

Comment Letter R-L1

**From:** Terzich, Chris <CTerzich@semprautilities.com>  
**Sent:** Thursday, June 21, 2018 9:49 AM  
**To:** LUEG, PalomarMP  
**Cc:** Zielke, Aydee; Olivo-Gomez, Edalia  
**Subject:** McClellan-Palomar Airport Master Plan Update Recirculated PEIR SCH# 2016021105

SDG&E appreciates the opportunity to comment on the above-referenced project. SDG&E provided a NOP comment letter dated March 29, 2016 identifying the need for the County to ensure that airport facility expansion did not result in any conflicts with existing overhead electric transmission and distribution lines near the runway. We note that there are 138kV and 230kV transmission lines with 2,300 feet of the western runway boundary as well as electric overhead distribution lines even closer. We could not find any discussion about potential conflicts with these facilities. We assume that this was done but we would appreciate documentation to that effect included in the Final PEIR. We apologize if there is a discussion and we have missed it if located in an unusual section of the document. Thank you for your consideration in this matter.

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NOP with SDG&E Comment Letter:

[https://www.sandiegocounty.gov/content/dam/sdc/dpw/AIRPORTS/palomar/documents/CRQ\\_Master\\_Plan\\_Update-Draft\\_PEIR/Appendix%20A%20-%20NOP-Initial%20Study.pdf](https://www.sandiegocounty.gov/content/dam/sdc/dpw/AIRPORTS/palomar/documents/CRQ_Master_Plan_Update-Draft_PEIR/Appendix%20A%20-%20NOP-Initial%20Study.pdf)

Christopher P. Terzich  
 SDG&E Environmental Technology and Regulatory Lead  
 8315 Century Park Ct., MS CP21E  
 San Diego, CA 92123  
 (619) 838 8772

**Response to Letter R-L1**  
**San Diego Gas & Electric (SDG&E)**

- R-L1-1** As the comment notes, SDG&E provided a comment letter on March 29, 2016 during the project's Notice of Preparation (NOP) comment period. While this comment is not related to the recirculated Draft PEIR subjects, the County would like to offer clarification. In accordance with CEQA Guidelines, this NOP comment did not require a response as it does not pertain to the environmental analysis. The comment is correct that any improvements associated with modifying the runway's location could respectively alter the runway's approach or departure obstruction surfaces. As described in the PEIR, the Master Plan Update is a long-term planning document, and the exact scope, scale, and timing for implementation of each proposed element are not yet defined because project-specific information has not been fully developed to quantify exact impacts. Therefore, environmental impacts for each element, and the Master Plan Update as a whole, are analyzed at a programmatic level for the purpose of environmental analysis. Therefore, additional analysis under CEQA and coordination with all utilities including SDG&E will occur at the time that they are designed and proposed. No changes to the PEIR have been made in response to this comment.