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4.9 LAND USE AND PLANNING

Would the project:		Potentially Significant Impact	Potentially Significant Unless APMs Incorporated	Less than Significant Impact	No Impact
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.9.1 Introduction

This section of the PEA describes the existing land use and land use and zoning designations within the Proposed Project vicinity and the potential impacts to land use from construction, operation, and maintenance of the Proposed Project.

While the Proposed Project is not subject to local zoning regulations or discretionary land use approval, the Proposed Project is consistent with existing land uses (which include electric power and distribution facilities and substations), designated land uses, as well as general plan and zoning designations. The Proposed Project would be constructed within existing SDG&E ROW, in SDG&E franchise area and within existing substation property boundaries. The Proposed Project would not physically alter or divide an established community. No impacts to land use and planning were identified.

4.9.2 Methodology

The land use analysis included a review of various land use plans, policies, and regulations for the City of San Diego, the City of Poway, and MCAS Miramar, and the CCC. The planning and natural resources management documents that were reviewed include the following: *City of San Diego General Plan, City of Poway General Plan, Black Mountain Ranch Subarea Plan, Carmel Valley Community Plan, Carmel Valley Precise Plan – Design Element, Del Mar Mesa Specific Plan, Miramar Ranch North Community Plan, Pacific Highlands Ranch Subarea Plan, Rancho Encantada Precise Plan, Rancho Peñasquitos Community Plan, Sabre Springs Community Plan, Scripps Miramar Ranch Community Plan, Torrey Highlands Subarea Plan, Torrey Hills Community Plan, SDG&E Subregional NCCP, City of San Diego MSCP, City of San Diego MSCP Subarea Plan, MCAS Miramar ALUCP and the MCAS Miramar INRMP*. Also, the analysis included a review of other relevant planning documents such as the City of San Diego and City of Poway Zoning maps and ordinances, aerial imagery (including the use of Google Earth), and review of other related information that was available on the Internet.

4.9.3 Existing Conditions

4.9.3.1 Regulatory Setting

State

California Public Utilities Commission

Pursuant to Article XII, Section 8, of the California Constitution and the California Public Utilities Code, the CPUC has exclusive jurisdiction in relation to local government to regulate the design, siting, installation, operation, maintenance, and repair of electric facilities. SDG&E must receive a CPCN from the CPUC in order to gain regulatory approval for the Proposed Project.

Other state agencies have concurrent jurisdiction with the CPUC, as further described in the subsections that follow. Although local governments do not have the power to regulate activities related to electric power line and substation facilities, the CPUC encourages, and SDG&E participates in, cooperative discussions with affected local governments to address their concerns where feasible. As part of the environmental review process, SDG&E has considered relevant city and county land use plans and policies, specific plans, community plans, subarea plans, and HCPs adopted by local jurisdictions crossed by the Proposed Project, and prepared this evaluation of the Proposed Project's potential impacts to land use and planning. Further, SDG&E would obtain ministerial permits from local agencies as applicable for the Proposed Project.

Local

City of San Diego

The *City of San Diego General Plan* provides guidance for development within the City of San Diego. It is comprised of ten elements and was comprehensively updated by the City Council in 2008. The City Council also certified the General Plan Program Environmental Impact Report and adopted associated amendments to the Land Development Code. The General Plan update did not include land use designation or zoning changes, which is the purview of the City's community plans.

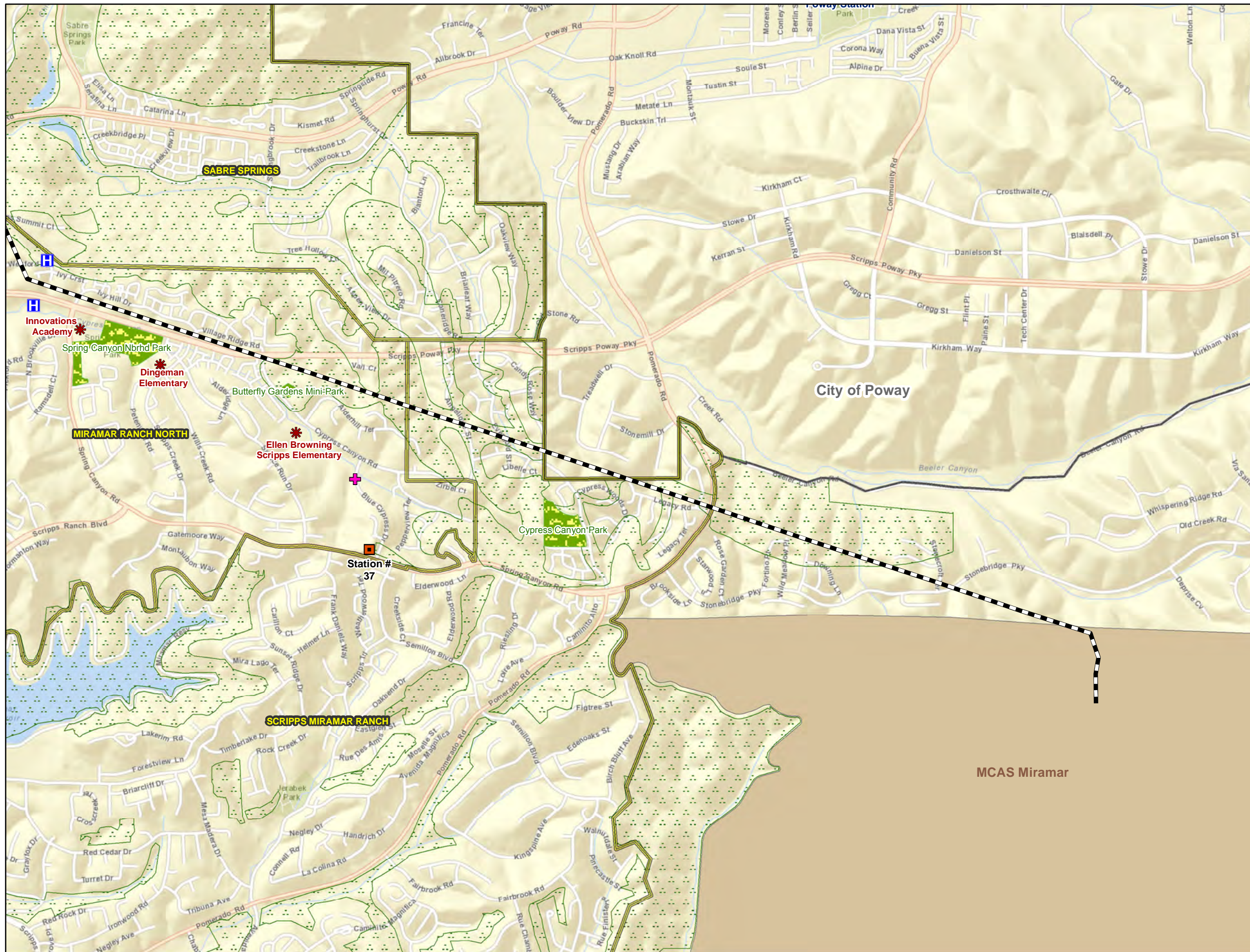
Community plans work together with the General Plan to provide location-based policies and recommendations in the more than 50 community planning areas within the City. Community plans are written to refine the General Plan's citywide policies, designate land uses and housing densities, and include additional site-specific recommendations as needed. The relevant community plans, precise plans, and specific plans for individual community planning areas that the Proposed Project crosses are discussed below. The location of each community planning area that is within the vicinity of the Proposed Project is shown in Figure 4.9-1, Proposed Route Land Use Map.

The *City of San Diego General Plan* contains the following potentially applicable goals and policies:

**Sycamore to Peñasquitos
230 kV Transmission
Line Project**

Proposed Route Land Use Map

Figure 4.9-1

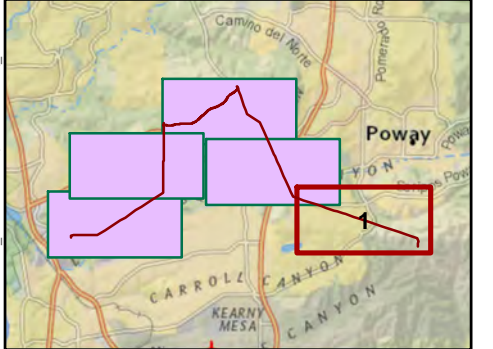


- School
- Police Station
- Fire Station
- Medical Center
- Recreational Center
- Rancho Peñasquitos Library
- Coastal Zone
- Proposed Route
- City of San Diego Community Plan Area
- Parks
- San Diego City Boundary
- Multiple Habitat Planning Areas (MHPA)
- Los Peñasquitos Canyon Preserve
- Del Mar Mesa Preserve
- Black Mountain Open Space Park

A Sempra Energy utility

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GISDGE_SX2P0andTL69611SDGE_SunriseS2P0MMDXSX0PQ_LandUseFeaturesMap.mxd

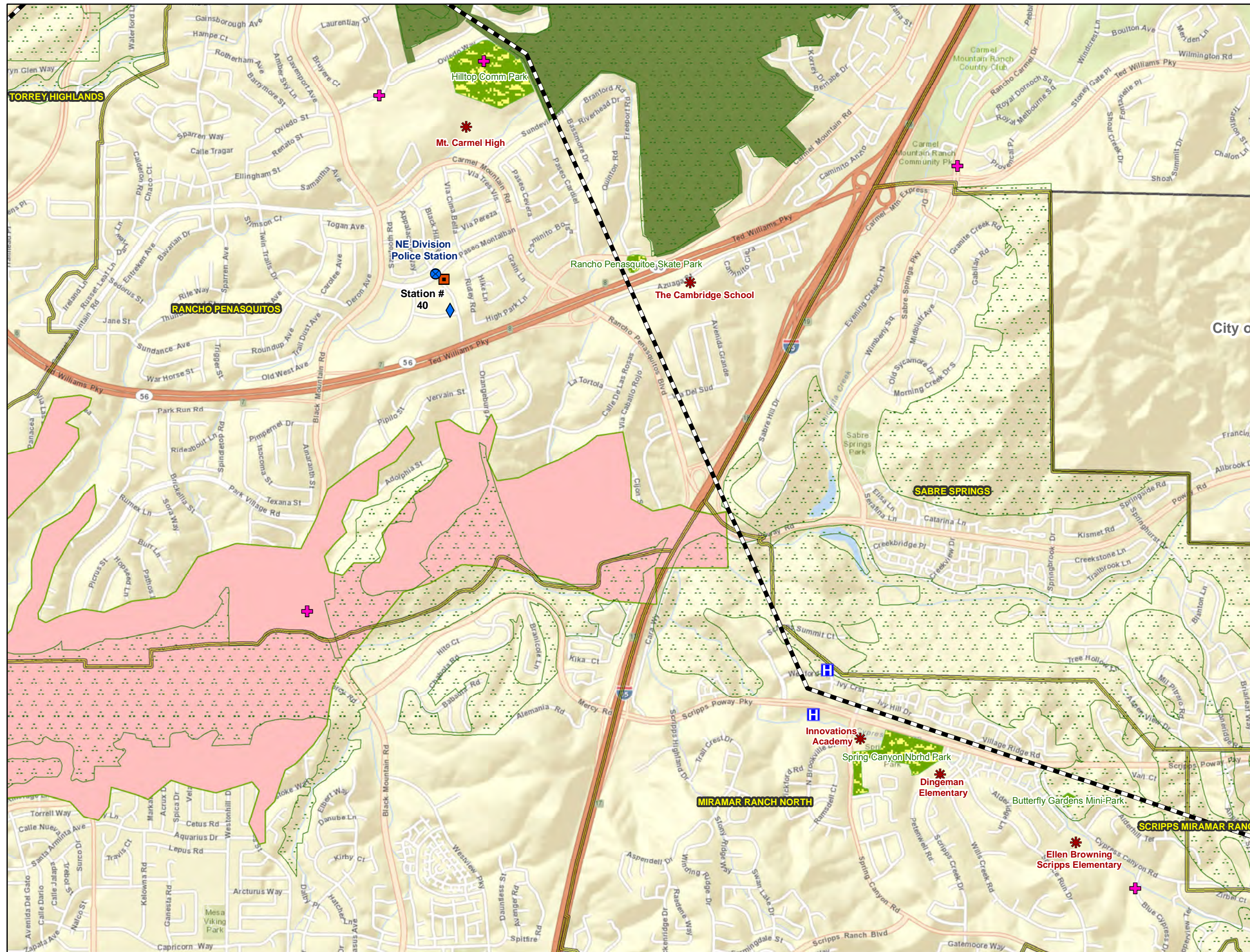
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BACK OF FIGURE 4.9-1 (SHEET 1 OF 5)

**Sycamore to Peñasquitos
230 kV Transmission
Line Project**

Proposed Route Land Use Map

Figure 4.9-1

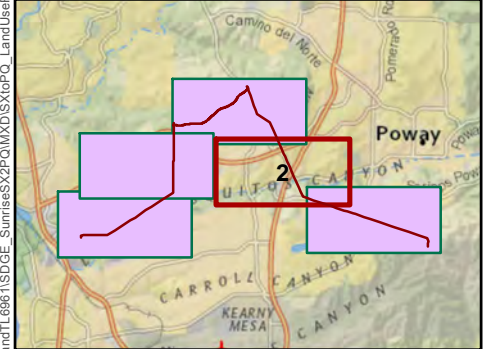


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BACK OF FIGURE 4.9-1 (SHEET 2 OF 5)

**Sycamore to Peñasquitos
230 kV Transmission
Line Project**

Proposed Route Land Use Map

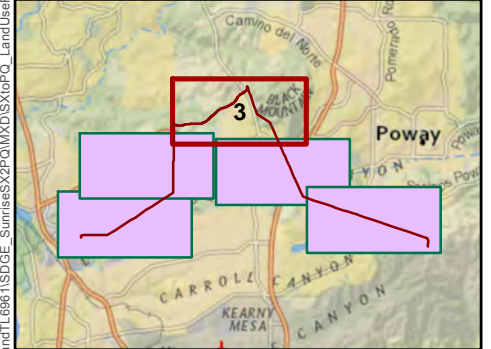
Figure 4.9-1



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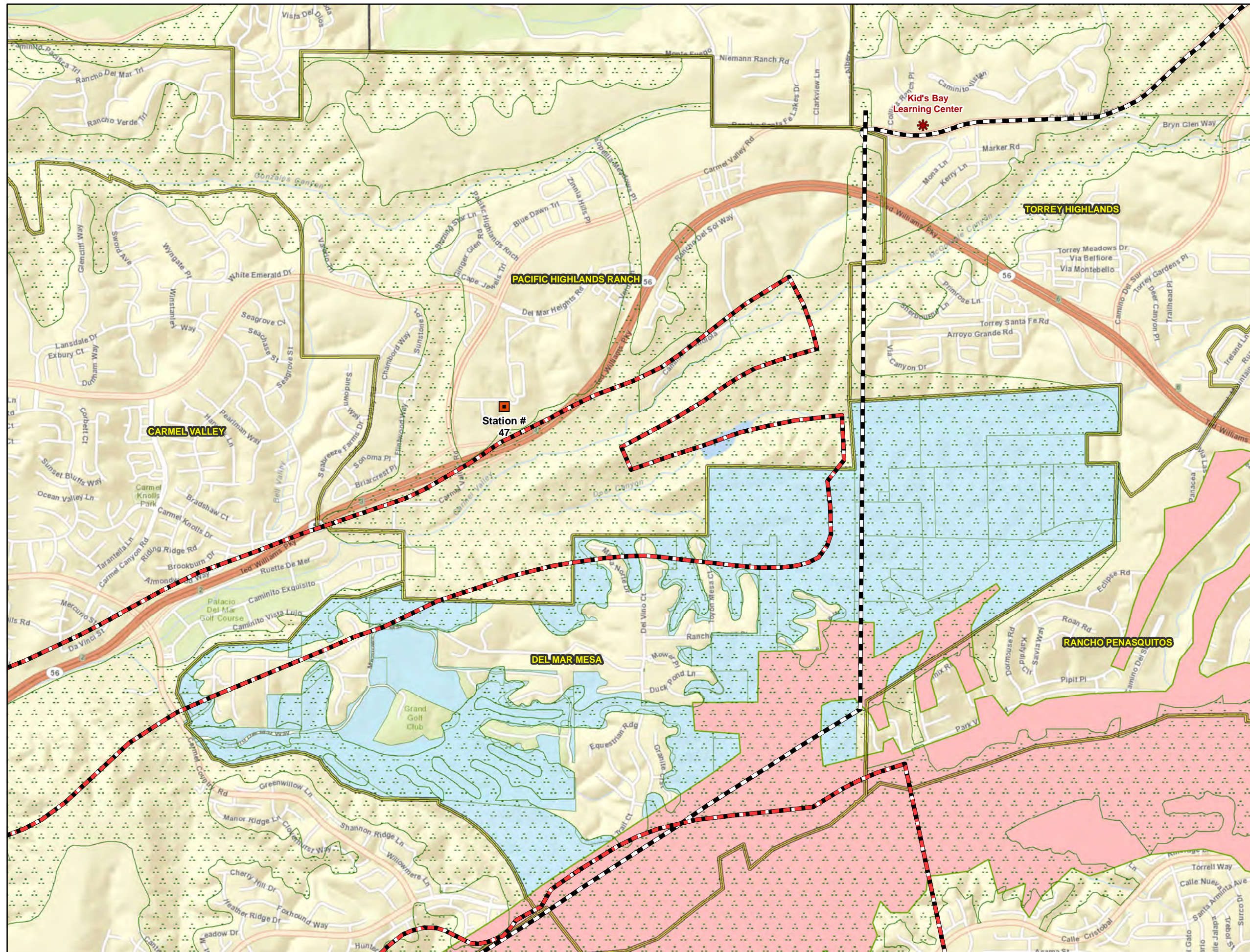
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BACK OF FIGURE 4.9-1 (SHEET 3 OF 5)



**Sycamore to Peñasquitos
230 kV Transmission
Line Project**

Proposed Route Land Use Map

Figure 4.9-1



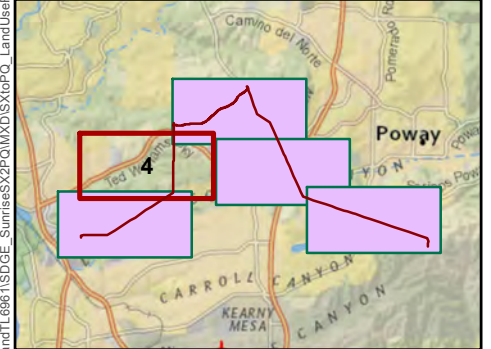
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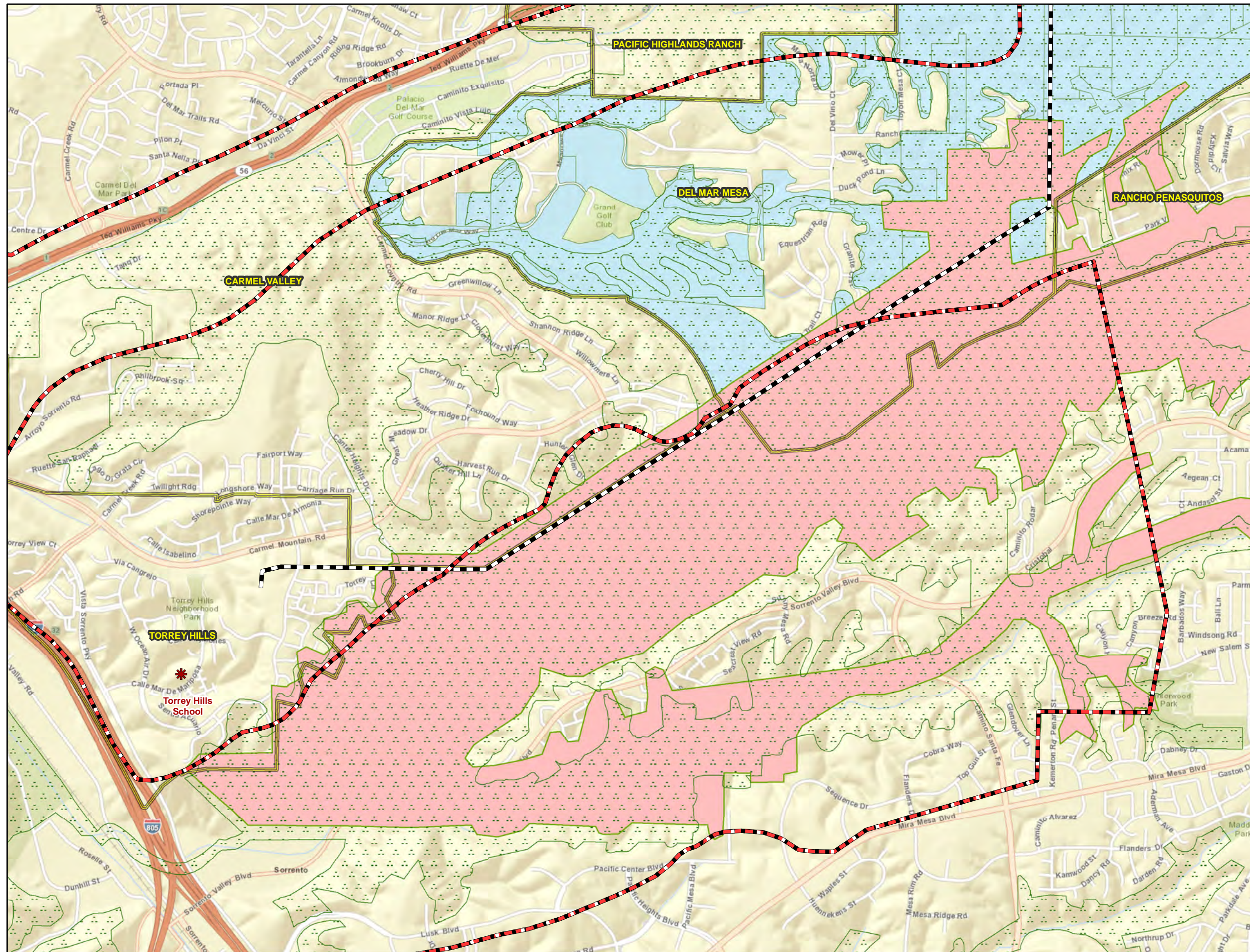
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BACK OF FIGURE 4.9-1 (SHEET 4 OF 5)

**Sycamore to Peñasquitos
230 kV Transmission
Line Project**

Proposed Route Land Use Map

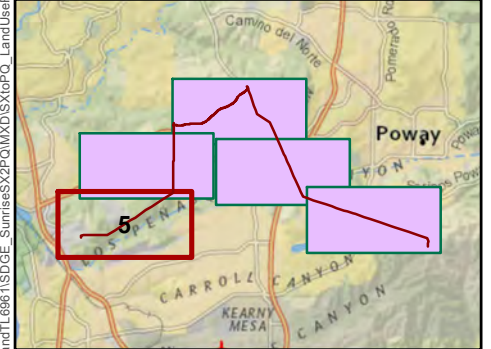
Figure 4.9-1



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PF-M.4 Cooperatively plan for and design new or expanded public utilities and associated facilities (e.g., telecommunications infrastructure, planned energy generation facilities, gas compressor stations, gas transmission lines, electrical substations and other large scale gas and electrical facilities) to maximize environmental and community benefits.

Use transmission corridors to enhance and complement wildlife movement areas and preserved open space habitat as identified in the City's MSCP.

- a. Provide adequate buffering and maintained landscaping between utility facilities and residential and non-residential uses, including the use of non-building areas and/or rear setbacks.
- b. Maximize land use and community benefit by locating compatible/appropriate uses within utility easements/right-of-ways (e.g., passive parkland, natural open space, wildlife movement, urban gardens, plant nurseries, parking, access roads, and trails). Trails can be allowed in the easement/ right-of-ways, provided proper indemnification, funding and maintenance is set forth in a written agreement between the public utility, the City, and project developer (Public Facilities, Services, and Safety Element, page PF-50).

Rancho Encantada Precise Plan

The *Rancho Encantada Precise Plan* (2001) provides guidance for the community of Rancho Encantada and the surrounding area. The goals and policies were officially adopted by the Rancho Encantada Community Planning Group and by the San Diego City Council (City of San Diego, 2001).

The *Rancho Encantada Precise Plan* contains the following potentially applicable goals and policies:

- Retain utilities within the existing SDG&E utility easements.
- Respect the rugged topography of the site by developing on existing ridgelines, minimizing cut and fill, and utilizing contour grading techniques.
- All utilities should be designed to avoid or minimize intrusion into the MHPA.
- Telephone, cable and electrical service lines will be located underground with the exception of existing and future overhead transmission lines that will be located above ground. These utilities will be in compliance with local utility design guideline criteria or as otherwise provided in this Precise Plan.

Scripps Miramar Ranch Community Plan

The *Scripps Miramar Ranch Community Plan* (1978) contains specific proposals for future land uses and public improvements within the Scripps Miramar Ranch Community Planning Area. It provides tailored policies and long-range physical development guide for elected officials and citizens engaged in community development. Scripps Miramar Ranch is one of two communities that make up the Scripps Ranch Community. The goals and policies of this

community plan were officially adopted by the Scripps Miramar Ranch Community Planning Group and by the San Diego City Council.

The *Scripps Miramar Ranch Community Plan* contains the following potentially applicable policies and goals:

- Preserve and enhance the valued natural resources of the Scripps Miramar Ranch community: hills, trees, water resources, Miramar Reservoir, Carroll Canyon and subsidiary canyons; maximize public benefit through public ownership and/or access, both visual and physical, to these resources.
- The 200-foot SDG&E easement which traverses the northeastern portion of the Scripps Ranch should serve as an open space connector and passive park. Although there are strict limits on the types of construction and vegetation allowed in the easement, this plan advocates the following treatments:
 - Where the easement traverses natural areas slated for preservation, those areas should remain unchanged.
 - Where grading or roads occur in the easement, the graded area should be re-vegetated with low-lying groundcover which will not impede access to transmission lines. At the edge of the easement, transitional plantings such as native chaparral species, shrubs and eucalyptus species shall be provided in order to buffer the open space connector from adjacent development while still providing view into the open space.
 - The proposed improved open space shown in the northeastern portion of the Community Plan Area under the easement should be treated in such a manner as to meet SDG&E requirements, and yet still provide a grassy-type area for passive recreation uses.

Miramar Ranch North Community Plan

The *Miramar Ranch North Community Plan* (1980) provides guidance for the community of Miramar Ranch North and the surrounding area. The goals and policies were officially adopted by the Miramar Ranch North Community Planning Group and by the San Diego City Council. Miramar Ranch North is the second of two communities that make up the Scripps Ranch Community.

The *Miramar Ranch North Community Plan* contains the following potentially applicable policies and goals:

- Several special open space preserves are designated. The preserves are designed to protect existing high-interest biological species and/or transplanted species. Special care should be taken to preserve not only the natural habitat itself, but the conditions such as drainage and sunlight creating the habitat. No landscaping should be undertaken in special open space preserves. Preservation of the existing conditions is especially important for the riparian area next to I-15.

Sabre Springs Community Plan

The *Sabre Springs Community Plan* (1982) provides guidance for the community of Sabre Springs and the surrounding area. The goals, objectives, and policies were officially adopted by the Sabre Springs Community Planning Group and by the San Diego City Council.

The *Sabre Springs Community Plan* contains the following potentially applicable policies and goals:

- Resources Management: Encourage careful management of community environmental resources through preservation of the creeks and a natural open space network, and support of environmentally sensitive development.
- Preserve or mitigate the significant impacts to cultural resources in the planning area.
- Provision of access corridors to the creeks for fauna including the power easement corridor and the neighborhood park in Sabre Springs North and the neighborhood park and an extensive area in open space along Peñasquitos Creek in Sabre Springs South.

Rancho Peñasquitos Community Plan

The *Rancho Peñasquitos Community Plan* (1993) provides guidance for the community of Rancho Peñasquitos and the surrounding area. The goals and policies were officially adopted by the Rancho Peñasquitos Community Planning Group and by the San Diego City Council.

The *Rancho Peñasquitos Community Plan* contains the following relevant policies and goals:

- Protect environmental resources that are typically associated with hillsides, preserve significant public views of and from hillsides, and maintain a clear sense of natural hillside topography throughout the Rancho Peñasquitos Community.
- Black Mountain Special Development Area - Black Mountain Transition Zone. Wildlife corridors connecting Black Mountain Park to other open space in the community must be maintained. Wildlife must be able to safely move through a continuous, natural habitat system to ensure their survival.
- Overall Landform. Site planning should maintain the topographic relief of the existing terrain, minimize cut and fill slopes and preserve significant views from and of development areas. The ridge-canyon relationship should be maintained and not obliterated. While hilltops and valleys may be graded to permit development, the sense of distinctive landform should remain. Special care should be taken to preserve the landform of the ridgetop in the Black Mountain area and the Camino Del Sur open space corridor in Peñasquitos Canyon.

Torrey Highlands Subarea Plan

The *Torrey Highlands Subarea Plan* (1996) provides guidance for the community of Torrey Highlands and the surrounding area. The goals and policies were officially adopted by the Torrey Highlands Community Planning Group and by the San Diego City Council.

The *Torrey Highlands Subarea Plan* contains the following relevant policies and goals:

- Preserve biodiversity, significant resources, landforms and habitat.
- Conserve biological resources consistent with the MSCP Preserve through the development of interconnected and viable habitat reserves, habitat restoration and enhancement.
- Provide a critical corridor for the regional MSCP open space system that serves as a wildlife linkage between regional parks and preserves, as well as a multi-resource habitat preservation area.

Pacific Highlands Ranch Subarea Plan

The *Pacific Highlands Ranch Subarea Plan* (1998) provides guidance for the community of Pacific Highlands Ranch and the surrounding area. The goals and policies were officially adopted by the Carmel Valley Community Planning Group and by the San Diego City Council.

The *Pacific Highlands Ranch Subarea Plan* contains the following potentially applicable policies and goals:

- Conservation of the MHPA. Plan is the foundation for the overall planning of Pacific Highlands Ranch. The community is characterized by the concentration of residential development in specific areas to preserve valuable open spaces and encourage wildlife movement.
- Provide a series of interconnected and viable habitat reserves that protect and preserve biological resources while providing a linkage between the San Dieguito River Valley, Los Peñasquitos Canyon Preserves and Black Mountain Park.

Del Mar Mesa Specific Plan

The *Del Mar Mesa Specific Plan* (2000) provides guidance for the community of Del Mar Mesa and the surrounding area. The goals and policies were officially adopted by the Del Mar Mesa Community Planning Group and by the San Diego City Council.

A potentially applicable policy/goal of the *Del Mar Mesa Specific Plan* is as follows:

- Develop the Community of Del Mar Mesa as a rural community that emphasizes open spaces, dark skies, hiking and equestrian trails and sensitively designed developments which complement the existing topography.

Carmel Valley Community Plan

The *Carmel Valley Community Plan* (1975) provides guidance for the community of Carmel Valley and the surrounding area. The goals and policies were officially adopted by the Carmel Valley Community Planning Group and by the San Diego City Council. A potentially applicable goal of the plan is to preserve the natural environment.

Torrey Hills Community Plan

The *Torrey Hills Community Plan* (1996) provides guidance for the community of Torrey Hills and the surrounding area. The goals and policies were officially adopted by the Torrey Hills Community Planning Group and by the San Diego City Council.

The *Torrey Hills Community Plan* contains the following potentially applicable policies and goals:

- Encourage more efficient use of land compatible with and sensitive to existing natural ecological, scenic and open space resources through innovative grading techniques and design standards.
- Preserve and, if necessary, enhance or restore open space areas identified within the community.
- Protect open space areas from development pressures through dedication, acquisition or open space easements.

City of Poway

The *City of Poway General Plan* (1991) provides a broad framework of policies, objectives, and land use designations to guide the future of development in the City of Poway. The *City of Poway General Plan* is divided into six master elements: Community Development, Public Facilities, Transportation, Resources, Public Safety, and Housing. Some of these master elements are further divided: Community Development includes Land Use and Community Design; Transportation includes Roadways, Public Transit, Bikeways, and Pedestrian Facilities; Resources includes Natural Resources and Prehistoric and Historic Resources; and Public Safety includes Emergency Services and Hazard Management.

The *City of Poway General Plan* contains the following potentially applicable goals and policies:

- Biological corridors shall be preserved in order to provide linkages for vegetative and wildlife communities between non-connective open space areas.
- Development should not disrupt habitats considered to be sensitive or the habitat of sensitive declining threatened rare or endangered species.
- Land uses should be distributed so as to encourage in fill development within the built up parts of the City protect the integrity of existing land uses and densities and preserve the open space and rural nature of Poway.
- Large contiguous areas of open space shall be encouraged throughout the City and shall not be fenced or otherwise constricted.

Coastal Zone

The CCA requires all jurisdictions within the Coastal Zone to prepare a LCP. The LCP includes issue identification, a land use plan and implementation ordinances. LCPs are basic planning tools used by local governments to guide development in the coastal zone, in partnership with the CCC. LCPs contain the ground rules for future development and protection of coastal resources

in the 76 coastal cities and counties of California. The LCPs specify appropriate location, type, and scale of new or changed uses of land and water. Each LCP includes a land use plan and measures to implement the plan (such as zoning ordinances). Prepared by local government, these programs govern decisions that determine the short- and long-term conservation and use of coastal resources. While each LCP reflects unique characteristics of individual local coastal communities, regional and statewide interests and concerns must also be addressed in conformity with CCA goals and policies. Following adoption by a city council or county board of supervisors, an LCP is submitted to the Coastal Commission for review for consistency with CCA requirements.

Within the vicinity of the Proposed Project, approximately 1.6 miles of Segment D is located within the Coastal Zone. Within this area where Segment D is within the Coastal Zone, the area is within the Del Mar Mesa Community. The *Del Mar Mesa Specific Plan* states the following in its Coastal Element:

Some areas within the Del Mar Mesa community are located within the Coastal Zone and are subject to the North City LCP, which was adopted by the San Diego City Council and certified by the CCC. These include areas that are designated Estate Residential and Resource Based Open Space within the northwest corner of the Del Mar Mesa and open space areas that are primarily in public ownership in the southern part of the subarea (refer to Figure 4.9-1).

The *Del Mar Mesa Specific Plan*, in addition to the North City Future Urbanizing Area [NCFUA] Framework Plan, constitutes the land use plan for Del Mar Mesa within the City's LCP. The *Del Mar Mesa Specific Plan* is intended to implement the Framework Plan and the North City LCP. The *Del Mar Mesa Specific Plan* and related plan amendments and ordinances necessary to implement the plan require certification by the CCC to become effective within the Coastal Zone areas. The CCC certified the *Del Mar Mesa Specific Plan* on August 13, 1997. With this certification, the City of San Diego assumed coastal permit authority for all areas located in the Coastal Zone within the Del Mar Mesa community. In general, development in the Coastal Zone requires a coastal development permit, either from the CCC or a local agency that has been delegated authority to issue coastal development permits. Some development activities do not require coastal development permits, either because they are excluded from permit requirements or because the permit requirement is waived. SDG&E anticipates that a coastal development permit could be required to construct a segment of the Proposed Project within the City of San Diego North City LCP. In the event a coastal development permit is required, the City of San Diego would review the activities proposed within the Coastal Zone for compliance with the North City LCP.

Habitat Conservation Plans

SDG&E Subregional Natural Community Conservation Plan

The Proposed Project falls within the area in which SDG&E's utility operations are governed by SDG&E's *Subregional NCCP*. As a part of the *SDG&E Subregional NCCP*, SDG&E has been issued incidental take permits (Permit PRT-809637) by the USFWS and the CDFW for 110 Covered Species. The *SDG&E Subregional NCCP* includes measures and operational protocols designed to avoid and minimize potential impacts to sensitive species. Refer to Section 4.4, Biological Resources and Section 3.8, Project Design Features and Ordinary

Construction/Operations Restrictions for more information about the *SDG&E Subregional NCCP*.

The *SDG&E's Subregional NCCP* supersedes any other multiple-species conservation plans or HCPs. The purpose of this provision in the *SDG&E's Subregional NCCP* is to harmonize areas of overlap such that there is no conflict with other plans.

City of San Diego Multiple Species Conservation Program

The *MSCP* was developed to preserve a network of habitat and open space, protecting biodiversity and enhancing the region's quality of life. The City of San Diego is one of several jurisdictions participating in the *MSCP*. The *MSCP* covers 85 species and the core biological resource areas are identified within the City's MHPA. Refer to Section 4.4, Biological Resources for more information about the *MSCP*.

MCAS Miramar - Integrated Natural Resources Management Plan

The *INRMP* for MCAS Miramar integrates the land use needs of the air station in support of its military mission with the management and conservation of natural resources. The *INRMP* establishes MCAS Miramar's approach and guidelines relative to natural resources to accomplish this end. The *INRMP* does not dictate land use decisions, rather it provides important resource and regulatory information to support sound land use decisions and natural resource management.

The *INRMP* summarizes baseline resource information to ensure compliance with regulatory and planning processes, such as those required by the NEPA, Federal ESA, and CWA. It fulfills other responsibilities with regard to Department of Defense and Marine Corps policies, and legal requirements regarding natural resource planning. The *INRMP* is annually reviewed with the USFWS and CDFW and is updated and approved every five years.

Within the *INRMP*, Chapter 2.0 – MCAS Miramar Land-Use provides guidance regarding land uses within the boundaries of the MCAS Miramar. The *INRMP* land use chapter recognizes military land uses at MCAS Miramar that are operational (e.g. aircraft operations) and non-operational (e.g. community support) uses and functions. Land uses not directly related to or supportive of the military mission also occur within MCAS Miramar. These non-military uses primarily include outleases and easements for public highways, roadways, utilities, and landfills occurring on the base. The *INRMP* Land Use chapter recognizes that SDG&E Facilities and Maintenance Activities are located on the base, and recognizes the needs for construction activities, regular access, reconstruction, repair, replacement, maintenance, and emergency maintenance activities (*INRMP* Chapter 2.0 – Land Use, page 2-12).

Federal

MCAS Miramar – Airport Land Use Compatibility Plan

The purpose of the *MCAS Miramar ALUCP* is to promote compatibility between MCAS Miramar and the surrounding land uses, to the extent that those areas are not already devoted to incompatible uses. With limited exception, California law requires preparation of a compatibility plan for each public use and military airport in the state. Most counties have

established an Airport Land Use Commission (ALUC), as provided by law, to prepare compatibility plans for the airports in that county and to review land use plans and development proposals, as well as certain airport development plans, for consistency with the compatibility plans. In San Diego County, the ALUC function rests with the San Diego County Regional Airport Authority (SDCRAA), as provided in section 21670.3 of the California Public Utilities Code.

The *MCAS Miramar ALUCP* is the fundamental tool used by the SDCRAA, acting in its capacity as the San Diego County ALUC, in fulfilling its purpose of promoting airport land use compatibility. Specifically, the *MCAS Miramar ALUCP*: 1) provides for the orderly growth of the area surrounding the MCAS Miramar in a manner that is compatible and consistent with the Airport’s operations; and 2) safeguards the general welfare of the inhabitants within the Airport’s vicinity and public in general. The *MCAS Miramar ALUCP* serves as a tool for use by the ALUC in fulfilling its duty to review land use development proposals within the AIA at MCAS Miramar. In addition, the *MCAS Miramar ALUCP* provides compatibility policies and criteria applicable to local agencies in their preparation of amendment of land use plans and ordinances and to land owners in their design of new development. The AIA’s geographic coverage is established by the four factors/layers of land use planning related to aeronautical activities: 1) noise; 2) safety; 3) airspace protection; and 4) overflight. The *ALUCP*’s compatibility criteria identify whether a particular land use is compatible, conditionally compatible, or incompatible with the Airport’s operations based on the proximity of the land uses to the Airport and four factors/layers. These criteria are then used by the *ALUCP* to determine whether development projects and local plans located within the AIA for MCAS Miramar are consistent with the *ALUCP*.

The following communities transected by the Proposed Project area are subject to these criteria: Torrey Hills, Carmel Valley, Los Peñasquitos Canyon Preserve, Del Mar Mesa, Pacific Highlands Ranch, Torrey Highlands, Black Mountain Ranch, Rancho Peñasquitos, Sabre Springs, Miramar Ranch North, Scripps Miramar Ranch and Rancho Encantada. For applicable communities identified in the *ALUCP*, proposed development would require a review for compatibility pertaining to the noise and safety factors (*MCAS Miramar ALUCP*, Table 132-15C and Table 132-15D). Specifically, Los Peñasquitos Canyon Preserve and Torrey Hills are applicable to this identified safety zone factor as they are located within the Accident Potential Zone II and Transition Zone, respectively. Additionally, under the airspace protection factor, proposed development within the MCAS Miramar AIA that is 200 feet or more in height, and any proposed development within applicable communities identified in the *ALUCP* are required to notify the FAA by submitting FAA form 7460-1. If the issuance of a construction permit is required, SDG&E shall provide evidence to the City of a final FAA determination of “No Hazard to Air Navigation”.

4.9.3.2 Land Use Setting

The Proposed Project is located almost entirely within the City of San Diego, with the exception of a very small portion of the southeastern portion of Segment A (near the intersection of Scripps Poway Parkway and Pomerado Road), which is within the City of Poway (refer to Figure 4.9-1). Also, the eastern-most portion of the Proposed Project alignment is on the MCAS Miramar, where it connects to the existing Sycamore Canyon Substation. MCAS Miramar controls land use within its boundaries and also has specific requirements for land use compatibility in the surrounding communities that fall within the AIA. The Proposed Project area has *City of San Diego General Plan* land use designations of Semi-Rural Residential, Rural Lands, and Public Agency Lands (see Table 4.9-1, Designated and Existing Land Uses in the Proposed Project Area). The Proposed Project would be constructed within existing SDG&E ROW, SDG&E franchise area, and existing substation property boundaries.

Segment A – Sycamore Canyon Substation to Carmel Valley Road

Extending in a generally north-south direction from the Sycamore Canyon Substation on the MCAS Miramar to Carmel Valley Road, Proposed Project Segment A includes existing electric transmission, power and distribution facilities within an existing 200-foot SDG&E ROW for a length of approximately 8.31 miles. The Proposed Project would include construction of approximately 36 new double-circuit 230 kV tubular steel poles and two 138 kV tubular steel poles between the existing Sycamore Canyon Substation and Carmel Valley Road and two new 230 kV tubular steel poles for the TL 23041 connection at the Sycamore Canyon Substation. All new poles to be installed are located within existing SDG&E ROW. It would also install new 230 kV conductor on new double-circuit 230 kV tubular steel poles and remove approximately 42 wood H-frame structures, two tubular steel poles, one double-circuit cable pole, and two single-circuit wood mono poles. The Proposed Project would relocate existing TL 13820 and TL 13825¹ to second position on the new double-circuit 230 kV tubular steel poles. The existing TL 13820 would be installed in an underground position as it enters the Sycamore Canyon Substation, allowing for the removal of two additional existing 138 kV structures.

Along the Segment A ROW, the Proposed Project begins in an area of open/vacant space land on the MCAS Miramar, passing through the Rancho Encantada, Scripps Miramar North and Miramar Ranch North, and Sabre Springs communities, and also a very small area within the City of Poway (for about 1,500 feet of the alignment) before intersecting with I-15. The land use within and adjacent to the Segment A ROW is characterized primarily by open space/vacant land and single-family residential homes. Many of the open space/vacant parcels along this corridor are canyon areas, and have been designated by the City of San Diego as part of the MHPA. Within the Miramar Ranch North Community, in the vicinity of Scripps Poway Parkway, the Segment A ROW is within 0.25 mile of three schools and several parks. In all, five schools are within 0.25 mile of the Segment A ROW including Ellen Browning Scripps Elementary School, Dingeman Elementary School, the Innovations Academy, the Cambridge School, and Mount Carmel High School. The parks that are within 0.25 mile of the Segment A ROW include Spring Canyon Neighborhood Park, Rancho Peñasquitos Skate Park, Black Mountain Open Space, Park, Hilltop Community Park, Butterfly Gardens Mini-Park, Cypress Canyon Neighborhood Park and Black Mountain Ranch Community Park. Near Scripps Poway Parkway and as Segment A

¹ TL 13825 was recently renumbered to 13811 independent of the Proposed Project. All references to TL 13825 refer to TL 13811.

approaches I-15, land use in the area is more urban, and is characterized by a mix of commercial shopping centers, high density residential, and light industrial/office park land uses. Immediately south of the Poway Road/I-15 interchange, Segment A crosses over Cypress Canyon, which consists of vacant/open space land (with hike and bike trails) and is designated as MHPA land.

In the area where Segment A extends from I-15 to SR-56, land uses are generally urban, with commercial/shopping center, single-family residential, apartments, and some limited open space areas as the prevailing land uses. The existing SDG&E Chicarita Substation is located on the east side of the ROW and immediately south of SR-56. The Cambridge School (a private Christian school) is located approximately 1093 feet to the east of the Proposed Project.

North of SR-56, within the community of Rancho Peñasquitos, the Segment A ROW passes over a commercial shopping center (between SR-56 and Carmel Mountain Road). In this area, the Proposed Project line is approximately 259 feet west of the Rancho Peñasquitos Skate Park (owned and operated by the City of San Diego). Between Carmel Mountain Road (to the south) and Sundevil Way (to the north), the Segment A ROW passes through narrow open space/vacant parcels in close proximity to many single-family residential homes. North of Sundevil Way, the Segment A ROW is located within (western portion of) Black Mountain Open Space Park. In this same area, the Proposed Project would be varied in its distance from the Mount Carmel High School property boundary from approximately 143 feet (at its closest point) to approximately 1,616 feet.

At these areas where the Proposed Project Segment A 230 kV transmission line would be near to the Mount Carmel High School property, it is nearest to the football stadium (about 143 feet away). The Proposed Project comes within about 0.20 mile from the closest classroom at the school.

Approximately 507 feet north of Mount Carmel High School, the Segment A ROW passes directly adjacent (to the east) to the Hilltop Community Park (a park with picnic areas and recreational fields). North of the Hilltop Community Park, the prevailing land use within and adjacent to the Segment A ROW, is the Black Mountain Open Space Park. The Black Mountain Open Space Park includes many hiking trails. In this same area, the Segment A ROW passes within close proximity to a few single-family residential neighborhoods. At the northern most portion of the Segment A ROW, north of Carmel Valley Road, the ROW passes within the eastern portion of the Black Mountain Ranch Community Park.

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Table 4.9-1: Designated and Existing Land Uses in the Proposed Project Area

Pole(s) and other Components	Jurisdiction/Community	General Plan Land Use Designation ¹	Zoning Designation ²	Existing Land Use ³
Segment No. A – Sycamore Canyon Substation to Carmel Valley Road				
Pole Nos. P1 – P29 and P32 – P40	MCAS Miramar, City of San Diego & City of Poway	Military Use, Park/Open Space/ Recreation, Residential, Industrial Employment, Commercial Employment/Retail/Services	Residential, Open Space, Agriculture, Commercial	Military Base, Open Space, Vacant Land, Single-Family Residential, Neighborhood Park, Light Industrial/Business Park, Commercial/Office, Commercial/Shopping Center Parking Lot, Open Space Park
Pole Nos. P30 & P31, R31, R32, & R33	City of San Diego	Commercial Employment/Retail/Services	Agriculture & Residential	Apartment Parking Lot, Neighborhood Recreation
Pole Nos. R1 – R30 & R34 – R47	MCAS Miramar, City of San Diego & City of Poway	Park/Open Space/Recreation, Residential, Industrial Employment, Commercial Employment/Retail/Services	Residential, Open Space, Agriculture, Commercial	Open Space, Vacant Land, Neighborhood Park, Light Industrial/Business Park, Commercial/Office, Apartment Parking Lot, Open Space Park
Segment No. B – Carmel Valley Road				
Pole No. P41	City of San Diego	Park/Open Space/Recreation	Agriculture, Open Space, and Residential	P41: Black Mountain Ranch Community Park
Pole No. P42	City of San Diego	Park/Open Space/Recreation, and Residential	Agriculture, Open Space, and Residential	P42: Vacant/open space land, SR-56 and single-family residential homes.
230 kV underground package	City of San Diego	Roads/Freeways/Transportation, Residential, Institutional/Public/Semi-Public Facilities, Commercial/Employment/Retail/ Services	Agriculture, Open Space, residential, and commercial	Roadway/City ROW, Open Space/Vacant, Single-Family Residential, Apartments, Commercial, Church, School, Park
230 kV splice vaults	City of San Diego	Roads/Freeways/Transportation, Residential, Institutional/Public/Semi-Public Facilities, Commercial/Employment/Retail/ Services	Agriculture, Open Space, residential, and commercial	Roadway/City ROW, Open Space/Vacant, Single-Family Residential, Apartments, Commercial, Church, School, Park
Segment No. C – Carmel Valley Road to Peñasquitos Junction				
Pole No. P43	City of San Diego	Park/Open Space/Recreation, Residential	Agriculture, Residential	Open Space/Vacant/Preserve, Single-Family Residential
Pole No. R49	City of San Diego	Park/Open Space/Recreation, Residential	Agriculture, Residential	Open Space/Vacant/Preserve, Single-Family Residential
New 230 kV conductor installed	City of San Diego	Park/Open Space/Recreation, Residential	Commercial, Agriculture, Open Space, and Residential	Open Space/Vacant/Preserve, Single-Family Residential, and Multi-Family Residential
Reconducted & bundled existing 230 kV conductor	City of San Diego	Park/Open Space/Recreation, Residential	Commercial, Agriculture, Open Space, and Residential	Open Space/Vacant/Preserve, Single-Family Residential, and Multi-Family Residential
Segment No. D – Peñasquitos Junction to Peñasquitos Substation				
Pole Nos. P45 – P59	City of San Diego	Park/Open Space/Recreation, Residential, Commercial Employment/Retail/Services, & Institutional/Public/Semi-Public Facilities	Agriculture, Open Space, Commercial, Residential, Industrial	Open Space/Vacant/Preserve, Park, Single-Family Residential, Commercial/Shopping Center, Industrial/Energy Facility
Pole Nos. R50 – R69	City of San Diego	Park/Open Space/Recreation, Residential, Commercial Employment/Retail/Services, & Institutional/Public/Semi-Public Facilities	Agriculture, Open Space, Commercial, Residential, Industrial	Open Space/Vacant/Preserve, Park, Single-Family Residential, Commercial/Shopping Center, Industrial/Energy Facility
Pole Nos. P60, P61, & P62	City of San Diego	Park/Open Space/Recreation, Institutional/Public/Semi-Public Facilities, Commercial Employment/Retail/Services	Industrial, Commercial	Open Space/Vacant
Pole Nos. R70, R71, & R72	City of San Diego	Park/Open Space/Recreation, Institutional/Public/Semi-Public Facilities, Commercial Employment/Retail/Services	Industrial, Commercial	Open Space/Vacant
New 230 kV conductor	City of San Diego	Park/Open Space/Recreation, Residential, Commercial Employment/Retail/Services, & Institutional/Public/Semi-Public Facilities	Agriculture, Open Space, Residential, Commercial, & Industrial	Open Space/ Vacant/ Preserve, and Industrial/Energy Facility
Notes: ¹ Designated land use is taken from the City of San Diego General Plan Land Use Map and generally reflects designated land uses within and adjacent to the Proposed Project ROW. ² Zoning designations were taken from City of San Diego Zoning Maps. Zoning signifies the general nature of the pre-approved land uses within a given area. ³ Existing land use generally reflects the current land use within and adjacent to the Proposed Project ROW.				

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Segment B – Carmel Valley Road

Segment B of the Proposed Project includes construction of underground transmission line, including trenching and trenchless techniques, within Carmel Valley Road (in the existing franchise position) and construction of 230 kV tubular steel cable pole structures at two locations. The Segment B alignment, within Carmel Valley Road, runs in a north-east to south-west direction between Black Mountain Parkway (on the northeast end) to a point approximately 200 feet east of Via Abertura, for a distance of approximately 2.84 miles.

Along this alignment, Segment B is located within the communities of Rancho Peñasquitos and Torrey Highlands, and the alignment is also immediately south of the community of Black Mountain Ranch. Within the northeastern portion of Segment B, land use is dominated by the Black Mountain Open Space Park (mostly to the north) and single-family residential neighborhoods (mostly to the south). The Church of Jesus Christ of Latter Day Saints is located at the southeastern corner of Carmel Valley Road and Camino Del Sur (14191 Camino Del Sur), while the Poway Unified School District owns large parcels of vacant land at the northeastern corner of this same intersection.

Along Carmel Valley Road/Segment B, between Camino Del Sur and its end point near Via Abertura, adjacent land uses (on both sides of the road) consist of large tracts of vacant/open space land (MHPA lands, including McGonigle Canyon), single-family residential neighborhoods, one small (neighborhood) commercial shopping center, some multi-family housing, and a landscape nursery (near the western end point). Also, the Kids Bay Learning Center, a private pre-school (13770 Carmel Valley Road), is located immediately north of Carmel Valley Road. The Torrey Del Mar Neighborhood Park is located south of Carmel Valley Road, at the corner of Kerry Lane and Torrey Del Mar Drive.

Segment C – Carmel Valley Road to Peñasquitos Junction

Extending in a generally north-south direction from Carmel Valley Road (on the north), for approximately 2.19 miles, to the Peñasquitos Junction to the south, Segment C includes installation of new 230 kV conductor on a vacated position on existing double-circuit 230 kV steel structures (10 steel lattice towers) and on one new tubular steel pole that would replace an existing steel lattice tower at the Peñasquitos Junction. All structures are located within existing SDG&E ROW. Existing TL 23001 and TL 23004 would be reconducted and bundled on the east side of the existing structures.

The Segment C ROW passes through the communities of Pacific Highlands Ranch, Torrey Highlands, and Del Mar Mesa. The Segment C ROW traverses an area that is primarily characterized by open/vacant space land, and land that is designated as either MHPA or the Del Mar Mesa Preserve. Between Carmel Valley Road and SR-56, land uses within and adjacent to the Segment C ROW include vacant land which has an open space zoning designation, but that is also part of the MHPA. Also, near this portion of the Segment C ROW are single-family residential homes, the closest of which are approximately 450 feet to the east. Within the SR-56 ROW, on the south side of the freeway, is the SR-56 Bicycle Path, which is a continuous Class I bicycle path along the entire length of SR-56 between I-5 and I-15. The Segment C ROW crosses directly over this bicycle path.

South of SR-56, the Segment C ROW traverses an area that is characterized predominately by open/vacant space land that is either designated as MHPA land or is within the Del Mar Mesa Preserve. This area includes many dirt trails used by mountain bikers and hikers. Within this area, approximately 650 feet of the Proposed Project route near Preserve Way in Del Mar Mesa passes through a 19 acre portion of the San Diego Wildlife Refuge (refer to Section 4.1.3.5). There are also clusters of single-family residential neighborhoods that are located within close proximity to the Segment C ROW. Some of the homes that are closest to the Segment C ROW (to the east side of the ROW) are approximately 0.25 mile south of SR-56 (neighborhood along Torrey Santa Fe Road), with the closest homes roughly 25 feet from the ROW. There are two other clusters of residential neighborhoods within relatively close proximity to the southern portion of the Segment C ROW, with the closest homes within approximately 200 feet from the edge of the ROW. The southern portion of the Segment C ROW, covering a distance of roughly 1 mile, crosses through the Del Mar Mesa Preserve, an area that receives a high level of natural protection, and contains many sensitive vernal pools, and other natural features. Many of the hiking/mountain biking trails within the Del Mar Mesa Preserve are currently closed to protect the natural features that are contained there. There is an extensive network of trails within the Del Mar Mesa Preserve, and these trails cross the ROW in numerous places.

Segment D – Peñasquitos Junction to Peñasquitos Substation

Extending in a generally north-east to south-west direction from the Peñasquitos Junction, for approximately 3.34 miles, to the Peñasquitos Substation, Segment D includes installation of new 230 kV conductor on vacated position on existing double-circuit 230 kV steel structures (15 steel lattice towers and one tubular steel pole) located between the Peñasquitos Junction and the Peñasquitos Substation. Also, existing 69 kV power lines (TL 675 and TL 6906) would be consolidated onto approximately 17 new 69 kV, double-circuit tubular steel poles that would replace 15 existing 69 kV wood H-frame structures and five wood monopole structures that currently support TL 675 and TL 6906. Finally, two new 69 kV tubular steel cable poles that would replace existing wood 69 kV cable poles located immediately outside of the Peñasquitos Substation would be installed. All improvements would be made within the existing 300 feet wide SDG&E ROW.

The Segment D ROW passes through the communities of Del Mar Mesa and Torrey Hills, and the ROW forms the southern boundary of the Carmel Valley community. A majority of the land use within and near the Segment D ROW is primarily vacant/open space, and all of this land is either within the Del Mar Mesa Preserve or is designated as MHPA. Within the far southwestern portion of the alignment (near the Peñasquitos Substation), land uses include residential, commercial, industrial, recreational, and open space land uses. Within areas that are north of the central portion of the alignment (in the communities of Del Mar Mesa and Carmel Valley), land use is primarily residential.

Approximately 1.39 miles of the northeastern portion of the Segment D ROW crosses through the center of the Del Mar Mesa Preserve. Further to the southwest, there is a portion of the Segment D ROW which is located within the MHPA and which forms the northern border of the Los Peñasquitos Canyon Preserve. Within this area, the Segment D ROW is located on the hillsides to the north of the Los Peñasquitos Canyon. Within the vicinity of the Segment D ROW there are numerous hiking/mountain biking trails which lead into the Los Peñasquitos Canyon Preserve, the Del Mar Mesa Preserve and other nearby areas within the MHPA lands.

To the north of this portion of the Segment D ROW, there are several single-family residential neighborhoods (Del Mar Mesa and Carmel Valley neighborhoods) with residential streets and homes coming within relatively close proximity to the ROW. There are three different areas (within this central/southwestern portion of the Segment D alignment) where residential properties are as close as approximately 75 feet from the ROW.

Within the southwestern portion of the Segment D ROW (within the Torrey Hills Community), the land use within and adjacent to the alignment is more semi-urban in nature. While the ROW itself is primarily located within vacant land, the alignment traverses within close proximity to single-family residential homes, a commercial shopping center (Torrey Hills Center), and ties into the SDG&E Peñasquitos Substation (an industrial/energy land use). Also, within this area, the ROW crosses over the Torrey Hills Dog Park, which is owned and operated by the Torrey Hills Center. Additionally within the Torrey Hills Community, in the vicinity of Carmel Mountain Road and West Ocean Air Drive, the Segment D ROW and specifically the Peñasquitos Substation is within 0.25 mile of one school and one park. This consists of Torrey Hills Elementary School and Torrey Hills Neighborhood Park.

Temporary Construction Staging Areas

The Proposed Project includes approximately five proposed temporary construction staging yards (refer to Appendix 3-B for locations), resulting in a total area of approximately 25 acres. Staging Yard Nos. 1, 3, 4 and 5 are located in the City of San Diego, while Staging Yard No. 2 is located in the City of Poway (refer to Section 3.4.6.1 for a more detailed description). Staging Yard No. 1 (Stonebridge) is located immediately north of the Sycamore substation and is within an Agricultural-Residential zoning designation (AR-1-1). Staging Yard No. 2 (Stowe) is listed by the City of Poway as zoned as Planned Community 7 – South Poway Business Park and the land use is designated as Light Industrial Zone. Staging Yard No. 3 (Torrey Santa Fe) is within an Industrial-Park Zone (IP-2-1) on the south side of SR-56. Staging Yards Nos. 4 and 5 (Carmel Valley Road and Carmel Mountain Road) are zoned as Agricultural-Residential (AR-1-1). Staging Yards Nos. 1, 2, 3 and 4 have been utilized on recent past projects for similar uses and all of the sites have been previously graded.

4.9.4 Potential Impacts

4.9.4.1 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 land use and planning if it would:

- a) Physically divide an established community;
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

4.9.4.2 Question 9a – Physically divide an established community?**Construction - No Impact**

The Proposed Project would replace and relocate existing electric transmission and power line facilities and add one new transmission line within existing electric transmission and power line corridors and through franchise position within a City street. Temporary use of some limited areas outside of the existing ROW during construction (e.g. staging yards) would not divide an established community. The Proposed Project construction would occur in areas that are within close proximity (in several places) of residential neighborhoods, within close proximity to a few schools, parks, preserves, open space areas, and either crossing or near areas that include bicycle paths or hiking/mountain biking trails. However, in none of these areas would the Proposed Project introduce transmission or power lines into an area within an established community where transmission or power line facilities are not already located. The only exception to this is Segment B, which would include construction of an electrical transmission line facility that would be buried underground within the Carmel Valley Road ROW within existing franchise position².

Impacts relating to access to parks and other recreational facilities are discussed in Section 4.12, Public Services. Impacts associated with construction within public roadways (and associated lane closures) are discussed in Section 4.14, Transportation and Traffic.

Operation & Maintenance - No Impact

SDG&E currently maintains and operates existing electric transmission, power, distribution and substation facilities throughout the Proposed Project site. SDG&E’s existing facilities and operations and maintenance activities are included in the baseline for evaluating the impacts of the Proposed Project. Any future potential maintenance-related construction projects would be evaluated under General Order 131-D and CEQA for purposes of assessing whether further CPUC approval is required. Operation and maintenance activities within the Proposed Project ROW would not modify, eliminate access to, or divide any community facilities when compared to existing conditions. Therefore, the operations and maintenance of the Proposed Project would not result in significant impacts relating to the physical division of an established community.

4.9.4.3 Question 9b – Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**Construction– No Impact***MCAS Miramar*

As discussed in Section 4.9.3.1, MCAS Miramar has adopted its *INRMP* which guides management and conservation of natural resources on the MCAS Miramar. As stated previously, the *INRMP* provides important resource and regulatory information to support sound

² SDG&E has an existing franchise agreement with the City of San Diego to place utilities underground within City streets.

land use decisions and natural resource management. Also, (as discussed in Section 4.9.3.1) MCAS Miramar and the SDCRAA have adopted the *MCAS Miramar ALUCP*, which is used as a tool for promoting airport land use compatibility. Construction activities for the Proposed Project, within its roughly 0.2 mile ROW alignment on the MCAS Miramar, would remain essentially the same as with existing conditions, and would not conflict with either the *MCAS Miramar INRMP* or the *MCAS Miramar ALUCP*. Additionally, the majority of the Proposed Project falls within the MCAS Miramar AIA and is subject to the *ALUCP* Compatibility Criteria. This requires that any proposed development within applicable communities would be reviewed for compatibility with the Safety and Noise Compatibility Criteria Tables, respectively, and where applicable to Airspace Protection Zones, to notify the FAA to receive a final FAA determination of “No Hazard to Air Navigation”. As a result, the Proposed Project would also not conflict with the *MCAS Miramar ALUCP* appertaining to the communities within the AIA.

Local Plans and Policies

As discussed in Section 4.9.3.1, the Proposed Project traverses through areas within the *City of San Diego MSCP*, and would not conflict with either the *City of San Diego MSCP* or the *City of San Diego MSCP Subarea Plan* through compliance with the *SDG&E Subregional NCCP*. As noted above, local land use plans, policies and regulations do not apply to the Proposed Project as a matter of law. As such, the Proposed Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project.

The Proposed Project involves the construction of one new 230 kV transmission line within existing SDG&E ROW where similar facilities already exist (existing utility corridors), and within an existing franchise position (city street). The Proposed Project includes the replacement of existing electric facility structures as well as the re-location and consolidation of existing power and transmission lines, also within existing SDG&E ROW and utility corridors. The Proposed Project does not include the construction of any new or relocated electric facilities in areas where similar facilities do not already exist with the exception of the new transmission line located underground through Carmel Valley Road. No changes in land use or zoning are required with the Proposed Project activities. All new structures would be replaced or installed within SDG&E ROW or franchise position, and construction activities would take place within SDG&E property and ROW, with the minor exception of temporary staging areas and stringing sites located outside SDG&E ROW and/or easements that would be used during construction of the Proposed Project. SDG&E communicates with local agencies (i.e., the City of San Diego) about the use of these temporary staging areas to ensure the avoidance of any temporary land use impacts. The use of these staging areas and stringing sites would be temporary and compatible with existing land uses or designation. Therefore, Proposed Project activities would not conflict with any applicable land use plan, policy, or regulation; and no impacts would occur.

Refer to Section 4.12, Public Services, for impacts to recreational facilities during construction of the Proposed Project and Section 4.14, Transportation and Traffic, for impacts to traffic as a result of construction related traffic and construction activities within roadways.

Operation & Maintenance - No Impact

MCAS Miramar

As discussed in Section 4.9.3.1, MCAS Miramar has adopted its *INRMP* which guides management and conservation of natural resources on the MCAS Miramar. The *INRMP* provides important resource and regulatory information to support sound land use decisions and natural resource management. Also, (as discussed in Section 4.9.3.1) MCAS Miramar and the SDCRAA have adopted the *MCAS Miramar ALUCP*, which is used as a tool for promoting airport land use compatibility. Operations and maintenance activities for the Proposed Project, within its roughly 0.2 mile ROW alignment on the MCAS Miramar, would remain essentially the same as with existing conditions, and would not conflict with either the *MCAS Miramar INRMP* or the *MCAS Miramar ALUCP*.

Local Plans and Policies

As noted previously, local land use plans, policies and regulations do not apply to the Proposed Project as a matter of law. As such, the underlying general plans and zoning ordinances are not “applicable” and the Proposed Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project.

SDG&E currently maintains and operates existing electric transmission, power, distribution and substation facilities throughout the Proposed Project ROW. The Proposed Project would replace and relocate existing electric transmission and power line facilities and add one new transmission line within existing transmission and power line corridors and franchise position within a city street. 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 remain essentially the same as compared to baseline conditions due to the increased reliability of the new power line components, the installation of fewer poles along the alignment (replacing existing wood H-frame structures with a single steel pole structure), and the relocation of poles outside of jurisdictional features. Any future potential maintenance-related construction projects would be evaluated under General Order 131-D and CEQA for purposes of assessing whether further CPUC approval is required. Therefore, no impacts to applicable land use plan, policy, or regulation are anticipated.

4.9.4.4 Question 9c – Conflict with any applicable habitat conservation plan or natural community conservation plan?

Construction, Operation, and Maintenance – No Impact

Proposed Project construction activities would fully comply with the *SDG&E Subregional NCCP*, which supersedes *the City of San Diego MSCP* and the *City of San Diego MSCP Subarea Plan*. Proposed Project construction activities would also fully comply with the *MCAS Miramar INRMP* (refer to Section 4.9.4.3 above). Therefore, through compliance with the *SDG&E Subregional NCCP* and the *MCAS Miramar INRMP*, construction, operation, and maintenance of the Proposed Project would not conflict with any relevant planning documents, and no impacts would result.

4.9.5 Project Design Features and Ordinary Construction/Operating Restrictions

SDG&E will construct, operate, and maintain the Proposed Project pursuant to the project design features and ordinary construction and operating restrictions (refer to Section 3.8), including the SDG&E *Subregional NCCP*.

4.9.6 Applicant Proposed Measures

The Proposed Project has no potentially significant impacts relating to land use and planning; therefore, no APMs are proposed.

4.9.7 Detailed Discussion of Significant Impacts

Based upon the preceding analysis, no significant impacts relating to land use and planning are anticipated from the Proposed Project.

4.9.8 References

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