

Comment Set B, cont.



George D. Foscardo, AICP
Community Development Director

CITY OF SAN BRUNO
COMMUNITY DEVELOPMENT DEPARTMENT

September 23, 2003

Billie Blanchard, CPUC
c/o Aspen Environmental Group
235 Montgomery Street, Suite 935
San Francisco, CA 94104

Re: Technical Comments on Potential Monopole in San Bruno for the
Proposed Jefferson-Martin 230kV Transmission Line Project
Application No. A0209043 – SCH #20030120066

Dear Ms. Blanchard:

In a joint letter dated September 10, 2003 from the Mayors of Millbrae, San Bruno, and Burlingame submitted a compromise position on the proposed Jefferson-Martin 230kV Transmission Line Project. This compromise alternative would be a hybrid of the Partial Underground Alternative and the Sneath Lane Transition Station Alternative discussed in the Draft Environmental Impact Report (DEIR). This remains the official position of the City of San Bruno.

However, as you requested in a telephone conversation with me last week, I am hereby providing technical information to clarify comments regarding a potential monopole in lieu of a transition station, as referenced in previous correspondence dated August 28, 2003 from me. A picture supplied by PG&E of a transition monopole was attached to the August 28th letter. This information is provided in the unanticipated and unchallenged event that the PUC judge decides upon a position other than that stated above for the hybrid alternative from the three Mayors.

To repeat the applicable narrative in my letter dated August 28, 2003: The City of San Bruno suggests that a transition monopole could be located at other locations along the proposed route, including north near Sneath Lane, or south across from the City's water tank, but north of the John Muir School. The location across from the water tank could accommodate the placement of a transition pole on the west side of Skyline Boulevard and may also be located at that point east of the San Andreas Fault, allowing an underground transition to Glenview Drive (at the water tank) and then north to San Bruno Avenue via Glenview. The City acknowledges that it could also require two transition monopoles and requests consideration that any such monopole located between Glenview Drive and Skyline Boulevard be located in such a manner as to allow for the potential widening of Skyline Boulevard to four lanes (two lanes in each direction). These suggestions are based on Figure 10-1 of the "Proponent's Environmental Assessment" dated September 2002, Volume 1 of 2, prepared by CH2MHILL for PG&E, and also Plate 1 of the "Geologic Hazard Evaluations for Gas Transmission Lines 109 and 132 in San Bruno, dated November 1, 1992 and prepared by Geosciences Department for PG&E.

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The purpose of the commentary in the August 28th letter was to present the transition monopole as one of several constructive alternatives to the transition station proposed for the northwest corner of San Bruno Avenue and Glenview Drive in San Bruno. The transition station at San Bruno and Glenview is not an acceptable project by the San Bruno City Council, the San Bruno Redevelopment Agency, nor the neighbors within the immediate vicinity of the project.

As indicated on the attached reduction of San Mateo County's Assessor's Map #19-28, the potential location for a transition monopole would be located on CalTrans property, generally across from lot 8 (with circle). The width of this section of CalTrans right-of-way is approximately sixty (60) feet, which could accommodate a forty (40) foot base for a monopole. However, CalTrans should be contacted for any restrictions on this property. Also, as previously stated in the August 28th letter, San Bruno requests that any location of a structure in this area allow for the future widening of Skyline Boulevard to two lanes in each direction.

A review of the geologic maps referenced in the August 28th letter may also indicate that the earthquake faults in this area are actually located west of Skyline Boulevard. An examination of the exact location of the faults could allow the undergrounding of the lines across Skyline Boulevard, instead of aerial with another monopole, if no fault lines are located in the area of construction.

I have enclosed a black-line aerial of the area, marked to show the potential location of a transition monopole, as well as its proximity to the intersection of San Bruno Avenue and Glenview Drive. In addition, I have provided pictures of the area showing the water tank, the subject CalTrans property, and the area across Skyline Boulevard. Note that the City's white truck is parked on the Glenview Drive side of the potential location of a transition monopole.

I hope this information clarifies the suggestions previously outlined in the August 28, 2003 letter.

Yours truly,



George D. Foscardo, AICP
Community Development Director

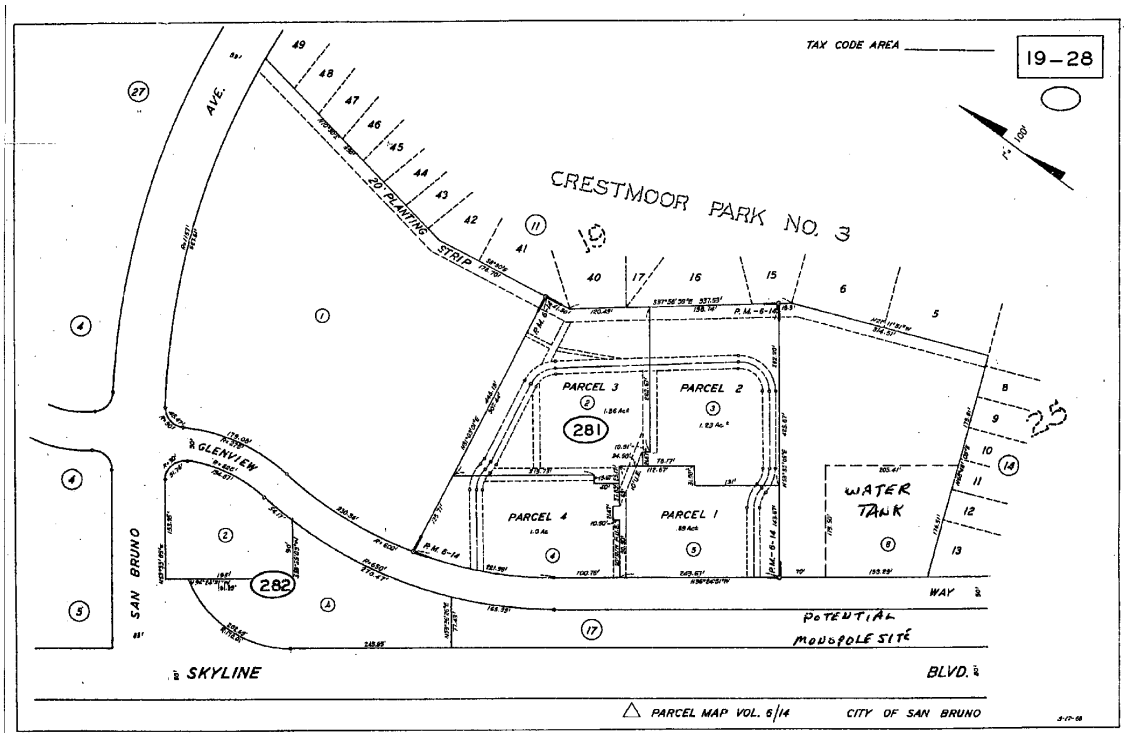
Distribution List:

Honorable Mayor and City Council, City of San Bruno
Honorable Chair and Members, San Bruno Redevelopment Agency
Ed Simon, City Clerk
Connie Jackson, San Bruno City Manager
Steve Rogers, Assistant City Manager
Pamela Thompson, City Attorney
Scott Munns, Public Works Director

Attachments:

Reduced print of San Mateo County Assessor's Map #19-28
Black Line Aerial Photograph
Pictures of Area, taken September 19, 2003

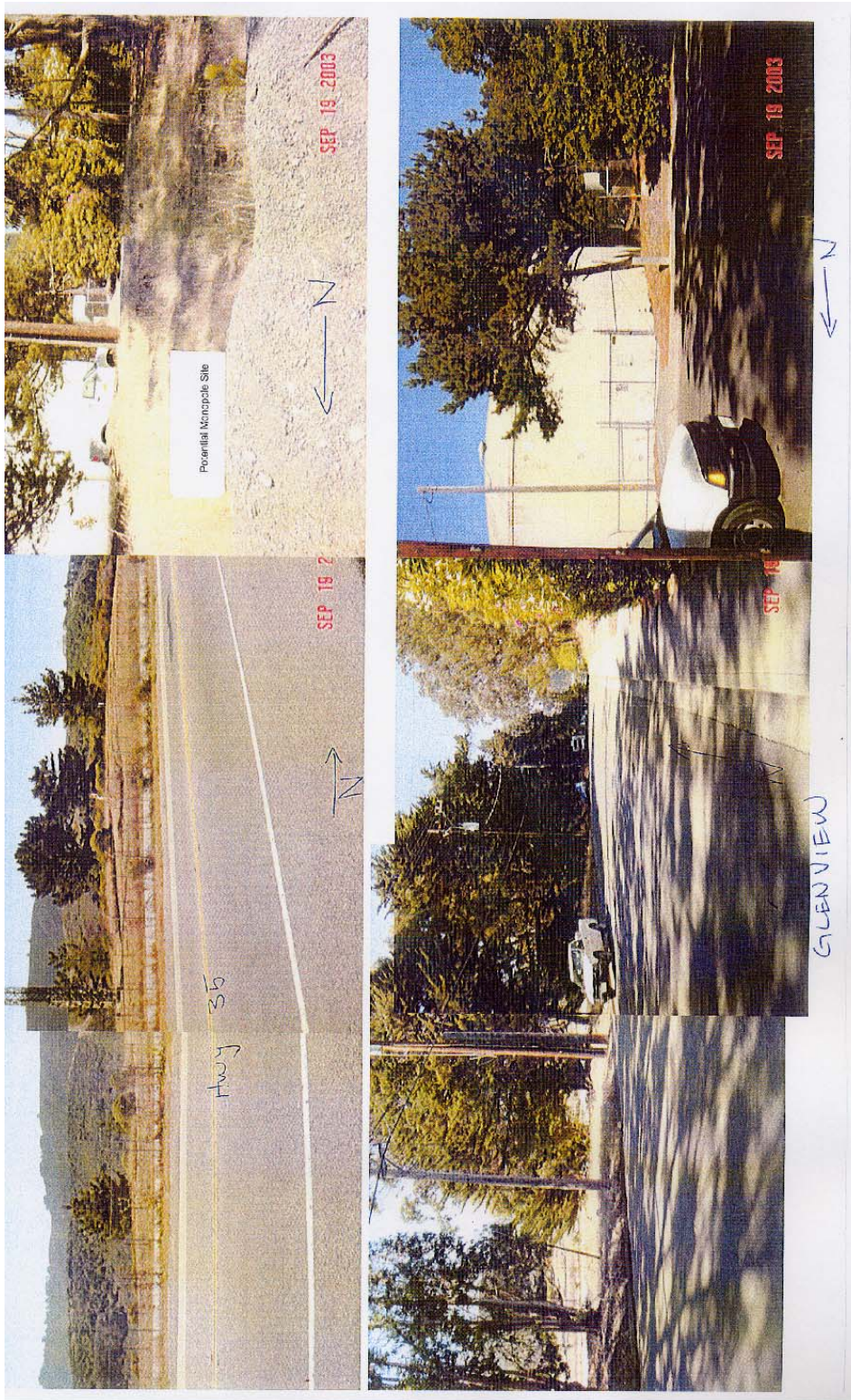
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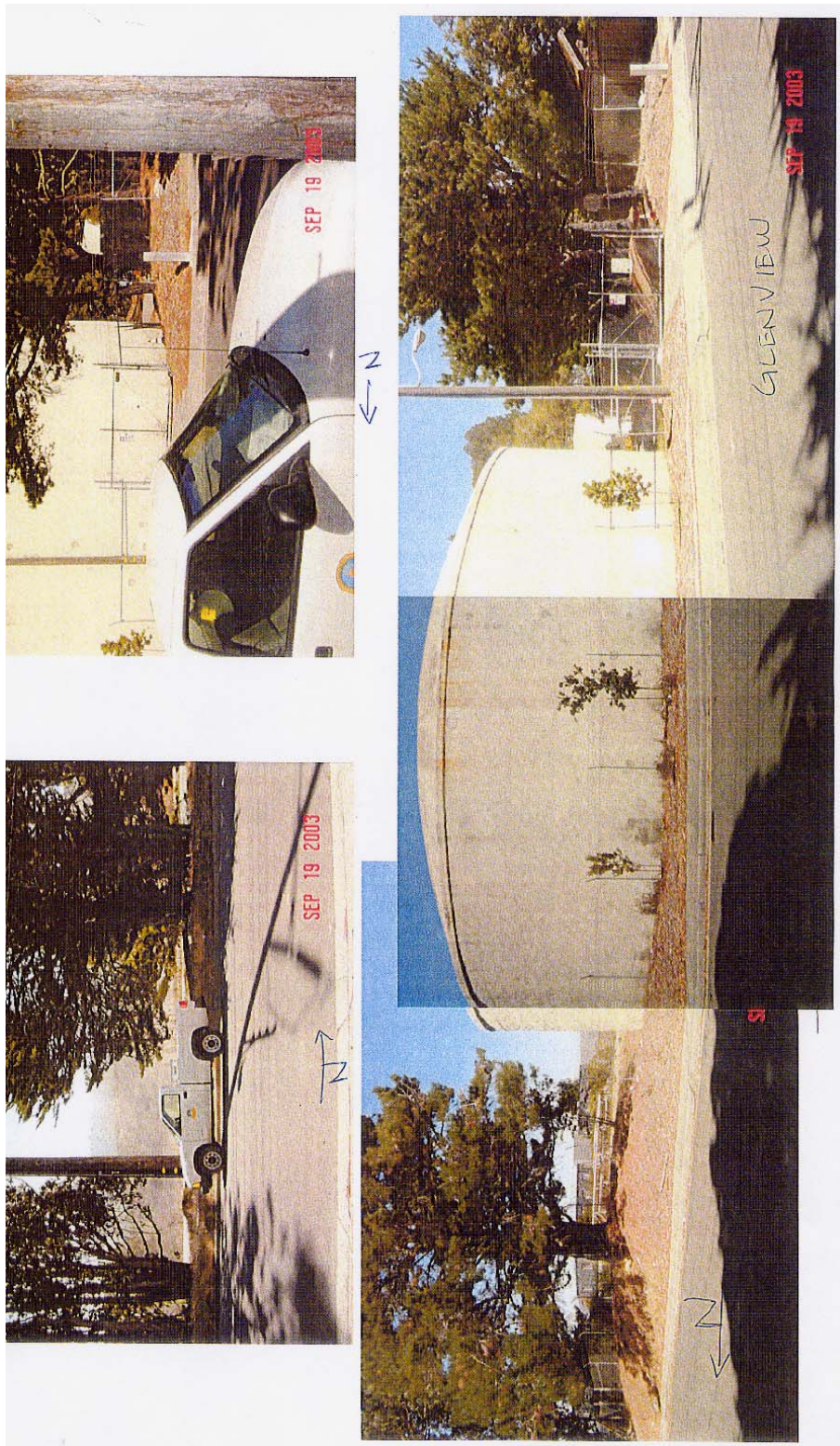
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Comment Set B, cont.



Comment Set B, cont.



Responses to Comment Set B – City of San Bruno

- B-1 The City's original preference for PG&E's All Underground Alternative 1B is noted. However, in later correspondence (see Comment Set R, County of San Mateo), the City of San Bruno joined the Cities of Millbrae and Burlingame in support of a compromise that would be a hybrid of the Partial Underground Alternative and the Sneath Lane Transition Station Alternative, with Sneath Lane Underground route.
- B-2 The discrepancies noted by the City result from the fact that Figure ES-3 (Environmentally Superior Alternative) incorporates a route modification recommended in Mitigation Measure T-9a (Grade Separation Avoidance) in Section D.12 (Transportation and Traffic). This mitigation measure (revised slightly in this Final EIR to more clearly address a procedure for avoiding conflict with the grade separation project; see Volume 1, Section D.12) presents an option that would avoid the future grade separation project at San Bruno Avenue and Huntington Avenue by continuing north on El Camino Real, then east on Sneath Lane/Tanforan Drive. Explicit reference to that mitigation measure has been added to the Executive Summary (Section 4.3) and to Section E.2.3 (Definition of Environmentally Superior Alternative), and to Figures ES-3 and E-1.
- The City's concerns about construction in San Bruno Avenue are acknowledged. Impacts and mitigation measures for impacts in this area are defined in Sections D.2.3.5 (Land Use) and D.12.3.5 (Transportation and Traffic)
- B-3 The EIR's conclusions are in general agreement with those expressed in this comment regarding the visual and land use impacts of PG&E's proposed transition station at Glenview Drive and San Bruno Avenue. The EIR identifies significant and unavoidable impacts in both visual resources and land use for that location.
- B-4 The EIR presents conclusions similar to those of the City of San Bruno regarding the transition station site. In Section E.2.2.1 (Comparison of Alternatives, Transition Station Alternatives) determines that the Sneath Lane Alternative would be environmentally preferred, aside from consideration of seismic concerns. Note that in Response to Comment B-6, the EIR now also considers the City's suggested transition tower location near the City's water tank.
- B-5 Please see Response to Comment B-4.
- B-6 The City's preference for a transition tower monopole (rather than the lower-profile but larger footprint transition station) is acknowledged. In response to this comment, the EIR now considers a third transition tower alternative, described in detail in Appendix 1 (Alternative Screening Report), Section 4.3.1.3.

The site suggested, on the tree-lined divider strip between Skyline Boulevard and Glenview Drive, is owned by Caltrans, so coordination with Caltrans was pursued to determine the feasibility of using this site. Based on these coordination efforts, it has been determined that although Caltrans retains this ROW for potential future expansion of Skyline Boulevard, this expansion is not currently identified on Caltrans' 10-year plan (Caltrans, 2003c). Based on analysis of Caltrans requirements, it appears that use of the eastern edge of the Caltrans ROW could be feasible, allowing PG&E to submit a request for an Encroachment Permit. The

potential impacts of installing a transition tower at this site are considered in each issue area in Section D of the EIR.

- B-7 The requirements defined in this comment for design of a transition station at Glenview Drive and San Bruno Avenue have been incorporated into a new mitigation measure L-6a (Design of Proposed Transition Station) (see Section D.2.3.4, Transition Station).
- B-8 Mitigation Measure T-9a (see Section D.12.3.5, Underground Transmission Line) under Impact T-9, Conflict with Planned Transportation Projects, addresses the City's concern regarding potential conflict with the grade separation project. This measure requires coordination with the Peninsula Joint Powers Board regarding design in San Bruno Avenue, and use of El Camino Real and Sneath Lane if an acceptable design for San Bruno Avenue cannot be developed.
- B-9 Please see Response to Comment B-2.
- B-10 Please see Response to Comment B-8.
- B-11 The City identifies several specific concerns related to construction impacts on businesses and residents. The EIR identifies a wide range of mitigation measures to minimize disruption to residents and businesses. The following bullets identify measures that would reduce the City's specific concerns:
- Detailed plan review, permitting for work in each segment of roadway, and review and acceptance of traffic control and pedestrian access plans: Mitigation Measure T-1a (Prepare Transportation Management Plans), T-1b (Restrict Lane Closures), APM 13.8 (pedestrian access). Also, land use measures require coordination and notification, as defined in Mitigation Measures L-4a (Provide Construction Notification), L-4b (Provide Public Liaison Person and Toll-Free Information Hotline), L-4c (Provide Compensation to Displaced Residents), L-4d (Maximum Distances from Residences), L-7a (Provide Continuous Access to Properties), and L-7b (Coordinate with Businesses).
 - Inspection of construction in City streets and rights of way: The CPUC will employ mitigation monitors for the entire project; these monitors will ensure that all adopted measures (including PG&E's Applicant Proposed Measures) are implemented. The CPUC's monitors will coordinate with the City and provide copies of weekly reports, if the City wishes, and will contact City personnel if construction problems arise. Most cities have their own inspectors also check on status and activity during project construction activities such as those of the Proposed Project.
 - Repair of damage to existing utilities: Mitigation Measure U-1b (Protection of Underground Utilities) and Mitigation Measure T-3a (Repair Damaged Roadways).
 - Consideration of working hours including night work at critical locations: Mitigation Measure L-4a has been modified in response to this request to specifically allow for night construction, with local jurisdiction approval and documentation that significant noise impacts would not occur.
 - Reimbursement of City direct costs associated with project construction: This is not an environmental issue, but would be addressed in the encroachment permits between the City and PG&E.