would not be substantially degraded and impacts would be less than significant (Class III). Because existing transmission structures are located in the project area and because newly installed and replaced transmission structures associated with the transmission interconnections would essentially replicate the form and scale of existing transmission structures, the resulting visual contrast is anticipated to be weak. Therefore, construction and operation of this alternative would not degrade the quality of the site and would not substantially alter the character of the immediate area. As such, AES-3 impacts would be less than significant (Class III).

The potential for lighting to impact nighttime skies would be minimized by shielding lights and directing lights downward during nighttime activities associated with construction of the substation and transmission interconnections. Operational lighting employed at the substation facility would be similar to existing lighting used at surrounding industrial businesses (lighting installed around equipment and shelters would normally be turned off unless needed, but floodlights installed near the substation gates would remain on during nighttime hours), lights would be directed downward to minimize glare on surrounding properties, and no lighting is anticipated to be installed atop transmission structures. Glare would also be minimized by the use of non-specular conductors. Therefore, effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of this alternative would be less than significant (Class III).

As discussed in Section D.2.3, local plans, policies, or regulations would not apply to the Proposed Project or any of the identified alternatives because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives. Consequently, the H Street Yard Site – Air Insulated Substation Alternative would not conflict with any applicable local plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Due to decreased visibility of the H Street Yard site from the SR-75 turnout and SR-75 (decreased visibility as compared to visibility of the proposed Bay Boulevard site from these scenic viewing areas), aesthetics impacts resulting from the construction and operation of the H Street Yard Site – Air Insulated Substation Alternative would be less when compared to the Proposed Project for Impacts AES-1 (construction and operations would have a substantial adverse effect on a scenic vista) and AES-2 (construction activities would substantially damage scenic resources within a state scenic highway). Impacts associated with adverse effects on day or nighttime views in the area (AES-4), and conflicts with applicable plans, policies or regulations (AES-5) would be substantially the same as the Proposed Project. Impacts associated with effects on the character of the site and surroundings (AES-3) would be slightly greater under this alternative when compared to the Proposed Project due to the presence of sensitive receptors (park users at Bayside Park, visitors at the Chula Vista RV Resort) in the vicinity of the H Street Yard site. In comparison, the proposed Bay Boulevard substation facility is located in an industrial area featuring warehouses, office parks, and the SBPP.

D.2.4.7.2 H Street Yard Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

The presence of intervening vertical elements would obstruct views to the H Street Yard site, and therefore, construction equipment, vehicles, and workers are not anticipated to be overly apparent as viewed from the SR-75 scenic turnout or from SR-75. Once constructed, views of the Gas Insulated Substation Alternative would be obstructed by existing elements associated with the Chula Vista Marina and adjacent parks, and due to distance, the form of the new substation would be relatively indistinct as viewed from across San Diego Bay. Construction of the transmission interconnections would be visible from the SR-75 scenic turnout and SR-75; however, due to distance and based on the type of equipment required for pole installation and replacement, construction activities are not anticipated to obstruct existing views from these locations. Also, because transmission structures contribute to the existing landscape setting as viewed from the SR-75 scenic turnout and SR-75, newly installed and replaced transmission structures (which would essentially replicate the scale and form of existing transmission infrastructure in the project area) would not substantially affect existing views. Therefore, impacts to scenic vistas (Impact AES-1) and scenic resources within a state scenic highway (Impact AES-2) would be similar to those previously identified for the Proposed Project (less than significant (Class III)).

Similar to the Air Insulated Substation Alternative, the visual effects of the H Street Yard Site – Gas Insulated Substation Alternative would be most noticeable from Marina View Parkway, industrial uses to the north, and from the Chula Vista Marina parking lot. From these locations, the rectangular form and metallic color of substation buildings (as well as the large scale of transmission structures associated with transmission interconnections) would be visible; however, existing views from these locations include an undeveloped parcel containing evidence of past industrial use, transmission structures located in the SDG&E transmission easement, and traffic associated with surrounding industrial businesses. Therefore, similar to the impacts identified above for the H Street Yard Site – Air Insulated Substation Alternative, construction and operation of this alternative would not degrade the quality of the site and would not substantially alter the character of the immediate area. As such, AES-3 impacts would be less than significant (Class III).

Effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of this alternative would not be substantially different from those of the H Street Yard Site – Air Insulated Substation Alternative and would be less than significant (Class III).

As discussed in Section D.2.3, local plans, policies, or regulations would not apply to the Proposed Project or any of the identified alternatives because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives. Consequently, the H Street Yard Site – Gas Insulated Substation Alternative would not conflict with any applicable local plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Due to decreased visibility of the H Street Yard site from the SR-75 turnout and SR-75 (decreased visibility as compared to visibility of the proposed Bay Boulevard site from these scenic viewing areas), aesthetics impacts resulting from the construction and operation of the H Street Yard Site – Gas Insulated Substation Alternative would be less when compared to the Proposed Project for Impacts AES-1 (construction and operations would have a substantial adverse effect on a scenic vista) and AES-2 (construction activities would substantially damage scenic resources within a state scenic highway). Impacts associated with adverse effects on day or nighttime views in the area (AES-4), and conflicts with applicable plans, policies, or regulations (AES-5) would be substantially the same as the Proposed Project. Impacts associated with effects on the character of the site and surroundings (AES-3) would be slightly greater

under this alternative when compared to the Proposed Project due to the presence of sensitive receptors (park users at Bayside Park, visitors at the Chula Vista RV Resort) in the vicinity of the H Street Yard site. In comparison, the proposed Bay Boulevard site is located in an industrial area featuring warehouses, office parks, and the SBPP.

D.2.4.8 Bayside Site Alternative

Environmental Setting

The 38-acre Bayside site is located west of I-5, east of Bayside Park, and approximately 0.9 mile north of the existing South Bay Substation. The site is located southeast of the Quay Way/G Street intersection. Sandpiper Way (an existing paved road) 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 uses. Fencing has been erected around the perimeter, and temporary use of the area for outside storage is evident in the northwest corner of the site. Several large eucalyptus trees are located adjacent to Sandpiper Way. The area west of Sandpiper Way is characterized by exposed tan and brown soils and an uneven distribution of low-growing shrubs/weeds across relatively flat land. The disturbed areas (separated by Quay Avenue) are surrounded by chain-link fencing. Quay Avenue is used by workers in the immediate area for parking.

The Bayside site would primarily be visible from Bayside Park, Sandpiper Way and Marina Parkway, and the Chula Vista RV Resort. Industrial uses to the north also have views of the site.

The environmental setting for the Air Insulated Substation and Gas Insulated Substation Alternatives at the Bayside site would be the same, and therefore, environmental setting is not further discussed in Sections D.2.4.8.1 and D.2.4.8.2.

D.2.4.8.1 Bayside Site – Air Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

The Air Insulated Substation Alternative at the Bayside site would be of similar form and scale as the proposed Bay Boulevard Substation; however, due to the presence of intervening vertical elements (vehicles and trees at Bayside Park, residences at the Chula Vista RV Resort, and residences across the bay in Coronado), views to the Bayside site from SR-75 and the SR-75 scenic turnout are obstructed. In addition, the construction equipment, vehicles, and workers (as well as the new substation during operations) would be relatively indistinct as viewed from across San Diego Bay due to distance. Construction activities associated with the transmission

interconnections would be visible from off-site scenic view areas; however due to distance and based on the type of equipment required for pole installation and replacement work, construction activities are not anticipated to obstruct views from these locations. Also, because transmission structures contribute to the existing landscape setting as viewed from the SR-75 scenic turnout and SR-75, newly installed and replaced transmission structures would not substantially affect existing views. Therefore, impacts to scenic vistas (Impact AES-1) and scenic resources within a state scenic highway (Impact AES-2) would be less than significant (Class III).

The visual effects of the Bayside Site – Air Insulated Substation Alternative would be most noticeable from Bayside Park, Sandpiper Way and Marina Parkway, the Chula Vista RV Resort, and industrial uses to the north. From these locations, the tall form and metallic color of substation racks and equipment (as well as the large scale of newly installed and replaced transmission structures) would be visible; however, existing views of the site include a previously developed parcel with visible evidence of past industrial use. Still, due to the volume and types of sensitive receptors potentially affected by this alternative (including park users and residences), the visual impact associated with development of the Air Insulated Substation Alternative at the Bayside site is anticipated to be greater than that of the other alternatives considered. Because the area currently contains recreation and residential uses, introduction of an industrial facility would alter the character of the immediate area and would become increasingly more industrial. Impacts, however, would be less than significant (Class III) through placement of the substation along the eastern boundary of the site (near existing industrial uses), which would reduce visual impacts and conflicts with sensitive recreational and residential receptors. In addition, because existing transmission structures are located in the project area and because newly installed and replaced transmission structures associated with the transmission interconnections would essentially replicate the form and scale of existing transmission structures, the resulting visual contrast is anticipated to be weak. As such, under this alternative, AES-3 impacts would be less than significant (Class III).

Impacts to nighttime skies would be minimized by shielding lights and directing lights downward during nighttime activities associated with construction of the substation and transmission interconnections. Operational lighting employed at the substation facility would be similar to existing lighting used at surrounding industrial businesses (lighting installed around equipment and shelters would normally be turned off unless needed, but floodlights installed near the substation gates would remain on during nighttime hours), lights would be directed downward to minimize glare onto surrounding properties, and no lighting is anticipated to be installed atop transmission structures. Glare would also be minimized by the use of non-specular conductors. Therefore, effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of this alternative would be less than significant (Class III).

As discussed in Section D.2.3, local plans, policies, or regulations would not apply to the Proposed Project or any of the identified alternatives because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives. Consequently, the Bayside Site – Air Insulated Substation Alternative would not conflict with any applicable local plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Aesthetics impacts resulting from the construction and operation of the Bayside Site – Air Insulated Substation Alternative would be less when compared to the Proposed Project for Impacts AES-1 (construction and operations would have a substantial adverse effect on a scenic vista) and AES-2 (construction activities would substantially damage scenic resources within a state scenic highway) because views of the substation site from the SR-75 turnout and SR-75 would be obstructed by existing land uses and vegetation. Impacts associated with adverse effects on day or nighttime views in the area (AES-4) and conflicts with applicable plans, policies, or regulations (AES-5) would be substantially the same as the Proposed Project. Impacts associated with effects on the character of the site and surroundings (AES-3) would be greater under this alternative when compared to the Proposed Project because this alternative site is located immediately adjacent to recreational and residential land uses and sensitive receptors.

D.2.4.8.2 Bayside Site – Gas Insulated Substation Alternative

Environmental Impacts and Mitigation Measures

As discussed previously in Section D.2.4.8.1, intervening vertical elements would partially screen views of the Bayside site, and direct views of the metallic Gas Insulated Substation facility buildings (as well as activities associated with construction of the metallic buildings and installation of substation equipment) from distant scenic areas would be obstructed. As viewed from across San Diego Bay (from the SR-75 scenic turnout and SR-75), the form of the new substation would be relatively indistinct against the backdrop of existing development and within the wide panoramic westward-oriented view. Construction of the transmission interconnections would be visible from the SR-75 scenic turnout and SR-75; however, due to distance and based on the type of equipment required for transmission interconnections, construction activities are not anticipated to obstruct existing views from these locations. Also, because transmission structures contribute to the existing landscape setting as viewed from the SR-75 scenic turnout and SR-75, newly installed and replaced transmission structures of similar scale and form as existing

transmission structures would not substantially affect existing views. Therefore, impacts to scenic vistas (Impact AES-1) and scenic resources within a state scenic highway (Impact AES-2) under this alternative would be less than significant (Class III).

The visual effects of the Bayside Site – Gas Insulated Substation Alternative would be most noticeable from Bayside Park, Sandpiper Way and Marina Parkway, the Chula Vista RV resort, and industrial uses to the north. From these locations the tall form and metallic color of substation buildings as well as the tall form and angular lines of outdoor equipment would be visible; however, existing views to the site consist of a previously developed parcel with visible evidence of past industrial use and two disturbed parcels featuring patchy and irregular low-growing weeds. Still, due to the volume and type of sensitive receptors potentially affected by this alternative (including visitors to Bayside Park and the Chula Vista RV resort), the visual impact associated with development of this alternative is anticipated to be moderate. Because the area currently contains recreational and residential uses immediately adjacent to the alternative site, introduction of an industrial facility would effectively alter the character of the immediate area (the industrial character of the area would be further solidified). Impacts would be greater than those identified for the other alternative considered but would be less than significant (Class III) through placement of the substation along the eastern boundary of the site (near existing industrial uses), which would reduce visual impacts and conflicts with sensitive recreational and residential receptors. In addition, because existing transmission structures are located in the project area and because newly installed and replaced transmission structures associated with the transmission interconnections would replicate the form and scale of existing transmission structures, the resulting visual contrast is anticipated to be weak. As such, under this alternative, AES-3 impacts would be less than significant (Class III).

Nighttime sky impacts would be minimized by shielding lights and directing lights downward during nighttime activities associated with construction of the substation and transmission interconnections. Operational lighting at the substation facility would be similar to existing lighting used at surrounding industrial businesses (lighting installed around equipment and shelters would normally be turned off unless needed, but floodlights installed near the substation gates would remain on during nighttime hours), and lights would be directed downward to minimize glare on surrounding properties. No lighting is anticipated to be installed atop transmission structures during operations, and the potential for increased glare would be minimized by the use of non-specular conductors. Therefore, effects on day or nighttime views in the area (AES-4) resulting from new sources of glare or lighting during construction and operation of this alternative would be less than significant (Class III).

As discussed in Section D.2.3, local plans, policies, or regulations would not apply to the Proposed Project or any of the identified alternatives because, pursuant to General Order No. 131-D, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed

Project and alternatives. Consequently, the Bayside Site – Gas Insulated Substation Alternative would not conflict with any applicable local plans, policies, or regulations of an agency with jurisdiction over the project (No Impact).

Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

Comparison to the Proposed Project

Aesthetics impacts resulting from the construction and operation of the Bayside Site – Gas Insulated Substation Alternative would be reduced when compared to the Proposed Project for Impacts AES-1 (construction and operations would have a substantial adverse effect on a scenic vista) and AES-2 (construction activities would substantially damage scenic resources within a state scenic highway) because views of the substation site from the SR-75 scenic turnout and SR-75 would be obstructed by existing land uses and vegetation. Impacts associated with adverse effects on day or nighttime views in the area (AES-4) and conflicts with applicable plans, policies, or regulations (AES-5) would be substantially the same as the Proposed Project. Impacts associated with effects on the character of the site and surroundings (AES-3) would be greater under this alternative when compared to the Proposed Project because this alternative site is located immediately adjacent to recreational and residential land uses and sensitive receptors.

D.2.4.9 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. The Bay Boulevard Substation would not be built, thereby requiring the existing South Bay Substation to remain in operation with the currently installed equipment, and therefore, the visual effects of the existing South Bay Substation along the Chula Vista Bayfront (see Figure D.2-3) would continue. In addition, the potential visual benefits from removing the five steel lattice structures, three wood pole 138 kV tangent pole structures, and one 230 kV transition pole within the limits of the SBPP property would not occur. Rather, the ongoing presence of these industrial structures would continue to interrupt views of the San Diego Bay for travelers along Bay Boulevard. While the No Project Alternative would be inconsistent with the redesignation of the project area as depicted in the Chula Vista Bayfront Master Plan and policies pertaining to the enhancement of visual quality and views in the Bayfront planning area, 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 No Project Alternative would not conflict with any applicable local plans, policies, or regulations of an agency with jurisdiction over the project. Please refer to Section D.10, Land Use and Planning, which includes an assessment of project alternatives and the Chula Vista Bayfront Master Plan (including the Port District's Master Plan).

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 occur within developed areas supporting existing transmission facilities; therefore, it is anticipated that overall impacts to aesthetics/visual resources under the No Project Alternative would be less than significant.

D.2.5 Mitigation Monitoring, Compliance, and Reporting

Table D.2-2 shows the mitigation monitoring, compliance, and reporting program (MMCRP) for aesthetics. CPUC is responsible for ensuring compliance with the MMCRP for aesthetics. The agency mitigation measures as well as APMs are listed and include implementation actions, monitoring requirements, effectiveness criteria, and timing or location of action.

Table D.2-2
MMCRP for Aesthetics

Impact	MM	APM No.	Mitigation Measure/ Applicant Proposed Measure	Implementation Actions	Monitoring Requirements and Effectiveness Criteria	Timing of Action and Location
Impact AES-3: Construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings.	—	APM-AES-01	Figure B-7, Conceptual Landscape Plan, presents a conceptual landscape mitigation plan for the Bay Boulevard Substation that would be implemented as part of the Proposed Project. The conceptual landscape plan would provide partial screening of views of the substation site and new utility poles from Bay Boulevard and locations farther east. The landscaping would also partially screen views from the office park to the south. Landscaping includes informal tree and shrub groupings outside of the wall, east of the substation. Small native trees would also be used to extend plantings at the southern end of the mound to the east of the facility. Small trees would also line the entry drive. Figure B-7, Conceptual Landscape Plan, includes a list of recommended plant species. All suggested trees appear on the City of San Diego Street Tree Selection Guide. Plants listed as prohibited species in Chapter 12.32 of the City of Chula Vista Municipal Code are excluded. Drought-tolerant plants, including California native species, are suggested. Proposed Project landscaping would receive regular watering during the initial 2 years following installation to ensure the establishment of the plants. As noted on Figure B-7, Conceptual Landscape Concept, landscaping under transmission lines would consist of smaller trees and/or shrubs to allow for overhead clearance. All planting would be consistent with SDG&E operational requirements for landscaping in proximity to electric transmission facilities.	SDG&E to implement measure as described and incorporate commitments into construction contracts	CPUC to verify proposed shrub and tree planting locations through review of preconstruction plans. CPUC to verify measure implementation in the field. Effectiveness measure is that the visibility of the substation and utility poles are partially screened by surrounding landscaping.	During and following construction. Measure applies to landscaping installed at the Bay Boulevard Substation and under transmission lines.

Table D.2-2
MMCRP for Aesthetics

Impact	MM	APM No.	Mitigation Measure/ Applicant Proposed Measure	Implementation Actions	Monitoring Requirements and Effectiveness Criteria	Timing of Action and Location
Impact AES-3: Construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings.	—	APM-AES-02	The color of the substation perimeter wall would be chosen to blend with the existing site features (i.e., a dull gray, light brown, or dull green) and minimize visual contrast with the bayfront landscape setting.	SDG&E to implement measure as described and incorporate commitments into construction contracts.	CPUC to verify proposed color palette of substation perimeter wall through review of preconstruction plans. CPUC to verify in the field. Effectiveness criteria – wall color blends with the existing site features and is consistent with the existing landscape setting.	During and following construction. Measure applies to Bay Boulevard Substation perimeter wall.
Impact AES-3: Construction and operations would substantially degrade the existing visual character or quality of the site and its surroundings. Impact AES-5: Construction of the project or the presence of project	AES-1	—	Prior to construction, the City shall be provided 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. The landscaping plan shall be prepared by a licensed landscape architect. The California Public Utilities Commission (CPUC) shall have full approval authority for any recommendations made by the City in its review to ensure that there are no conflicts with design requirements for substation construction and operation.	SDG&E to implement measure as described.	CPUC to verify City of Chula Vista participation in the review process through meeting notes.	Prior to construction. This measure applies to the Bay Boulevard Substation landscaping plan and perimeter wall.

Table D.2-2
MMCRP for Aesthetics

Impact	MM	APM No.	Mitigation Measure/ Applicant Proposed Measure	Implementation Actions	Monitoring Requirements and Effectiveness Criteria	Timing of Action and Location
components would result in an inconsistency with federal, state, or local regulations, plans, and standards applicable to the protection of visual resources.						

D.2.6 References

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

California Public Resources Code, Article 6, Section 30251. The California Coastal Act of 1976, as amended.

City of Chula Vista. 1971. Chula Vista Municipal Code, Title 17, Environmental Quality, Chapter 17.28, Unnecessary Lights.

City of Chula Vista. 1993. Chula Vista Municipal Code, Title 19, Zoning and Specific Plans, Chapter 19.82, Bayfront Specific Plan – General Provisions.

City of Chula Vista. 1994. Chula Vista Municipal Code, Title 19, Zoning and Specific Plans, Chapter 19.85, Bayfront Specific Plan – Development Criteria.

City of Chula Vista. 2005. *City of Chula Vista Vision 2020 General Plan*, Chapter 5, "Land Use and Transportation Element." December 13, 2005.

City of Chula Vista. 2010. *Chula Vista Bayfront Local Coastal Program Amendment Land Use Plan.* April 2010.

Digital Globe. 2008. South Bay Substation project area. [Map.] GIS data.

FAA (Federal Aviation Administration). 2007. Advisory Circular 70/7460-1K: Obstruction Marking and Lighting Guideline. Effective February 1, 2007.

FAA. 2010. Determination of No Hazard to Air Navigation. Aeronautical Study No. 2010-AWP-6155-OE. November 16, 2010.

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

Port District. 2010. San Diego Unified Port District Port Master Plan Amendment – *Draft Chula Vista Bayfront Master Plan and Port Master Plan Amendment.* April 2010.

SDG&E (San Diego Gas & Electric). 2010a. *Proponent's Environmental Assessment (PEA) for the South Bay Substation Relocation Project*. Prepared by Insignia Environmental. June 2010.

SDG&E. 2010b. South Bay Substation Relocation Project: First Deficiency Letter in Response to Completeness Review, August 16, 2010.

SDG&E. 2010c. South Bay Substation Relocation Project: First Deficiency Letter in Response to Completeness Review, August 24, 2010.

SDG&E PEA. 2010. GIS data.

SDG&E. 2011, Response to CPUC Data Request #5, Submitted to CPUC May 24, 2011.

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ATTACHMENT D.2-1

Visual Setting Photos

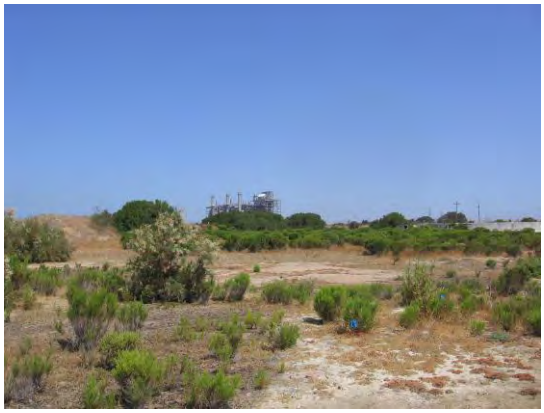

Photo 1: On-site view of the proposed Bay Boulevard property looking north

Photo 2: Looking west at the South Bay Substation (to be dismantled)

Photo 3: View of the ROW east of the proposed Bay Boulevard Substation, looking north

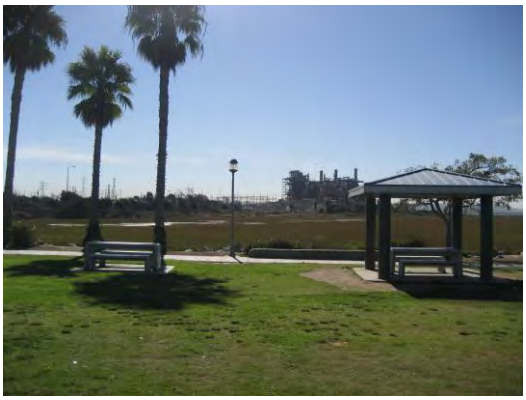

Photo 4: View southeast from Marina View Park toward South Bay Substation and SBPP

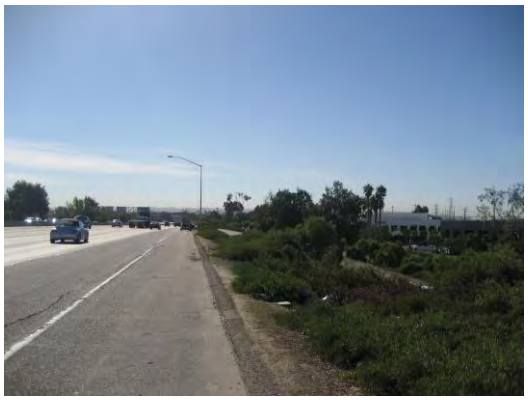

Photo 5: View south on I-5 at West J Street Overpass

Photo 6: View from SR-75 looking east toward the project site

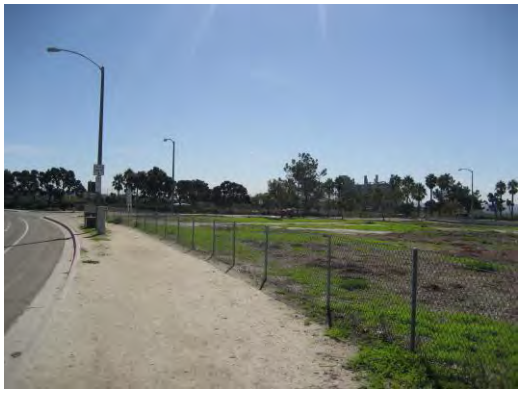

Photo 7: View southeast from Marina Parkway northwest of Marina View Park toward SBPP

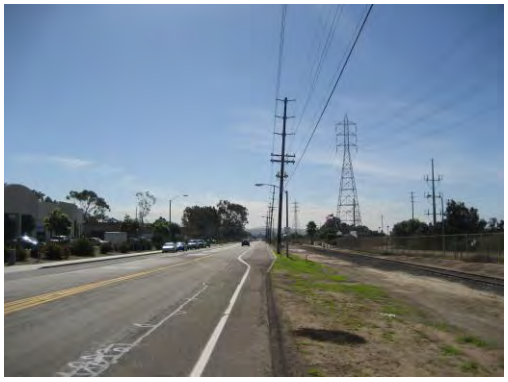

Photo 8: View south from Bay Boulevard south of the L Street exit toward transmission easement

Photo 9: View west from L Street and Bay Boulevard intersection toward South Bay Substation

Photo 10: View from scenic turnout along SR-75 looking east