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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?	☐	☐	☑	☐
ii.	Police protection?	☐	☐	☑	☐
iii.	Schools?	☐	☐	☐	☑
iv.	Parks?	☐	☑	☐	☐
v.	Other public facilities?	☐	☐	☐	☑

4.12.1 Introduction

This section of the PEA describes local public services in the vicinity of the Proposed Project. Fire and police protection, public parks, schools, and other public facilities such as hospitals 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 and PS-2. With respect to potential permanent impacts as a result of operations and maintenance, the Proposed Project would be located in the same location as existing transmission, distribution, and substation facilities. These existing facilities constitute the baseline from which potential impacts are analyzed. As discussed below, potential permanent impacts to public services would be less than significant.

4.12.2 Methodology

Public service, 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 and permanent (operation and maintenance) and temporary (construction) impact areas were reviewed where these project-related activities would occur within existing public parks. Impacts to parks discussed in this section also include potential direct impacts from construction, operation, and maintenance of the Proposed Project.

4.12.3 Existing Conditions

4.12.3.1 Public Services Setting

Fire Protection

Fire protection services for the cities of San Juan Capistrano and San Clemente and the unincorporated areas of Orange County are provided by the Orange County Fire Authority, a regional fire service agency with 21 stations throughout the County. The Proposed Project area is in the Orange County Fire Authority Division III – Battalions 6 and 7.

There is one fire station located within the city of San Juan Capistrano (Station 7), located at 31865 Del Obispo and approximately one mile from the existing Capistrano Substation site. Station 7 has three captains, three engineers, nine firefighters, and reserve firefighters. Station 7 includes Engine 7, Engine 307, Medic 7, Water Tender 7 and Patrol 7. Stations 50, 59 and 60 are located in the city of San Clemente, and the closest to the Proposed Project is Station 59, which is located at 48 Avenida La Pata (approximately 0.05 mile from the proposed transmission line in the Rancho San Juan to Talega Hub segment). Station 59 has three captains, three engineers, and six firefighters and includes Truck 59. Also, Camp Pendleton has fire stations that cover the base including the Talega Substation.

Law Enforcement

The cities of San Juan Capistrano and San Clemente contract with the Orange County Sheriff's Department to provide local police services. There are 44 sworn officers and 13 professional staff members that operate from the San Clemente station, located at 100 Avenida Presidio in San Clemente and approximately 1.8 miles from the Proposed Project area. The San Juan Capistrano Sheriff's Department is located at 25925 Camino Del Avion in San Juan Capistrano, less than two miles from the Proposed Project area. There are no police stations within 0.25 mile of the Proposed Project area.

Schools

Orange County has 28 school districts and four community college districts. The Capistrano Unified School District administers all public schools in San Juan Capistrano and San Clemente, totaling 56 public schools. There are eight public schools in San Juan Capistrano and eight private schools. A total of 4,178 students attend the public schools. A total of approximately 10,085 students are enrolled in the 11 public schools in San Clemente, and there are three private schools. There are a total of nine schools within 0.25 mile of the Proposed Project.

The closest school to the Proposed Project is the San Juan Hills High School located at 29211 Vista Montana in the Rancho San Juan development in San Juan Capistrano, which officially opened in the 2007-2008 school year. The school is across the street (Vista Montana) from the proposed underground transmission line that constitutes the Rancho San Juan segment of the Proposed Project. A breakdown of the all of the schools located within 0.25 mile of each Proposed Project segment is provided in Table 4.12-1, Schools within 0.25 Mile of the Proposed Project Area.

Table 4.12-1: Schools within 0.25 Mile of the Proposed Project Area

School Name	Location	Distance from Proposed Project
Capistrano Substation to Rancho San Juan (including west of the substation) (Segment 1)		
JSerra Catholic High School	26351 Junipero Serra Road San Juan Capistrano, CA 92675	Approximately 0.2 mile from Capistrano Substation
Saddleback Valley Christian School	26333 Oso Road, San Juan Capistrano, CA 92675	Approximately 0.2 mile from Capistrano Substation
Marbella Montessori Pathway School	31113 Rancho Viejo Road, San Juan Capistrano	Approximately 0.2 mile from Pole No. 6
St. Margaret's Episcopal School	31641 La Novia Avenue, San Juan Capistrano	Approximately 0.25 mile from Pole No. 8
Harold Ambuehl Elementary School	28001 San Juan Creek Road, San Juan Capistrano	Approximately 0.17 mile from Pole No. 10
Rancho San Juan (Segment 2)		
San Juan Hills High School	29211 Vista Montana, San Juan Capistrano	Adjacent to Rancho San Juan section of transmission line ROW
Rancho San Juan to Talega Hub (Segment 3)		
Vista Del Mar Middle School	1130 Avenida Talega , San Clemente , California 92673	Approximately 0.20 mile east of Pole No. 31
Capistrano Connections Academy (Charter School)	1211 Puerta Del Sol #220, San Clemente, CA 92673	Approximately 0.16 mile north of Pole No. 38
Talega Preparatory Academy	3 Calle Boveda San Clemente, CA 92673	Approximately 0.15 mile northeast of Pole No. 41
Talega Hub to Talega Substation (Segment 4)		
No schools are located within 0.25 mile.		

Other Public Facilities

There is one hospital located in the city of San Juan Capistrano and two hospitals located in the city of San Clemente. There are no hospitals or public libraries within 0.25 mile of the Proposed Project area. There are four public parks along the Proposed Project route: El Camino Real Park, Junipero Serra Park, Arroyo Park, and Russell Cook Park. The parks and recreational facilities within the Proposed Project area are further discussed below.

Public Parks and Recreation Areas

The proposed replacement of the existing transmission line, like the existing line itself, directly crosses four public parks. The Capistrano Substation to Rancho San Juan segment of the Proposed Project (Segment 1) crosses Junipero Serra Park, a 3.75-acre park with automatic irrigation, bike paths, a children's play area, drinking fountains, and a grassy area (refer to Figure 4.9-1, Sheet 1). Segment 1 also crosses El Camino Real Park, Arroyo Park and Russell Cook Park. El Camino Real Park is a long linear park with trees, tables, and a meandering foot path located adjacent to Camino Capistrano. Arroyo Park is a 1.5-acre area with an equestrian trail

and a grassy area with automatic irrigation. Russell Cook Park is an approximately 19-acre park with soccer fields, paved bike paths, natural vegetation, and grassy areas with automatic irrigation. The Proposed Project passes within 0.25 mile of three other private parks: Four Oaks Park, Liberty Park, and La Pata/Vista Hermosa Sports Park (refer to Figure 4.9-1).

Private Recreation Areas

The Proposed Project would involve replacing two existing overhead 138kV transmission lines with new underground 138kV transmission lines extending west from the proposed San Juan Capistrano Substation site, through a residential neighborhood where a community pool, recreational facilities, and open space are located. This area is currently occupied by an existing SDG&E easement with two 138kV transmission lines as well as SDG&E distribution lines.

Golf Courses

There are several golf courses located in the vicinity of the Proposed Project area. The Proposed Project passes directly over Marbella Country Club and within 0.25 mile of the San Juan Hills Golf Club in Segment 2 of the Proposed Project (San Juan Capistrano Substation to Rancho San Juan) and within 0.25 mile of the Talega Golf Club and the Pacific Golf and Country Club in Segment 3 of the Proposed Project (Rancho San Juan to Talega Hub). Only the Marbella Country Club has transmission structures currently located within the limits of the golf course. One of the two current 138kV transmission structures located within the Marbella Country Club golf course would be replace with a new 230kV steel pole. The new 230kV pole would be placed within 30 feet of the existing structure location.

Equestrian, Bicycle, and Hiking Trails

The Proposed Project crosses several local proposed and existing local equestrian and hiking trails in the city of San Juan Capistrano. Specifically, along the San Juan Capistrano Substation to Rancho San Juan segment, the transmission lines cross the Caballo Trail, Belfore-Marbella Trail, the San Juan Creek Trail, Las Vaqueres Trail, Juliana Farms Trail, and the Whispering Hills West Trail. Continuing from Rancho San Juan to the Talega Substation, the transmission lines cross the Whispering Hills East Trail, the Pico and La Pata trails. In the city of San Clemente, the Proposed Project crosses the Prima Deshecha and Cristianitos regional trails. The Cristianitos Regional Trail crosses the Proposed Project south of the Prima Deshecha Landfill and just west of the Talega Substation. The Prima Deshecha Regional Trail generally follows the existing transmission line ROW from approximately south of the Prima Deshecha Landfill to the Talega Substation.

In addition, the transmission lines cross the following Orange County bicycle trails, which range from Class I to Class II trails, as indicated below.

- Rancho Viejo Road – Class I
- Ortega – Proposed Class II
- San Juan Creek – Class I
- Avenida La Pata – Class II

- Pico – Class II

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 immediately along the Proposed Project ROW or adjacent to the affected substations. While no police stations are located within 0.25-mile of the Proposed Project, Fire Station 59 is located on Avenida La Pata, approximately 0.05-mile from where the line spans Avenida Vista Hermosa. The Proposed Project would not result in significant temporary or permanent increases in local population, would be short-term, and would not include any new facilities that would require new or expanded police or fire protection services.

Construction activities associated with the Proposed Project would not unduly burden local police or fire services. At the completion of each work day, construction crews would lock up and secure each worksite to prevent theft or vandalism associated with work equipment or supplies. SDG&E would also implement its project specific fire plan which will include private fire patrol monitoring as appropriate. Furthermore, SDG&E will 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 would be implemented pursuant to all applicable industry standards and applicable local jurisdictional agency review. Along the underground segments of the Proposed Project (west of the proposed San Juan Capistrano Substation site and at Rancho San Juan), 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). Additionally, all streets would remain open to vehicular circulation during construction of the underground segments of the Proposed Project.

Operation & Maintenance – No Impact

SDG&E currently maintains and operates extensive existing electric transmission, distribution and substation facilities throughout the Proposed Project site. 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 and would not require hiring any new workers or any increase in local population. Any future potential maintenance-related construction projects will be evaluated under G.O. 131-D and CEQA for purposes of assessing whether further CPUC approval is required. As a result, there would be no impact as a result of operation and maintenance.

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

Construction– No Impact

There are five schools within 0.25 mile of the Proposed Project area. San Juan Hills High School is the closest school, located approximately 380 feet from the trench location to the closest 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 thus would not be expected to generate new students for the area's schools.

School traffic at the San Juan Hills High School would be impacted during construction because the new 230kV transmission lines would be placed in an underground position within Vista Montana, which provides access to the San Juan Hills High School campus. Specific traffic-related impacts are discussed within Section 4.14, Traffic and Transportation.

No new or physically altered schools would be necessary as a result of the Proposed Project and no impacts to schools would result from construction of the Proposed Project.

Operation & Maintenance – No Impact

Operation and maintenance for the Proposed Project would be handled just as it is today, at the existing substations. The Proposed Project involves replacement and upgrade of existing facilities which already have assigned operations and maintenance staff. Therefore, no new schools would be necessary as a result of the Proposed Project and 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

Access to the following parks would be temporarily restricted during construction of the Proposed Project:

- El Camino Real Park;
- Junipero Serra Park;
- Arroyo Park; and
- Russell Cook Park.

While some access to the above-listed parks would be 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, Population and Housing). 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 four public parks: El Camino Real Park, Junipero Serra Park, Russell Cook Park, and Arroyo Park. Impacts at each of these parks are discussed below.

El Camino Real Park

Construction activities within El Camino Real Park would be more extensive than work in any other park, due to the jack-and-bore and trenching construction for proposed underground transmission lines (refer to Figure 3-7, Sheet 1). The noise and presence of heavy equipment associated with construction may temporarily reduce visitation to the park, however, the park is currently subject to noise from Camino Capistrano and the adjacent railway line. El Camino Real Park is a long, narrow park that is located between Camino Capistrano and an existing railway line (refer to Figure 4.9-1, Sheet 1). The park includes a bike trail and foot path that extends through the entire length of the park. The Proposed Project would replace Pole Nos. 4a and 5a within this park, which would require extensive grading and the excavation of bore pits. Bore pits would be segregated from public access (as would all construction areas) and secured each night to avoid injury to workers or the public. It is anticipated that construction at this location would take approximately four to five months, spread out over an approximately non-consecutive 20 month period, with continuous construction occurring for up to a one month (refer to detailed construction schedule in Appendix 3-D). SDG&E would implement APM PS-1 to ensure that pedestrian and bicycle access is not continuously restricted during construction activities at this site. Short-term restrictions would occur during certain activities, for example,

when equipment is brought in from Camino Capistrano. With implementation of APM PS-1, impacts at El Camino Real Park would be less than significant.

Junipero Serra Park

Construction activities within Junipero Serra Park would be limited mainly to the southeast corner of the park, where there are existing transmission poles and paved operation and maintenance pads (refer to Figure 3-7, Sheet 1 and Figure 4.9-1, Sheet 1). There are no recreational facilities at this portion of the park other than open space. Construction within Junipero Serra Park is expected to last four to six months spread out over a non-consecutive 20 month period and would not result in the need to close the entire park and would not create significant restricted access to key park facilities such as the playground and large grassy open spaces. The noise and presence of heavy equipment associated with construction may temporarily reduce visitation to the park, however, the park is currently subject to noise from the I-5 freeway. Therefore, impacts to Junipero Serra Park would be less than significant.

Arroyo Park

Construction activities within Arroyo Park would include removal of one existing pole, installation of one new pole, and potentially stringing activities. Stringing activities can take two to four weeks, with stringing equipment present within the park for that entire period. Due to the size and shape of Arroyo Park, construction activities would not require the closure of the entire park, only the southern portion of the park, which is mainly occupied by grass-covered open space. APM PS-1 would ensure that access through existing public parks, such as Arroyo Park, would not be completely restricted during construction activities (i.e., normally allowable traffic through the park would be directed around the construction area). In this case of Arroyo Park, the foot path/ bike trail/ equestrian trail traffic would be directed around construction activities, on the northern side of the park. Therefore, impacts to Arroyo Park would be less than significant with implementation of APM PS-1.

Russell Cook Park

Construction activities within Russell Cook Park would be limited to one small area of the park (within the southern portion of the park), which already contains two existing transmission poles adjacent to vegetated areas and paved bike/foot paths (refer to Figure 3-7, Sheet 2 and Figure 4.9-1, Sheet 1). The only park facilities affected would be the paved foot/bike path. Construction activities would not result in the need to close the entire park. Construction activities would only occur continuously for up to three days at a time, and only for approximately one week total. Pedestrian and bike access would be directed around construction activities while construction is occurring within the park (APM PS-1). Therefore, impacts to Russell Cook Park would be less than significant.

In addition to the impacts discussed above for public parks, there would be similar impacts to private recreational areas as described below.

Private Recreational Areas

Construction activities through the private recreational area (including a sand volleyball court, open space, and a playground) west of the San Juan Capistrano Substation (refer to Figure 4.9-1,

Sheet 1) would include trenching and installation of underground transmission line, completing a jack-and-bore under an existing railway line, and installation of two new 138kV poles (Pole Nos. 1a and 2a). This area is currently occupied by overhead transmission lines, and all new underground transmission line would be constructed within existing SDG&E ROW. Construction activities within this area are anticipated to last approximately three to four months, spread over an approximate non-consecutive 20 month period, with continuous construction occurring for approximately one month (jack-and-bore construction). Refer to the detailed construction schedule in Appendix 3-D for more information. Construction through this area would result in restricted access to various private recreational areas, including a playground, a volley ball court, and grassy open space. At certain times during construction through this area, these facilities would be removed to install the new trench packages and splice vaults. Is should be noted that these private recreational facilities are located within the existing SDG&E ROW. Construction activities are not anticipated to occur in a manner that would result in all of the above facilities being closed or removed simultaneously. Therefore, impacts are anticipated to be less than significant.

Golf Courses

Construction activities would occur on the western edge of the Marbella County Club golf course, in order to install Pole No. 5 (refer to Figure 4.9-1, Sheet 1). Construction activities would require grading a new pad as well as the removal of an existing 138kV steel lattice structure and the installation of the new 230kV Pole No. 5. Grading required for the installation of Pole No. 5 would require approximately 130 cubic yards of cut and 157 cubic yards of fill and would temporarily disturb approximately 3,584 square feet, including grading activities that extend over an existing golf cart path that extends just east of the Pole No. 5 location. Construction at this location is anticipated to take a total of approximately five weeks spread over an approximately two-year period (refer to the detailed construction schedule in Appendix 3-D). Construction activities at this site would only occur continuously at any one time for approximately one week. The greatest impact would occur during grading activities, where one existing golf cart path and a small portion of the golf course (the "rough" along the western edge of one hole) would be closed. At no time during construction activities at Pole No. 5 would the golf course be required to be closed. Therefore, impacts are considered to be less than significant.

Hiking, Bicycle, and Equestrian Trails

The Proposed Project would also result in construction activities that would cross hiking paths, bicycle paths, and equestrian trails. In some areas (such as between Pole Nos. 11 and 14) equestrian trails have been established on existing SDG&E access roads. During construction activities at Pole Nos. 11 through 14, access may be restricted. It is important to note that access is restricted currently during certain operation and maintenance activities at existing transmission structures located in this area. Construction activities for Pole Nos. 11 through 14 is anticipated to take approximately six months, spread over an approximately two-year period. Typically, continuous construction activities at any one location would not last longer than two weeks. In addition, not all construction activities would restrict access. For example, grading and site development may restrict access while conductor stringing and removal of existing poles may not. In addition, if helicopters are utilized within this stretch of the transmission line route, trails within the flight path would be closed for approximately 30 minutes at a time while the

helicopter is in use. In general, impacts are considered to be less than significant due to the temporary nature of potentially restrictions to access and the fact that these trails are located on existing SDG&E access roads that are currently utilized for the operation and maintenance of existing poles.

Operation & Maintenance – Less Than Significant Impact with Incorporation of APMs

SDG&E currently maintains and operates extensive existing electric transmission, distribution and substation facilities throughout the Proposed Project site. 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. Any future maintenance-related construction activities will be evaluated under G.O. 131-D and CEQA for purposes of assessing whether further CPUC approval is required. 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. No permanent damage to any existing parks would result from operation and maintenance of the Proposed Project that does not already exist as part of on-going operation and maintenance activities associated with existing transmission lines or substations. For example, Russell Cook Park currently has transmission line poles located within its boundaries and the Proposed Project would involve the replacement of some of these existing poles with new poles. Therefore, even though the new pole in Russell Cook Park may not be in the same exact location as the pole being replaced, there would be no significant alteration to the park area being utilized for transmission line poles. 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.

With respect to El Camino Real Park, two new 138kV steel cable structures (Pole Nos. 4a and 5a – refer to Figure 3-7, Sheet 1) would be installed and one 138kV wood pole would be removed. The new steel cable structures would require additional space for operation and maintenance when compared to the existing wood poles. The new steel cable structures would require approximately 70 feet by 80 feet of space to allow for operation and maintenance of the poles, whereas the current 138kV wood transmission poles located in this area require approximately half that amount of space (35 feet by 40 feet). While this means there would be slightly less grass area at El Camino Real Park, the existing park functions (open space, footpath, and bike bath) would not be restricted following construction of the Proposed Project. Therefore, new facilities would not be required in order to replace any lost function at El Camino Real Park.

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.

Private Recreational Areas West of the San Juan Capistrano Substation Site

During construction of 138kV underground transmission lines (which are replacing existing overhead lines within the same ROW) through the existing private recreational areas west of the San Juan Capistrano Substation site, a volley ball court and a playground area would preferably need to be removed or relocated outside SDG&E ROW. SDG&E may reconfigure the recreation facilities so as to not interfere with SDG&E operation and maintenance. In addition, SDG&E

will replace any necessary vegetation removals with appropriate vegetation. The replacement vegetation and recreational facilities is proposed as APM PS-2. APM PS-2 will ensure that there are no permanent impacts to recreational facilities affected during construction of the Proposed Project.

4.12.4.5 Question 12a(v) – Impacts to other public facilities (hospitals)?

Construction and Operation & Maintenance – No Impact

No additional need for 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 or other public services and there would be no impacts in this regard.

4.12.5 Applicant Proposed Measures

In order to minimize potential impacts to recreational facilities located within the transmission line ROW, the following APMs are being proposed:

PS-1 Construction within existing public parks would not completely restrict access through the parks. 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 All recreational facilities that are physically impacted during construction activities will be returned to an approximate pre-construction state, allowing for SDG&E operation and maintenance activities, following the completion of the Proposed Project. SDG&E will make replacements of any public damaged or removed equipment, facilities, and infrastructure, in a timely manner.

4.12.6 References

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