

TABLE OF CONTENTS

4.12 PUBLIC SERVICES	4.12-1
4.12.1 Introduction.....	4.12-1
4.12.2 Methodology.....	4.12-1
4.12.3 Existing Conditions.....	4.12-2
4.12.4 Potential Impacts.....	4.12-7
4.12.5 Project Design Features and Ordinary Construction/Operating Restrictions .	4.12-14
4.12.6 Applicant Proposed Measures.....	4.12-14
4.12.7 Detailed Discussion of Significant Impacts.....	4.12-15
4.12.8 References.....	4.12-15

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4.12 PUBLIC SERVICES

Would the project:		Potentially Significant Impact	Potentially Significant Unless APMs Incorporated	Less than Significant Impact	No Impact
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i.	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v.	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.12.1 Introduction

This section of the PEA describes local public services in the vicinity of the Proposed Project. Fire and police protection, parks, schools, and other public facilities such as hospitals and libraries are addressed, and the potential effects resulting from the Proposed Project construction, operation, and maintenance are evaluated. It is anticipated that some existing parks and recreational facilities would be temporarily impacted as a result of construction of the Proposed Project, but that impacts would be less than significant with incorporation of APMs PS-1 through PS-5. For all other public facilities there would be less than significant or no impact as a result of the Proposed Project.

4.12.2 Methodology

Public services, utilities, and service systems data were obtained from searches of local government websites and other local service informational resources. The review also included Google Earth maps, aerial photographs of the Proposed Project area, GIS data, and online maps. Anticipated construction schedules, temporary (construction) impact areas, and permanent (operation and maintenance) impact areas were reviewed where project-related activities would occur within existing public parks.

4.12.3 Existing Conditions

4.12.3.1 Public Services Setting

Fire Protection

Throughout the City of San Diego, where the vast majority of the Proposed Project alignment is located, the San Diego Fire-Rescue Department provides fire protection service. The Department also provides many other services, including emergency/rescue services, hazard prevention, and safety education ensuring the protection of life, property and the environment. The Fire-Rescue Department has a service territory covering 331 square miles, serving a population of approximately 1.3 million people, and it covers 17 miles of coastline extending 3 miles offshore and also approximately 4,600 acres around Mission Bay Park. The Fire-Rescue Department includes 47 fire stations within the City of San Diego. The Department includes the following budgeted personnel: 801 uniformed fire personnel, 338 uniformed lifeguard personnel, and 161 civilian personnel. Within the vicinity of the Proposed Project, the Fire-Rescue Department has seven fire stations in the following locations:

- Fire Station 37 – Located at 11640 Spring Canyon Road (Scripps Ranch area). This fire station is located approximately 0.58 mile south of the Proposed Project Segment A.
- Fire Station 40 – Located at 13393 Salmon River Road (Rancho Peñasquitos area). This fire station is located approximately 0.65 mile west of the Proposed Project Segment A.
- Fire Station 44 – Located at 10011 Black Mountain Road (eastern Mira Mesa area). This fire station is located approximately 2.93 miles southwest of the Proposed Project Segment A and approximately 3.72 miles southeast of the Proposed Project Segment C.
- Fire Station 46 – Located at 14556 Lazanja Drive (Black Mountain Ranch area). This fire station is located approximately 1.08 miles north of the Proposed Project Segment B.
- Fire Station 47 – Located at 6041 Edgewood Bend Court (Pacific Highlands Ranch area). This fire station is located approximately 1.33 miles west of the Proposed Project Segment C.
- Fire Station 24 – Located at 13077 Hartfield Avenue (Carmel Valley area). This fire station is located approximately 2.52 miles north of the Proposed Project Segment D.
- Fire Station 41 – Located at 4914 Carroll Canyon Road (Mira Mesa west area). This fire station is located approximately 2.09 miles south of the Proposed Project Segment D (City of San Diego, 2013a).

A very small portion of the Proposed Project, along the eastern portion of the Proposed Project alignment (near the intersection of Pomerado Road and Scripps Poway Parkway) is within the City of Poway and receives fire protection services from the City of Poway Fire Department. The City of Poway Fire Department covers an area of approximately 40 square miles and serves a population slightly greater than 50,000 (City of Poway, 2013).

The City of Poway Fire Department is staffed by a full-time professional work force and currently has four chief officers, 48 sworn fire suppression personnel, one senior fire inspector, one contract fire inspector, and one senior administrative assistant. The command staff is made

up of the fire chief (Director of Safety Services) and three division chiefs. The Director of Safety Services has the additional responsibility of administering the San Diego County Sheriff's Department law enforcement contract within the City of Poway. The closest City of Poway Fire Department fire station which that would serve the (small portion of) the Proposed Project area is Fire Station 1, located at 13050 Community Road, Poway, California (City of Poway, 2013). Fire Station 1 is located approximately 2.09 miles north of the Proposed Project Segment A 230 kV transmission line.

On the MCAS Miramar, in the southeast corner of the Proposed Project), the Miramar Fire Department provides fire protection services. The Miramar Fire Department is a full service, all-risk Fire Department, providing state-of-the-art services such as Advanced Life Support; Emergency Medical Services (EMS); residential, commercial, and wildland fire suppression; technical rescue services; hazardous materials safety; fire prevention code enforcement; public education; and community service. The Miramar Fire Department employs 69 personnel to accomplish its Mission. Staffing is provided for fire prevention, training, communications, and two fire stations. The Miramar Fire Department operates three engine companies, two medic-ambulances and a Chief Officer position from two stations, 24-hours a day, 365 days a year. The Miramar Fire Department cross-staffs a rescue truck, a water tender, two brush trucks, and a hazmat truck. It serves a geographical area consisting of urban development interfacing with wildland areas and covers approximately 23,015 acres within the MCAS Miramar (MCAS Miramar, 2013).

Law Enforcement

For the majority of the Proposed Project area the City of San Diego Police Department provides law enforcement. The exception to this includes a small area of the Proposed Project (eastern portion) that crosses into the City of Poway. The Proposed Project area is located within the Northeastern and Northwestern Divisions of the City of San Diego Police Department. The Northeastern Division serves the neighborhoods of Carmel Mountain, Miramar, Miramar Ranch North, Mira Mesa, Rancho Bernardo, Rancho Encantada, Rancho Peñasquitos, Sabre Springs and Scripps Ranch. The Northeastern Division service area includes a population of 234,394 people and encompasses 103.8 square miles. It includes one police station, which is located at 13396 Salmon River Road, San Diego, California 92129 (in the Rancho Peñasquitos community), approximately 0.67 mile west of the Proposed Project Segment A 230 kV transmission line. The Northwestern Division serves the neighborhoods of Sorrento Valley, Torrey Preserve, Del Mar Heights, Carmel Valley, North City, Torrey Highlands, and Black Mountain Ranch. Its service area includes a population of 70,822 and encompasses an area of 41.6 square miles. This Division includes one police station, which is located at 12592 El Camino Real, San Diego, California 92130 (in the Carmel Valley community), which is approximately 2.18 miles north of the Proposed Project Segment D (City of San Diego, 2013b).

Within a very small portion of the eastern Proposed Project alignment, law enforcement is provided by the San Diego County Sheriff's Department. The San Diego County Sheriff's Department operates the Poway Station, which is located at 13100 Bowron Road, Poway, California 92064-5775, which is approximately 2.10 miles north of the Proposed Project Segment A. The Poway Station provides law enforcement and safety services within the City of Poway and also unincorporated areas just outside the city limits. The Poway Station serves

slightly more than 50,000 Poway residents and an approximate 40 square-mile area (San Diego County Sheriff’s Department, 2013).

Schools

Within the vicinity of the Proposed Project there are five school districts, which include the Poway Unified School District, Del Mar Unified School District, Solana Beach Unified School District, the San Dieguito Union High School District, and the San Diego Unified School District. The closest public and private schools to the Proposed Project alignment include the following:

- Ellen Browning Scripps Elementary School – San Diego Unified School District. This school is located at 11778 Cypress Canyon Road, San Diego, California 92131 (near the intersection of Cypress Canyon Road and Alderhill Terrace). The Proposed Project Segment A would be located approximately 1170 feet to the north of this school, and approximately 1,007 feet to the closest classroom building (Ellen Browning Scripps Elementary School, 2013).
- Dingeman Elementary School – San Diego Unified School District. This school is located at 11840 Scripps Creek Drive, San Diego, California 92131 (near the intersection of Scripps Poway Drive and Scripps Poway Parkway). The Proposed Project Segment A would be located approximately 742 feet north of this school (on the opposite side of Scripps Poway Parkway from the school) (Dingeman Elementary School, 2013).
- Innovations Academy – San Diego Unified School District. This is a kindergarten through 8th grade charter school. This school is located at 10380 Spring Canyon Road, San Diego, California 92131 (near the intersection of Scripps Poway Parkway and Spring Canyon Road). The Proposed Project Segment A would be located approximately 572 feet north of the school property and approximately 463 feet from the closest classroom (and across Scripps Poway Parkway from the school) (Innovations Academy, 2013).
- The Cambridge School – The Cambridge School is a private, Christian school, serving pre-Kindergarten through 8th Grade. This school is located at 10075 Azuaga Street, San Diego, California 92129 (located along Azuaga Street, south of State Route 56 (SR-56) and east of Rancho Peñasquitos Boulevard). The Proposed Project Segment A would be located approximately 1093 feet west of the school property and approximately 586 feet to the closest classroom (Cambridge, 2013).
- Mount Carmel High School – Poway Unified School District. This school is located at 9550 Carmel Mountain Road, San Diego, California 92129 (located at the intersection of Carmel Mountain Road and Sun Devil Way). The Proposed Project Segment A would be varied in its distance from the school property boundary, between approximately 143 feet (at its closest point) to approximately 1,616 feet. However, at these areas where the Proposed Project Segment A would be near to the school property, it is near to the football stadium (at about 143 feet away). The Proposed Project Segment A comes within about 0.20 mile from the closest classroom at the school (Poway Unified School District, 2013).
- Kids Bay Learning Center – This private pre-school is located at 13770 Carmel Valley Road, San Diego, California 92130. This school is located approximately 187 feet north

of the Proposed Project Segment B, and is also approximately 992 feet east of the Proposed Project Segment C (at the northern terminus of Segment C where it meets Segment B) (Kids Bay Learning Center, 2013).

- Torrey Hills School – This public elementary school is located at 10830 Calle Mar De Mariposa, San Diego, California 92130. The school is located approximately 950 feet southwest of the Peñasquitos Substation, at the western termination of Proposed Project Segment D (Del Mar Unified School District, 2013).

Parks

The Proposed Project alignment either crosses or is located near a variety of parks, open space areas, preserves, and recreation areas which include the following:

- Spring Canyon Neighborhood Park – Located along Scripps Poway Parkway and approximately 294 feet south of the Proposed Project Segment A. This park includes baseball fields and other park facilities.
- Rancho Peñasquitos Skate Park – This skate park is owned and operated by the City of San Diego – Parks and Recreation Department, and is located at 10111 Carmel Mountain Road, San Diego, California 92129. The 22,000 square foot skate park has a mix of wood and concrete structures, ramps, and other skateboarding terrain (City of San Diego, 2013c). This skate park is located approximately 259 feet to the east of the Proposed Project Segment A.
- Black Mountain Open Space Park – Black Mountain Open Space Park is owned and managed by the City of San Diego. It consists of a series of chaparral and sage covered hills, ridges, and canyons. It is located in the Rancho Peñasquitos area of northern San Diego, situated between Camino Del Sur to the west, Peñasquitos Drive to the east, Lusardi Creek to the north and Carmel Mountain Road to the south. The park currently consists of a 2,352-acre area, and there are plans for possible future expansion (City of San Diego, 2013d). The Proposed Project Segment A crosses the western portion of this park within roughly the northernmost 1.40 miles of the alignment. Also, this open space park is located to the north of the Proposed Project Segment B, for approximately 0.98 mile (along the northeastern portion of Segment B), and is located to the south of the Proposed Project Segment B for approximately 0.25 mile (along the northeastern portion of Segment B).
- Hilltop Community Park – This is a City of San Diego park that is located approximately 176 feet to the west and southwest of the Proposed Project Segment A. This park is located along at 9711 Oviedo Way, San Diego, California 92129, in the Rancho Peñasquitos community (City of San Diego, 2013e).
- Black Mountain Ranch Community Park – This community park is part of the Black Mountain Open Space Park, and consists of a community center with basketball courts, picnic areas, and a large recreational field (City of San Diego, 2013d). This park is located at the east end of Proposed Project Segment B (Carmel Valley Road). A new cable pole is proposed to be installed within the park (Structure No. P41) that would replace existing Structure No. R47. The underground transmission line (Segment B) would connect from the median in Carmel Valley Road to the new cable pole on the

north side of Carmel Valley Road utilizing the access driveway to the park, and an access vault would be installed near the park entrance. Additionally, approximately 0.25 acre within the park would be used temporarily as a stringing site.

- Cypress Canyon Neighborhood Park – Located along at the corner of Cypress Canyon Road and Cypress Canyon Park Drive approximately 850 feet south of the Proposed Project Segment A. This park includes baseball fields, a basketball court and other park facilities.
- Butterfly Gardens Mini Park – Located along Cypress Canyon Road south of Scripps Poway Pkwy approximately 200 feet southwest of the Proposed Project Segment A. The park includes walking paths and the Scripps Ranch Community Center that is utilized for community meetings.
- Scripps Ranch Community Park and Recreation Center – Located along Cypress Canyon Road and Blue Cypress Drive approximately 1250 feet southwest of the Proposed Project Segment A. The park is located adjacent to the Ellen Browning Scripps Elementary School and includes a recreation center, baseball fields, and walking paths.
- Del Mar Mesa Preserve – The 900-acre Del Mar Mesa Preserve lies on the east end of Del Mar Mesa. It is protected under the City's Multiple Species Habitat Plan. Parts of the Preserve are under State and Federal jurisdiction. This preserve includes habitat for dozens of endangered and threatened species of plants and animals unique to San Diego and includes many vernal pool complexes. The Preserve is contiguous to Los Peñasquitos Canyon and the City of San Diego Parks Department is currently processing a Habitat and Trail Management Plan for the area (Friends of Del Mar Mesa, 2013). The Proposed Project Segments C and D cross through the central portion of the Del Mar Mesa Preserve. The southern portion of the Proposed Project Segment C crosses the northern-central portion of the preserve for roughly 1.13 miles, and the north-eastern portion of the Proposed Project Segment D crosses the central and central-southwestern portion of the preserve for roughly 1.39 miles.
- Los Peñasquitos Canyon Preserve – Los Peñasquitos Canyon Preserve is located between Rancho Peñasquitos and Sorrento Hills to the north and Mira Mesa to the south. Stretching approximately seven miles from I-5 and Interstate-805 (I-805) merge to just east of I-15; it encompasses some 4,000 acres of both Peñasquitos and Lopez Canyons. The Preserve is jointly owned and administered by the City and County of San Diego. This preserve is characterized by varied natural resources, including important plant/habitat communities, abundant wildlife, and many protected plant and wildlife species. The Preserve also contains important pre-historic and historic sites (City of San Diego, 2013f). The Proposed Project Segment D ROW forms the northern boundary of the Los Peñasquitos Canyon Preserve for roughly 1.31 miles along the western-central portion of the Preserve.
- Torrey Hills Dog Park – This dog park is owned and operated by the Torrey Hills Center (Vons shopping center), and is also known as the Dirty Dogs Dog Park. It is approximately 2 acres in size, located at 4627 Carmel Mountain Road, San Diego, California (San Diego Travels, 2013). The Proposed Project Segment D (southwestern-most portion) runs directly through this dog park (for a length of approximately 465 feet), with existing overhead electrical transmission lines spanning directly overhead.

- Torrey Del Mar Neighborhood Park – This neighborhood park is located at the southwest corner of Torrey Del Mar Drive and Kerry Lane. The Proposed Project Segment B is located approximately 750 feet north of the park. The park consists of a small recreational field, picnic area, and a half of basketball court.
- Torrey Hills Neighborhood Park – This neighborhood park is located off Calle Mejillones and lies directly adjacent to the Peñasquitos Substation, approximately 415 feet to the west. The park is separated from the substation by a small strip of open space and consists of a recreation area, baseball fields, tennis court and a picnic area.

Other Public Facilities

There are no public libraries within 0.25 mile of the Proposed Project area. The closest public library to the Proposed Project area is the Rancho Peñasquitos Friends of the Library (13330 Salmon River Road, San Diego, California 92129), which is located approximately 0.62 mile to the west of the Proposed Project Segment A. There are two medical facilities in close proximity to the Proposed Project. The MD Today Urgent Care (10605 Scripps Poway Parkway, San Diego, California 92131) is located within a shopping center at the intersection of Scripps Poway Parkway and Spring Canyon Road. This urgent care facility is approximately 442 feet south of the Proposed Project Segment A. Also, the Proposed Project Segment A existing ROW crosses the parking lot of the Sharp Rees-Steely Scripps Ranch Medical Center (10670 Wexford Street, San Diego, California 92131). The Proposed Project Segment A would be located approximately 56 feet to the west of this medical center building.

See Section 4.13, Recreation, for a discussion of hiking and mountain biking trails, equestrian trails, bicycle/pedestrian paths, and golf courses.

4.12.4 Potential Impacts

4.12.4.1 Significance Criteria

Standards of impact significance were derived from Appendix G of the *CEQA Guidelines*. Under these guidelines, the Proposed Project could have a potentially significant impact to public services if it would:

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - i. Fire protection;
 - ii. Police protection;
 - iii. Schools;
 - iv. Parks;
 - v. Other public facilities.

4.12.4.2 Question 12a (i & ii) – Impacts to fire and police protection?**Construction – Less Than Significant Impact**

No emergency service providers are located within 0.25 mile of the Proposed Project ROW. Construction of the Proposed Project would not result in significant temporary increases in local population, since it would be short-term and would not include any new facilities that would require new or expanded fire protection services.

Construction activities associated with the Proposed Project would not unduly burden local fire or police services. At the completion of each work day, construction crews will lock up and secure each worksite to prevent theft or vandalism associated with work equipment or supplies. SDG&E will also implement its project-specific fire plan, which will include private fire patrol monitoring as appropriate. Furthermore, SDG&E may have private security personnel monitoring construction sites where materials are stored, which may include the substations, staging yards and ROW.

As discussed in Section 4.14, Traffic and Transportation, traffic control measures associated with underground construction (within Carmel Valley Road) would be implemented pursuant to all applicable industry standards and applicable local jurisdictional agency review. Along the underground segments of the Proposed Project (within Carmel Valley Road franchise position), SDG&E would coordinate with the appropriate emergency (fire and police) personnel prior to construction to ensure that construction activities and associated lane closures would not substantially affect emergency response vehicles (refer to Section 4.14, Traffic and Transportation and APM TR-1). Additionally, all streets would remain open to vehicular circulation during construction of the underground segments of the Proposed Project. Therefore, the Proposed Project would result in a less than significant impact to fire and police protection services during construction.

Operation & Maintenance – No Impact

SDG&E currently maintains and operates existing electric transmission, power, distribution, and substation facilities throughout the Proposed Project site (with the exception of the Proposed Project Segment B, within Carmel Valley Road), and the Proposed Project is the construction of a new transmission line, the consolidation of two existing 230 kV transmission lines onto existing steel structures, and the replacement of existing wood structures, all within existing SDG&E ROW and substation property. SDG&E’s existing facilities and operations and maintenance activities are included in the baseline for evaluating the impacts of the Proposed Project. Operations and maintenance activities for the Proposed Project would not change much from existing activities and would not require hiring any new workers or result in the need for additional police or fire services. The Proposed Project, once operational, would reduce the risk of fire in the area and would, therefore, result in a reduction in potential need for local fire protection services. This is because many wooden structures would be replaced and fire hardened with steel structures (which do not pose the same fire danger as wooden structures). Therefore, no adverse impacts relating to fire or police protection services would result.

4.12.4.3 Question 12a (iii) – Impacts to schools?

Construction – Less Than Significant Impact

There are seven schools within close proximity to the Proposed Project area. The closest school to the Proposed Project ROW is the Kids Bay Learning Center, which is located approximately 187 feet north of the Proposed Project Segment B underground transmission line (within Carmel Valley Road). The Proposed Project Segment A is located approximately 143 feet to the east of the Mount Carmel High School at the edge of the school property (football stadium). However, the actual classrooms of this school are approximately 0.20 mile from the Proposed Project Segment A. The Innovations Academy is approximately 572 feet from the edge of the Proposed Project Segment A; however, it would be 463 feet to the closest classroom building. The Dingeman Elementary School (both the property edge and closest classroom building) is located approximately 742 feet from the Proposed Project Segment A. The Cambridge School is located approximately 1093 feet from the Proposed Project Segment A; however, it would be 586 feet to the closest classroom building. The Proposed Project Segment A would be located approximately 1170 feet to the north of the Ellen Browning Scripps Elementary School, and approximately 1,007 feet north of the closest classroom building. The Peñasquitos Substation is located approximately 950 feet to the northwest of the Torrey Hills School and approximately 970 feet northwest of the closest classroom building.

The Proposed Project would not significantly affect school enrollment since construction of the Proposed Project is short-term. The volume of construction workers would be minimal relative to the local population and it is anticipated that temporary construction workers would not generate new students for the area's schools.

School traffic at Dingeman Elementary and the Innovations Academy would be impacted during construction because construction vehicles would use Scripps Poway Parkway for access to the Proposed Project ROW. Also, when Proposed Project Segment B construction is occurring, access along Carmel Valley Road would be impacted for the Kids Learning Bay Center. Specific traffic-related impacts are discussed within Section 4.14, Traffic and Transportation.

However, the seven schools that are located near the Proposed Project ROW would also experience increased levels of noise, traffic, and dust due to construction vehicles and activities during the construction period. Noise impacts are discussed in Section 4.10, Traffic impacts are discussed in Section 4.14, and Air Quality impacts are discussed in Section 4.3. However, because construction will be temporary and short term, impacts would be less than significant.

No new or physically altered schools would be necessary as a result of the Proposed Project. Therefore, the Proposed Project would result in a less than significant impact to schools during construction of the Proposed Project.

Operation & Maintenance – No Impact

Operation and maintenance for the Proposed Project would not change significantly from the current operations and maintenance of the existing transmission line and substation facilities. The Proposed Project would not cause any substantial change to the assigned operations and maintenance staff and their current activities. Because there would be no change to staffing levels related to operations and maintenance activities, and there would not be a resulting

noticeable change in population (that is attributable to the Proposed Project), there would not be an impact on school enrollment and the Proposed Project would not contribute to any need to expand or replace existing schools, or build new schools. No impacts to schools would result from operation and maintenance of the Proposed Project.

4.12.4.4 Question 12a (iv) – Impacts to parks?

Construction – Less Than Significant Impact with Incorporation of APMs

Possible construction-phase impacts to parks that are located within close proximity to the Proposed Project are discussed in this section. The Proposed Project would cause some temporary and intermittent construction-phase impacts, relating to restricted access, for some of these parks.

- Spring Canyon Neighborhood Park
- Rancho Peñasquitos Skate Park
- Black Mountain Open Space Park
- Hilltop Community Park
- Black Mountain Ranch Community Park
- Cypress Canyon Neighborhood Park
- Butterfly Gardens Mini Park
- Del Mar Mesa Open Space
- Los Peñasquitos Canyon Preserve
- Torrey Del Mar Neighborhood Park
- Torrey Hills Neighborhood Park
- Torrey Hills Dog Park

While some access to the above-listed parks would be limited or restricted during some of the construction activities, the construction of the Proposed Project would not directly increase the demand for the local public park system as construction activities would be short-term and would not substantially increase the local populations (refer to Section 4.11). Restricted access to some existing parks may indirectly cause increased demand for other local, non-restricted public parks. Due to the quantity of parks in the Proposed Project area and relatively short duration of the Proposed Project’s construction within local parks, however, these impacts would be less than significant.

Direct impacts associated with the restricted access to parks and other recreational facilities during construction of the Proposed Project are discussed below.

Public Parks

Construction activities would occur in three public parks: Black Mountain Open Space Park, Black Mountain Ranch Community Park, and the Del Mar Mesa Preserve. Additionally, the

Proposed Project ROW forms the northern boundary of the Los Peñasquitos Canyon Preserve. Impacts at each of these parks are discussed below, and the other nearby parks are described.

Spring Canyon Neighborhood Park

The Spring Canyon neighborhood public park is located approximately 294 feet south of the Proposed Project Segment A. Access to this park would not be restricted during construction.

Rancho Peñasquitos Skate Park

The Rancho Peñasquitos skate park is located approximately 259 feet to the east of the Proposed Project Segment A. Access to this park would not be restricted during construction.

Black Mountain Open Space Park

The ROW for Proposed Project Segment A crosses along the western portion of the Black Mountain Open Space Park in an area near the base of Black Mountain and in an area that is near residential neighborhoods, schools, and parks of the community of Rancho Peñasquitos. The Proposed Project Segment A crosses the western portion of this park within roughly the northernmost 1.40 miles of the alignment. Also, this open space park is located to the north of the Proposed Project Segment B, for approximately 0.98 mile (along the northeastern portion of Segment B), and is located to the south of the Proposed Project Segment B for approximately 0.25 mile (along the northeastern portion of Segment B). However, because Segment B will be located entirely within franchise position (underground) within Carmel Valley Road, Segment B will have no permanent effect relating to this portion of the open space park. All transmission line facilities being constructed would be located within the existing SDG&E ROW. During construction, relatively minor, intermittent, and temporary disruption to access would occur at some trails and/or trailheads within the western and southwestern portions of the Black Mountain Open Space Park. See Section 4.12.6 for APMs.

Hilltop Community Park

The Hilltop Community Park is located approximately 176 feet to the west and southwest of the Proposed Project Segment A. During construction, there would be some minor and temporary disruption to access to this park. Also, because there are some trails into the Black Mountain Open Space Park that originate at the Hilltop Community Park, there would be some minor and temporary disruption to access to these trails during construction. See Section 4.12.6 for APMs.

Black Mountain Ranch Community Park

The east end of Proposed Project Segment B would be located within the Black Mountain Ranch Community Park. A portion of this park within the immediate construction area would be closed temporarily for safety reasons during construction. Additionally, some hiking and mountain biking trails for the Black Mountain Open Space Park begin at the Black Mountain Ranch Community Park. For this reason, some temporary disruption to access to these trails would occur in this area during construction.

Cypress Canyon Neighborhood Park

The Cypress Canyon neighborhood park is located approximately 850 feet south of the Proposed Project Segment A. Access to this park would not be restricted during construction.

Butterfly Gardens Mini Park

The Butterfly Gardens Mini Park is located approximately 200 feet southwest of the Proposed Project Segment A. Access to this park would not be restricted during construction.

Del Mar Mesa Preserve

The Proposed Project Segments C and D 230 kV transmission line facilities cross through the central portion of the Del Mar Mesa Preserve. The southern portion of the Proposed Project Segment C crosses the northern-central portion of the preserve for roughly 1.13 miles, and the north-eastern portion of the Proposed Project Segment D crosses the central and central-southwestern portion of the preserve for roughly 1.39 miles. All transmission and power line facilities being constructed would be located within the existing SDG&E ROW. During construction, some trails and other access locations for the Del Mar Mesa Preserve would be temporarily restricted. See Section 4.12.6 for APMs.

Los Peñasquitos Canyon Preserve

The Proposed Project Segment D forms the northern boundary of the Los Peñasquitos Canyon Preserve for roughly 1.3 miles along the western-central portion of the preserve. All transmission line facilities being constructed would be located within the existing SDG&E ROW. During construction, some trails and other access locations for the Los Peñasquitos Canyon Preserve would be temporarily restricted, particularly trails from the north and northwest that connect the communities of Torrey Hills Carmel Valley and Del Mar Mesa to the preserve. See Section 4.12.6 for APMs.

Torrey Del Mar Neighborhood Park

The Torrey Del Mar neighborhood park is located approximately 750 feet south the Proposed Project Segment B. Access to this park would not be restricted during construction, as appropriate traffic measures will be implemented along Carmel Valley Road to protect such access to this park and the neighboring residential development.

Torrey Hills Neighborhood Park

The Torrey Hills neighborhood park is located approximately 415 feet to the west of the Peñasquitos Substation. Access to this park is off Calle Mejillones, which is not connected to the main access to the Peñasquitos Substation off East Ocean Air Drive. As such, access to this park would not be restricted during construction.

*Private Recreational Areas*Torrey Hills Dog Park

The western portion of the Proposed Project Segment D ROW crosses directly over the Torrey Hills Dog Park. All transmission line facilities being constructed would be located within the existing SDG&E ROW. During construction activities within or over the park, this park would be temporarily closed to the public for safety reasons. See Section 4.12.6 for APMs.

With the implementation of the APMs described in Section 4.12.6, impacts to parks during construction of the Proposed Project would be less than significant.

Operation & Maintenance – No Impact

SDG&E currently maintains and operates extensive existing electric transmission, power, distribution and substation facilities throughout the Proposed Project ROW (with the exception of Proposed Project Segment B, within Carmel Valley Road). SDG&E's existing operations and maintenance activities constitute the baseline against which the impacts of the Proposed Project are evaluated.

Operations and maintenance activities for the Proposed Project would not materially increase in frequency or intensity. Because no new workers are being added for operation and maintenance, the Proposed Project would not create any increased demand on the local public park system. Therefore, no new or expanded parks would be required in order to meet existing demand. Therefore, no impacts to parks would result from operation and maintenance of the Proposed Project.

The Proposed Project does not require the construction of any new public parks, and therefore would not create any adverse impacts associated with the construction of new parks.

SDG&E maintenance activities within existing recreation areas and parks would be anticipated to be equal or less than existing once the Proposed Project is complete and under operating conditions. The Proposed Project involves the installation of new steel structures (a net reduction of 10 structures) that would predominantly replace existing wood structures. Newer, steel structures require less maintenance than older, wood structures, thus resulting in equal or lesser operation and maintenance activities when compared to existing conditions. No impacts are anticipated.

4.12.4.5 Question 12a(v) – Impacts to other public facilities (hospitals/libraries)?**Construction and Operation & Maintenance – No Impact**

No additional need for hospitals, libraries or other government or public services would be required as a result of the Proposed Project. The Proposed Project neither increases the demand for, nor alters the level of, local public services required because it would not measurably increase local population or housing opportunities and/or requirements. Therefore, the Proposed Project would not create a need for new hospitals, libraries or other public services and there would be no impacts in this regard.

Operation & Maintenance – No Impact

No additional need for hospitals, libraries or other government or public services would be required as a result of the Proposed Project. The Proposed Project neither increases the demand for, nor alters the level of, local public services required because it would not measurably increase local population or housing opportunities and/or requirements. Therefore, the Proposed Project would not create a need for new hospitals, libraries or other public services and there would be no impacts in this regard.

4.12.5 Project Design Features and Ordinary Construction/Operating Restrictions

SDG&E will implement the project design features and ordinary construction restrictions outlined in Section 3.8. Project design features relating specifically to recreation and recreational facilities are listed below.

- **Coordination and measures within parks and preserves.** Appropriate safety measures will be implemented where trails and parks are located in close proximity to construction areas to provide a safety buffer between recreational users and construction areas. Construction schedule and activities will be coordinated with the authorized officer for each affected recreation area.
- **Temporary trail detours.** Where feasible, temporary detours will be provided for trail users. Signs will be provided to direct trail users to the temporary trail detours.

4.12.6 Applicant Proposed Measures

In order to minimize potential impacts to parks, trails, and recreational facilities located within the Proposed Project ROW, the following APMs are being proposed:

PS-1 Where construction within existing public parks, preserves, and open space areas would not completely restrict access through these areas, and where necessary, SDG&E will create temporary foot and bicycle paths along with appropriate advanced notice and signage to direct and allow for the pedestrian and bicycle access through each affected park.

PS-2 SDG&E will provide the public with advance notification of construction activities. Concerns related to dust, noise, and access restrictions with construction activities will be addressed within this notification.

PS-3 All construction activities will be coordinated with the authorized officer for each affected park, trail, or recreational facility prior to construction in these areas.

PS-4 As needed, signs will be posted directing vehicles to alternative park access and parking, if available, in the event construction temporarily affects parking near trailheads.

PS-5 All parks, trails, and recreational facilities that are physically impacted during construction activities and are not directly associated with the new permanent facilities, will be returned to an approximate pre-construction state, while still allowing for SDG&E to safely operate and maintain the facilities, following the completion of the Proposed Project. SDG&E will replace or repair any damaged or removed public equipment, facilities, and infrastructure in a timely manner.

4.12.7 Detailed Discussion of Significant Impacts

The Proposed Project would not cause any significant impacts relating to public facilities.

4.12.8 References

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