

## 3.10 Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>10. LAND USE AND PLANNING— Would the project:</b>				
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"/>

### 3.10.1 Environmental Setting

The Project would be located in El Dorado and Sacramento Counties, extending from the community of Shingle Springs in El Dorado County to the City of Folsom, in Sacramento County (see Figure 2-1). The majority of the Project alignment would be located within El Dorado County and traverse through the unincorporated communities of Shingle Springs, Cameron Park, and El Dorado Hills. The most westerly portion of the alignment would be located in Sacramento County, and traverse through the City of Folsom. The developed portions of the Project area are predominantly residential with some light-industrial and commercial development. Undeveloped portions of the alignment consist of agriculture, grasslands and oak woodlands. The proposed alignment of the Missouri Flat-Gold Hill Line and Gold Hill No. 1 Lines would mostly traverse lands within the existing PG&E right-of-way (ROW) along Highway 50. However, additional ROW would be required to accommodate the relocation of an approximately 150 feet of an existing distribution feeder line associated with Limestone Substation near the intersection of Strolling Hills Road and Ridge Pass Drive.

Approximately 0.4 mile of the existing Missouri Flat-Gold Hill Line is located within an existing PG&E ROW on public land managed by the BLM within the southeastern portion of the Cameron Park Unit of the Pine Hill Preserve located northwest of the Shingle Springs Substation (see Figure 2.8). No additional ROW would be required within lands managed by the BLM. The 4,746-acre Pine Hill Preserve is managed to protect the habitat of eight rare plant species and to provide the community with recreational and educational opportunities to promote the protection of these rare plants and their habitat (BLM, 2008a). Because the Preserve is designated as an Area of Critical Environmental Concern (ACEC), allowable uses in the Cameron Park Unit are restricted to non-motorized recreational use of existing designated trails (BLM, 2008a, b).

## 3.10.2 Regulatory Setting

### Federal

#### ***Bureau of Land Management***

The Pine Hill Preserve Management Plan, a Cooperative Management Agreement among nine local, state, and federal agencies and one private organization, enables the preserve to work in coordination with these partners to increase protection of rare plant habitat and to provide the best management alternatives to maintain the rare plant populations' viability (BLM, 2008a). The BLM implements relevant aspects of the plan within lands it manages. The plan indicates that activities that have the potential to cause significant disturbance, such as construction of roads and high-voltage transmission lines, if permitted would require careful planning to avoid or to minimize resource impacts. The plan outlines management tasks, one of which is relevant to proposed improvements to unpaved roads within the Preserve (see Figure 2-8):

Identify and implement appropriate measures to minimize impacts on rare plant habitat while providing road and trail maintenance, management, and public access.

PG&E would be required to obtain a Special Use Permit to construct the portion of the Project that would be located on BLM land; PG&E has contacted the BLM to initiate this process.

### State

#### ***California Public Utilities Commission General Order No. 131-D***

The CPUC has sole and exclusive jurisdiction over the siting and design of the Project because it authorizes the construction, operation, and maintenance of investor-owned public utility facilities. Although such projects are exempt from local land use and zoning regulations and discretionary permitting (i.e., they would not require discretionary approval from a local decision-making body such as a planning commission, county board of supervisors or city council), General Order No. 131-D, Section XIV.B requires that in locating a project “the public utility shall consult with local agencies regarding land use matters.” The public utility would be required to obtain any required non-discretionary local permit.

In addition, California Public Utilities Code Section 21658 prohibits structural hazards associated with utility poles and lines near airports. Should a power line be located in the vicinity of an airport or exceed 200 feet in height, a Notice of Proposed Construction or Alteration (Form 7460-1) would be required by the Federal Aviation Administration (FAA) in accordance with Federal Aviation Regulation, Part 77 “Objects Affecting Navigable Airspace.”

### Local

The Project would be located within unincorporated El Dorado County and within the City of Folsom, in Sacramento County.

### ***El Dorado County General Plan***

Approximately 8.4 miles of the Project would be located in El Dorado County. The Project alignment would traverse a variety of land uses in El Dorado County including industrial, commercial, and residential uses; the Project alignment would also traverse lands within specific adopted plans (described in more detail below). The Project would not be located within Platted Lands, Ecological Preserve, or Important Biological Planning Overlay areas, as described in Policy 2.2.2.1 of the General Plan (El Dorado County, 2004).

The *El Dorado County General Plan* contains the following policies that would be relevant to the Project (El Dorado County, 2004):

***Policy 5.6.1.1:*** Promote and coordinate efforts with utilities for the undergrounding of existing and new utility distribution lines in accordance with current rules and regulations of the California Public Utility Commission and existing overhead power lines within scenic areas and existing Community Regions and Rural Centers.

***Policy 5.6.1.2:*** Reserve adequate rights-of-way to facilitate expansion of services in a timely manner.

***Policy 5.6.1.5:*** The County shall encourage the coordination between utilities constructing powerlines and school districts to avoid placement of powerlines in close proximity to schools.

### ***Bass Lake Hills Specific Plan***

The *Bass Lake Hills Specific Plan* encompasses 1,196 acres in El Dorado County and includes 18 residential “villages”, surrounded by a variety of natural resources, including hillsides, oak woodland, wetlands, intermittent streams and drainages, and cultural resources. With the exception of a residential dwelling adjacent (south) of the Project alignment, approximately 0.5-mile of the Project would traverse through an undeveloped portion of the *Bass Lake Hills Specific Plan* boundary. The *Bass Lake Hills Specific Plan* contains the following standards that would be relevant to the Project (El Dorado County, 1995):

#### ***5.1 General Public Services and Facility Standards***

1. Public facilities, such as fire stations and utility substations, shall be located, designed and oriented in a manner which is harmonious with adjoining residential development and reduce impacts associated with noise, nighttime illumination, and odors. (See Section 8.9 of the Design Guidelines).
2. With the exception of existing high voltage transmission lines, all new electrical and communication facilities shall be installed underground; however, pad-mounted transformers and electrical substations are permitted. This policy shall not apply to 5-acre parcels or larger.

### ***Promontory Specific Plan***

The *Promontory Specific Plan* area is located in El Dorado County adjacent to the County's western boundary. The 1,000-acre property stretches north from Highway 50 for approximately 4 miles and approximately 500-feet of the Project would traverse through the southernmost

portion of the plan within existing utilities easements, as mentioned in the plan (El Dorado County, 1999). The *Promontory Specific Plan* implements the goals, policies and objectives of the *El Dorado County General Plan* to create planned communities in the western portion of the County, and contains no planning policies related to public utility projects beyond those identified in the *El Dorado County General Plan* or Zoning Code.

### ***El Dorado County Airport Land Use Compatibility Plan***

The El Dorado County Transportation Commission (EDCTC) is the designated Airport Land Use Commission (ALUC) for El Dorado County. As the designated ALUC, EDCTC provides technical and advisory support to local airport districts, including the Cameron Park Airport District. The basic function of the ALUC is to promote compatibility between the airport and future land use development within the surrounding area. Land use development within airport districts is guided by the Airport Land Use Compatibility Plan (ALUCP), which establishes policies within an “airport influence area” of approximately 2 miles around the airport. Cameron Airpark Airport is located approximately 1.8 miles north of the Project alignment, just northwest of the Cameron Park Drive and Meder Road intersection. The Project alignment would traverse approximately 2.25 miles of the southernmost boundary of the airport influence area, as identified in the Cameron Airpark ALUCP (El Dorado County, 2012). The ALUCP establishes airport compatibility criteria that all new developments within the influence area encompasses all lands, with the exception of lands controlled by federal or state agencies, on which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. The Project would not be located within identified safety hazard zones, and standards set forth in the ALUCP regarding these areas of concern are largely focused on new residential and commercial development. In addition, the ALUCP and ALUC lack jurisdiction over power line construction by public utilities (El Dorado County, 2012).

### ***Habitat Conservation Plans and Natural Community Conservation Plans***

No adopted habitat conservation plans or natural community conservation plans are relevant to the Project; however, the *El Dorado County Integrated Natural Resources Management Plan* (INRMP) is being developed by El Dorado County and is currently in the first phase of planning studies (El Dorado County, 2014). The INRMP will develop strategies to conserve and restore habitat connectivity to offset the effects of habitat loss from land development in western El Dorado County. As an investor-owned utility, PG&E is not a member agency or a voluntary participant and, as such, would not be governed by the INRMP.

### ***El Dorado County Zoning Designations***

The Project alignment traverses through several zoning designations, namely agriculture (see *Section 3.2, Agriculture and Forestry Resources* for more information), open space, residential and commercial, which typically allow construction/replacement of public utilities (El Dorado County, 2004).

### ***City of Folsom General Plan***

Approximately 2.5 miles of the Missouri Flat-Gold Hill Line alignment would be located within the City of Folsom within several land use designations including commercial, residential, industrial and public. The *City of Folsom General Plan* does not contain any policies that would be relevant to the Project (City of Folsom, 1988).

### ***City of Folsom Zoning Designations***

The Project alignment traverses through several zoning designations, namely agriculture (see *Section 3.2, Agriculture and Forestry Resources* for more information), open space, residential and commercial, which typically allow construction/replacement of public utilities (City of Folsom, 2007).

## **3.10.3 Applicant Proposed Measures**

The Project does not include any APMs that directly pertain to land use and planning resources; however, APM BIO-5 includes measures to avoid or minimize potential impacts to special-status plants within the Pine Hill Preserve, as required by the BLM's management objectives for the Preserve. In particular, APM BIO-5.5, Locking Gate Installation, would address management objectives for limiting access to the Pine Hill Preserve.

## **3.10.4 Environmental Impacts**

### **a) Whether the Project would physically divide an established community: *NO IMPACT.***

Project components within existing PG&E ROW would traverse some residential areas; however, similar infrastructure currently exists in these locations. Thus, Project construction within the existing ROW would not create a new physical barrier (division) between any existing communities. The 150 feet of additional ROW required for the distribution feeder line associated with Limestone Substation would be relocated within approximately 80 feet of the existing distribution line, in a low-density residential area where distribution infrastructural currently exists. Therefore, the new ROW similarly would not create a new physical barrier that would divide an established community. No Project component would result in new development that would physically divide an existing community. Therefore, no impact would occur.

### **b) Whether the Project would 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: *NO IMPACT***

The entire Project, except for the portion that would be developed on BLM-administered land, is under the exclusive land use jurisdiction of the CPUC. Although existing and new segments of the Project alignment would be located in El Dorado and Sacramento counties and the City of Folsom, none of these local agencies has land use jurisdiction over the Project. Therefore, none of

these local agencies' land use plans, policies, or regulations apply to the Project regardless of the reason for their adoption.

Approximately 0.4-mile of the existing Missouri Flat-Gold Hill Line traverses the southern portion of the BLM-administered Pine Hill Preserve, and reconductoring and pole replacement would occur within PG&E's existing ROW. Additionally, portions of the existing, unpaved Calderwood Road and Wild Chaparral Drive within the Preserve would be improved as described in Table 2-2 and shown in Figure 2-8. As noted in *Section 3.10.2, Regulatory Setting*, the BLM has adopted the Pine Hill Preserve Management Plan for the purpose of avoiding or mitigating adverse effects to rare plants and/or their habitat in the preserve. PG&E would implement APM BIO-5, which includes measures to minimize impacts on rare plant habitat during Project construction activities and provides for the installation of locking gates to limit unauthorized access to the Preserve, consistent with BLM management objectives for the Preserve. Accordingly, the Project would not conflict with any relevant land use plan, policy, or regulation of an agency with jurisdiction over the project.

**c) Whether the Project would conflict with any applicable habitat conservation plan or natural community conservation plan: *NO IMPACT.***

As discussed in *Section 3.10.2, Regulatory Setting*, no habitat conservation plan or natural community conservation plan has been adopted in the Project area. Therefore, no such plan would apply to the Project and the Project would not conflict with any such plan. Accordingly, the Project would have no impact on any applicable habitat conservation plan or natural community conservation plan.

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## References

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- El Dorado County, 2004. *El Dorado County General Plan*. Adopted July 19, 2004. Land Use and Planning Element Updated 2009.
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