

D.9 Recreation

D.9.1 Environmental Setting for the Proposed Project

The route of the proposed transmission line crosses an area rich in recreational resources. The area includes a number of city, county, and State parks, as well as the 23,000-acre Peninsula Watershed preserve under the jurisdiction of the San Francisco Public Utilities Commission (SFPUC). The route crosses or runs adjacent to a number of trails, bikeways, and recreational facilities (e.g., the Crystal Springs Golf Course). Because of the variety of high-quality recreational resources, the area is very popular with local residents and out-of-area visitors (PG&E, 2002).

Table D.9-1 gives an overview of most but not necessarily all recreational resources in the area along and surrounding the Proposed Project route (by jurisdiction). A more detailed description of recreational resources by project segment is provided below.

Table D.9-1. Recreational Resources by Jurisdiction along Proposed Project Route

Jurisdiction / Recreational Resource	Hiking	Biking	General/ Local	Athletics	Golfing	Other
Department of Interior, Golden Gate National Recreation Area						
Two scenic and recreation easements between the Department of Interior and City and County of San Francisco encumber portions of the Peninsula Watershed for recreation and preservation purposes (CCSF, 1969)	•	•				•
National Park Service						
Juan Bautista De Anza National Historic Trail	•	•				
California State Parks / County of San Mateo						
San Bruno Mountain State and County Park	•					
Native Plant Botanic Area Trailhead	•					
Old Ranch Road Trail	•	•				
4H Club						•
Eucalyptus Loop Trail	•					
Old Guadalupe Trail	•	•				
Bog Trail	•					
Saddle Trail	•	•				
Picnic Area						•
Edward Bacciocco Jr. Day Camp						•
Leach Field						•
Summit Loop Trail	•					
San Francisco Public Utilities Commission						
San Francisco Peninsula Watershed	•	•				
Pulgas Water Temple						•
Pulgas Ridge Open Space Preserve	•					•
Hassler Trail	•					

Table D.9-1. Recreational Resources by Jurisdiction along Proposed Project Route

Jurisdiction / Recreational Resource	Hiking	Biking	General/ Local	Athletics	Golfing	Other
Mid-Peninsula Regional Open Space District						
Blue Oak Trail	•					
Polly Geraci Trail	•					
Edgewood County Park & Preserve	•	•				
Serpentine Loop	•					
Ridgeview Loop	•					
Edgewood Trail	•					
Clarkia Trail	•					
Inspiration Loop Trail	•					
County of San Mateo						
Crystal Springs Trail (Sawyer Camp Trail)	•	•				
Sawyer Camp Trail Alternate	•					
Proposed Sweeney Ridge Connector Trail	•					
Cañada Trail	•	•				
Junipero Serra Park	•			•		
Sweeney Ridge Trail	•					
San Andreas Trail	•					
Sheep Camp Trail	•					
Bayshore Circle Park			•			
Commodore Park			•			
Buckeye Park			•			
Grundy Park			•			
City of San Bruno						
Belle Air Park			•			
Glenview Park			•			
Herman Tot Lot			•			
Crestmoor Fields				•		
Portola Highlands Park			•			
Lions Field				•		
Proposed BART Linear Park	•	•				•
Buri Buri Park			•			
Sellick Park			•			
City of South San Francisco						
Sign Hill Park	•					
Westborough Park			•			
Callan Park			•			
Brentwood Park			•			
Orange Memorial Park			•			
Marina Vista Park			•			
Green Hills Park			•			
Central Park			•			
<u>El Camino High School</u>				•		

Table D.9-1. Recreational Resources by Jurisdiction along Proposed Project Route

Jurisdiction / Recreational Resource	Hiking	Biking	General/ Local	Athletics	Golfing	Other
City of Millbrae						
Lions Park			•			
Schultz Park			•			
Meadows Park			•			
Rotary Park			•			
City of Burlingame						
Cuernayara Park			•			
Mills Canyon Park			•			
Town of Colma						
Proposed Hillside Community and Cultural Park			•			•
City of Daly City						
Marchbank Park			•			
Hillside Park			•			
Frankfort Park			•			
Crystal Springs Trail and Bikeway		•				
Skyline Frontage Bikeway		•				
Spruce Avenue Bikeway		•				
<u>Gellert Park</u>			•			
<u>Westmoor Park</u>			•			
Designated Bicycle Routes						
Orange Street Bikeway		•				
Chestnut Avenue Bikeway		•				
Hillside Boulevard Bikeway		•				
Skyline Boulevard Bikeway		•				
Private Facilities						
Crystal Springs Golf Course					•	
Filoli State Historic Landmark						•
Cypress Hills Golf Course					•	
California Golf Club of San Francisco					•	

Sensitive Land Uses. Recreational resources are defined as sensitive land uses, because typically they are susceptible to disturbances (e.g., noise, traffic, dust, etc.) that could decrease or eliminate the value of the recreational experience. In general, recreational facilities (including parks, open space, playgrounds, play fields, etc.), recreational activities (bicycling, hiking, boating, etc.), and recreationists are considered to be sensitive receptors for purposes of environmental impact assessment.

D.9.1.1 Jefferson Substation to Ralston Substation

Between the Jefferson Substation and the Ralston Substation, the proposed route is located in an existing PG&E utility corridor within unincorporated County of San Mateo on Watershed Lands. See Table D.9-2 for an overview of recreational resources in this section.

Table D.9-2. Recreational Resources: Jefferson Substation to Ralston Substation (MP 0–5.2)

Recreational Facility/Area (Milepost)	Jurisdiction	Location with Respect to Project Route			
		Crosses Through	Intersects	Adjacent	Indirect Connection*
Edgewood County Park and Preserve (0.0–0.9)	San Mateo County Parks and Recreation (SMCPR)	•			
Clarkia Trail (0.2)	SMCPR		•		
Serpentine Trail (0.6)	SMCPR		•		
Edgewood Trail (0.8)	SMCPR		•		
Edgewood Road Bicycle Trail (0.9)	SMCPR		•		
Peninsula Watershed (1.0-4.9, 7.2-8.4, 8.9-10.0, 10.8-11.7, 11.7-14.6)	SFPUC	•		•	•
Pulgas Ridge Open Space Preserve (1.0-1.3)	Mid-Peninsula Regional Open Space District (MPROSD)			•	
Hassler Trail (~1.2)	MPROSD				•
Blue Oak Trail (~1.2)	MPROSD				•
Polly Geraci Trail (~1.2)	MPROSD				•
Pulgas Water Temple (~2.5)	MPROSD				•
Golden Gate National Recreation Area Easement (1.0-4.9, 7.2-8.4, 8.9-10.0, and 10.8-11.7)	Department of the Interior	•		•	
Sheep Camp Trail (3.1)	SMCPR		•		
Ralston Trail (4.8)	SMCPR		•		

* Indirect Connection indicates that although the project is not directly adjacent, crosses, or is intersected by the recreation resource, the resource is in the vicinity (approximately 0.25 miles) of the project and could be indirectly affected by project activities.

Some of the primary recreational resources the route crosses or borders in this segment include:

- **Edgewood County Park and Preserve** – 467 acres in size, the preserve provides ecological conservation, hiking, and equestrian uses. Edgewood Park encompasses rolling grasslands and forest, accessible from I-280 and Edgewood Road. The park receives over 50,000 visitors a year and includes an extensive trail system. The Proposed Project route would be within the existing PG&E utility corridor located along the western edge of the park.
- **Pulgas Ridge Open Space Preserve** – 293 acres in size, the preserve offers hiking, nature-viewing, and other recreational opportunities. The preserve is not accessible from the area crossed by the route. The Proposed Project route would cross the western edge of the preserve.
- **Pulgas Water Temple** – Built in 1938, the Pulgas Water Temple marks the end of the water pipeline that provides drinking water for the City and County of San Francisco (CCSF) from the Hetch Hetchy Reservoir in Yosemite National Park. It is located just west of Cañada Road, west of the Proposed Project route.
- **San Francisco Public Utilities Commission (SFPUC) Peninsula Watershed** – The aboveground segment of the Proposed Project route would be almost entirely located within the Peninsula Watershed, within an existing PG&E utility corridor. Owned and managed by the SFPUC (an agency of the CCSF), the Peninsula Watershed is used for the purposes of storing water, preserving water quality, providing wildlife habitat, and allowing recreational opportunities.

The Peninsula Watershed is encumbered by two easements to the Department of Interior, Golden Gate National Recreation Area (GGNRA) with the purpose of preserving the watershed as open space and allowing some recreational activities, while retaining the rights of the CCSF to use or permit others to use the watershed for utility purposes. Within the Jefferson Substation to Ralston Substation project segment, the Proposed Project runs along the eastern boundary of the Peninsula Watershed. In this area, the Peninsula Watershed offers only minimal access to the public for recreational purposes.

- **Cañada Road Bike Route** – Very popular with bicyclists, Cañada Road is closed to vehicular traffic three Sundays of every month for bicycle use.
- **National Park Service, Golden Gate National Recreation Area (GGNRA) Scenic and Recreation Easement of the Peninsula Watershed** – As described in Section D.9.1.1, the Proposed Project route passes through the Peninsula Watershed which is encumbered by a Scenic and Recreation Easement to the GGNRA. The easement restricts the use of the lands to certain open space, recreational, and other purposes, such as utility-related developments. The Proposed Project passes through the area which includes a number of very popular recreational trails, including the Sawyer Camp, Sweeney Ridge, the proposed Sweeney Ridge trail extension, Sheep Camp, San Andreas, Crystal Springs, Ralston, Edgewood, and the proposed San Mateo Creek trails.

D.9.1.2 Ralston Substation to Carolands Substation

Between the Ralston and the Carolands Substations, the route passes through lands designated as Open Space, just west of San Mateo Highlands and Hillsborough residential areas, within an existing PG&E utility corridor. Although the existing utility corridor is not an authorized recreational area, residents from the residential community use the corridor for passive recreation opportunities. See Table D.9-3 for an overview of recreational resources in this route segment.

Table D.9-3. Recreational Resources: Ralston to Substation Carolands Substation (MP 5.2–9.0)

Recreational Facility/Area (Milepost)	Jurisdiction	Location with Respect to Project Route			
		Crosses Through	Intersects	Adjacent	Indirect Connection*
Proposed San Mateo Creek Trail (6.9)	SM CPR		•		
Crystal Springs Trail and Bikeway (7.0)			•		
Skyline Frontage Bikeway (8.6)			•	•	
Crystal Springs Golf Course (8.9-10.0)	Private	•			

* Indirect Connection indicates that although the project is not directly adjacent, crosses, or is intersected by the recreation resource, the resource is in the vicinity (approximately 0.25 miles) of the project and could be indirectly affected by project activities.

In addition to the GGNRA’s Scenic and Recreation Easement described above, some of the primary recreational resources the route crosses or borders in this segment include:

- **Sawyer Camp Trail** – Visited by approximately 300,000 people a year, this trail is one of the most popular trails managed by the San Mateo County Parks and Recreation Division, even though it lies entirely within Watershed Lands. The entire linear trail, including the proposed trail expansion, is envisioned to provide an uninterrupted, non-motorized, multi-use trail route from the City of San Bruno to the Town of Woodside. The Sawyer Camp Trail is located to the west of I-280 and parallels the proposed route for much of the aboveground portion.
- **Skyline Frontage Road Bicycle Route** – Popular bicyclist route, which experiences year-round activity due to the adjacent scenic resources.
- **Crystal Springs Dam** – The Crystal Springs Dam is a historic structure, and the area around the dam is popular with bicyclists, sightseers, picnickers, and hikers.

D.9.1.3 Carolands Substation to Transition Station

North of the Carolands Substation, the route crosses to the west of I-280 and continues within the existing PG&E utility corridor, primarily west of I-280. Table D.9-4 presents an overview of recreational resources in this segment.

Table D.9-4. Carolands Substation to Transition Station (MP 9.0–14.6)

Recreational Facility/Area (Milepost)	Jurisdiction	Location with Respect to Project Route			
		Crosses Through	Intersects	Adjacent	Indirect Connection*
Trousdale Drive Bikeway (11.2-11.3)				•	
Sawyer Camp Access Point (11.4-11.6)	SMCPR		•	•	
GGNRA Sweeney Ridge	Dept. of Interior				•
Mills Canyon Park	City of Burlingame				•
Cuernayara Park	City of Burlingame				•
Marina Vista Park	City of Millbrae				•
Green Hills Park	City of Millbrae				•
Central Park	City of Millbrae				•
Lions Park	City of Millbrae				•
Schultz Park	City of Millbrae				•
Meadows Park	City of Millbrae				•
Rotary Park	City of Millbrae				•
Larkspur Drive and San Andreas Trail Access Point (12.4)	SMCPR			•	
Junipero Serra County Park	SMCPR			•	
Proposed Sweeney Ridge Connector Trail/San Andreas Trail Extension (14.6)	SMCPR		•		
Skyline Boulevard Bikeway (14.6)			•		

* Indirect Connection indicates that although the project is not directly adjacent, crosses, or is intersected by the recreation resource, the resource is in the vicinity (approximately 0.25 miles) of the project and could be indirectly affected by project activities.

In addition to the GGNRA’s Scenic and Recreation Easement described above, some of the primary recreational resources the route crosses or borders in this segment include:

- **Crystal Springs Golf Course** – This championship-level, 18-hole golf course includes a lighted driving range, clubhouse and bar. The Proposed Project route passes over the golf course’s clubhouse parking lot and along the eastern edge of a fairway for 0.4 miles.
- **Junipero Serra County Park** – 108 acres in size, the park is located between the Cities of Millbrae and San Bruno, east of the project route. Recreational activities include picnicking, playgrounds, hiking, nature trails, and day camping.

D.9.1.4 Underground Segment

The underground segment of the route crosses through the Cities of San Bruno, South San Francisco, Colma, Daly City, and Brisbane, as well as through the San Bruno Mountain State and County Park. Recreational resources consist of a number of parks, preserves, school fields, and private facilities. Table D.9-5 presents an overview of recreational resources in this segment.

Table D.9-5. Underground Segment (MP 14.6–27.0)

Recreational Facility/Area (Milepost)	Jurisdiction	Location with Respect to Project Route			
		Crosses Through	Intersects	Adjacent	Indirect Connection*
De Anza National Historic Trail (16.3)		•			
Bayshore Circle Park (16.9)				•	
Proposed linear park and bikeway on BART right-of-way (17.3-19.3)	City of South San Francisco (CCSF)	•			
Buri Buri Park	CCSF				•
Sellick Park	CCSF				•
Sign Hill Park	CCSF				•
Westborough Park	CCSF				•
Orange Memorial Park (18.1-18.3)	CCSF			•	
Callan Park	CCSF				•
Brentwood Park	CCSF				•
Spruce Avenue Bikeway (17.5)			•		
Orange Street Bikeway (18.0)			•		
Commodore Park	City of San Bruno				•
Buckeye Park	City of San Bruno				•
Grundy Park	City of San Bruno				•
Belle Air Park	City of San Bruno				•
Glenview Park	City of San Bruno				•
Herman Tot Lot	City of San Bruno				•
Crestmoor Fields	City of San Bruno				•
Lions Field	City of San Bruno				•
Chestnut Avenue Bikeway (18.5)			•		
Cypress Hills Golf Course	Private			•	
Hillside Boulevard Bikeway (19.2-20.8)				•	
Proposed Hillside Community and Cultural Park (20.6)	Town of Colma			•	
Gellert Park	Daly City				•
Westmoor Park	Daly City				•
Marchbank Park	Daly City				•
Hillside Park	Daly City				•
Frankfort Park	Daly City				•
Guadalupe Canyon Parkway Bike Lane (20.6-24.6)				•	
San Bruno Mountain State and County Park (20.7-23.5)	California State Parks (CSP) and SMCPR	•			
Native Plant Botanic Area Trailhead	CSP/SMCPR				•
Old Ranch Road Trail	CSP/SMCPR			•	
4H Club	CSP/SMCPR				•
Eucalyptus Loop Trail	CSP/SMCPR				•
Old Guadalupe Trail	CSP/SMCPR				•
Bog Trail	CSP/SMCPR				•
Saddle Trail	CSP/SMCPR				•
Picnic Area	CSP/SMCPR				•
Edward Bacciocco Jr. Day Camp	CSP/SMCPR				•
Leach Field	CSP/SMCPR				•
Summit Loop Trail	CSP/SMCPR				•
Carter Street Bikeway (23.3)			•		
Bayshore Boulevard Bikeway (24.6-25.0)			•		

* Indirect Connection indicates that although the project is not directly adjacent, crosses, or is intersected by the recreation resource, the resource is in the vicinity (approximately 0.25 miles) of the project and could be indirectly affected by project activities.

Some of the primary recreational resources the route crosses or borders in this segment include:

- **Proposed BART Corridor Linear Park, City of South San Francisco** – The City of South San Francisco has proposed a bike and walking path above the BART corridor, which has an average width of approximately 50 feet. The linear park would connect the South San Francisco BART station with the San Bruno BART station, as well as connect shopping and recreational areas. The Proposed Project would be buried underground in the BART right-of-way (ROW) within the City of South San Francisco.
- **Cypress Hills Golf Course** – This is a private golf course located in the Town of Colma. Only a small part of the course is located adjacent to the Proposed Project route.
- **San Bruno Mountain State and County Park and Ecological Preserve** – This popular 2,326-acre park defines the northern edge of the San Bruno Gap and provides a unique open space island amidst the Peninsula's northern cities. Managed by the San Mateo County Parks and Recreation Division, the park offers excellent hiking opportunities, views of the San Francisco Bay, as well as other day-use activities. The Proposed Project would be buried under the Guadalupe Canyon Parkway which traverses the park.

D.9.2 Applicable Regulations, Plans, and Standards

The following are federal, State, regional, and local recreation regulations, plans, and standards that are directly applicable to recreational resources and activities potentially affected by the Proposed Project and alternatives:

- Department of the Interior, Grant of Scenic and Recreation Easement, San Francisco Watershed Lands
- Peninsula Watershed Master Plan
- San Bruno Mountain State and County Park Master Plan
- San Bruno Mountain Habitat Conservation Plan
- San Mateo County General Plan
- San Mateo County Trails Plan
- Edgewood Park and Natural Preserve Master Plan
- City of Millbrae General Plan
- City of Hillsborough General Plan
- City of San Bruno General Plan
- City of South San Francisco General Plan
- City of Burlingame General Plan

A number of these plans include designated future uses and projects for the area in the vicinity of the Proposed Project and its alternatives. Analysis of conflicts with these planned uses, along with an analysis of the project's consistency with the applicable regulations, plans, and standards are performed in Section D.2 (Land Use).

D.9.3 Environmental Impacts and Mitigation Measures for the Proposed Project

D.9.3.1 Significance Criteria

Construction-related or operation-related activities of the Proposed Project would result in potentially significant impacts on recreational resources if they meet either of the following criteria (from CEQA Guidelines, Appendix G):

- Increase the use of existing neighborhood and regional parks or recreational facilities such that substantial deterioration of the facility would occur or be accelerated.
- Disruption of recreational activities, which would adversely affect the recreational value of existing facilities.

Disruption of recreational activities can occur not only through the physical restriction of activities such as recreational areas, trails, or facility entrances being blocked by construction activities or equipment, but can also occur through disruption of the user’s enjoyment of the recreational experience. A large number of the recreational resources in the study area are valued for their quiet atmosphere and natural beauty. Noise, vibration, dust, and odor from construction activities can disrupt users’ enjoyment of natural serenity. Similarly, views of construction equipment or the addition or change of other industrial structures, such as transmission towers, conflict with the natural background of many of these recreational resources, and can also disrupt the recreationists’ enjoyment and recreational activities.

D.9.3.2 Applicant Proposed Measures

Table D.9-6 describes the Applicant Proposed Measures (APMs) that the Applicant proposed to reduce recreation impacts resulting from the Proposed Project. Implementation of these measures would be required as a condition of project approval. Additional mitigation measures are also recommended throughout this section where these APMs are not found to be adequate to reduce or avoid impacts.

Table D.9-6. Applicant Proposed Measures – Recreation

APM	Description
APM 5.2	A public-liaison representative will provide the public with advance notification of construction activities. Concerns related to dust, noise, odor and access restrictions with construction activities will be addressed within this program.
APM 5.3	No construction that affects trail use will be conducted on holidays.
APM 5.4	All construction activities, including temporary trail closures, affecting the parklands and trail systems of the Peninsula Watershed Lands and Edgewood County Park Preserve will be coordinated, respectively, with the SFPUC and San Mateo County Parks and Recreation Department at least 30 days before construction begins in these areas.
APM 5.5	Signs directing vehicles to alternative park access and parking will be posted in the event construction temporarily obstructs parking areas near trailheads.
APM 5.6	PG&E will coordinate with city officials with jurisdiction over local parks near the route at least 30 days prior to construction. PG&E will also post signs alerting park users to construction activities at least a week in advance of construction near parks.
APM 5.7	Signs advising recreation users of construction activities and directing them to alternative trails or bikeways will be posted on both sides of all trail intersections or as determined through PG&E coordination with the respective jurisdictional agencies.
APM 5.8	Where helicopters are used for construction, signage advising equestrians of construction timeframes with helicopter use will be posted at all equestrian trail-access points within the vicinity of the flight paths. These signs will be checked and maintained daily.
APM 5.9	PG&E will coordinate with nearby schools and provide notification of construction timing, access issues, and any potential construction-safety issues that may arise at least 30 days prior to the beginning of construction.
APM 5.11	PG&E will schedule construction directly in front of school-access points for school holidays, breaks, weekends, or after-school hours. PG&E will inform schools of the construction schedule at least 30 days before construction. No construction will occur in front of school driveways during school hours.

Source: PG&E, 2002.

D.9.3.3 Use of Recreational Facilities

Impact R-1: Increased Use of Recreational Resources

In general, the increase in use of recreational facilities is spurred by project-induced population growth, which increases demand on existing recreational resources. However, as demonstrated in Section D.13 (Socioeconomics), the Proposed Project is not expected to induce significant short-term or long-term population growth, either during project construction or operation. As a result, there would not be an increased need for recreational resources and the project would not lead to the physical deterioration of recreational facilities due to increased use. No impacts to recreational resources due to increased use would occur during project construction or operation.

D.9.3.4 Disruption of Recreational Activities

Impact R-2: Construction Disturbance at Recreation Facilities

230 kV/60 kV Overhead Transmission Line

Construction activities for replacement of the existing 60 kV transmission lines and towers with new 230 kV/60 kV lines and towers would affect a large number of recreational resources along the Peninsula, particularly natural areas, preserves, and trails. The following discussion identifies the recreational resources that could be impacted by the Proposed Project and describes the potential impacts to the resource. Where feasible, mitigation measures are proposed that reduce impacts to less than significant levels. Parks listed above in the environmental setting section that are not discussed below would not be impacted by the Proposed Project.

Many of the parks and trails along or adjacent to the proposed 230 kV/60 kV overhead transmission line would be affected by dust, noise, and traffic congestion generated by construction activities. Construction activities, including staging areas for helicopters or surface vehicles, could block scenic vistas from recreation areas and in general detract from the visual quality of the recreation facilities. Installation of new towers and cable-pulling activities would require that some roads, bikeways, and trails be temporarily, partially, or fully closed during construction. Although PG&E has committed to the implementation of APMs shown in Table D.9-6 to help address many of the issues and reduce the level of some impacts, they are not adequate to reduce impacts to less than significant levels. Mitigation Measure R-2a, described below, supplements the APMs described as part of the project by the Applicant. Mitigation Measure R-2a, along with mitigation presented in Sections D.2 (Land Use), D.12 (Transportation and Traffic), and D.3 (Visual Resources), reduce the impacts to less than significant levels (Class II).

Edgewood County Park and Preserve. Replacement of the existing 60 kV transmission lines and towers with new 230 kV/60 kV lines and towers would reduce the aesthetic value of the park and associated trails, such as the Clarkia, Serpentine, Edgewood, and Edgewood Road Bicycle Trails, as a result of construction activities and the dust, noise, and traffic congestion produced by these activities. Construction activities could result in temporary trail closures and disrupt or restrict access to different park areas or trails. APMs 5.2 through 5.8 would reduce some of the construction-related access impediment impacts by requiring coordination with local agencies for public notification of construction activities, trail closures, and alternate routes; scheduling construction to avoid holiday usage; and providing notification of helicopter construction and use of helicopter and general construction staging areas. Impacts resulting from construction would be potentially significant but mitigable to less than significant levels,

(Class II) with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).

Peninsula Watershed Lands / Golden Gate National Recreation Area Easements. Replacement of the existing 60 kV transmission lines and towers with new 230 kV/60 kV lines and towers would reduce the aesthetic value of the park and associated trails as a result of construction activities and the dust, noise, and traffic congestion produced by these activities. Construction activities could result in temporary trail closures and disrupt or restrict access to different park areas or trails. APMs 5.2 through 5.8 would reduce some of the construction-related access impediment impacts by requiring coordination with local agencies for public notification of construction activities, trail closures, and alternate routes; scheduling construction to avoid holiday usage; and providing notification of helicopter construction and staging. Impacts resulting from construction would be potentially significant but mitigable to less than significant levels, (Class II) with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).

Pulgas Ridge Open Space Preserve. Construction activities would result in generally the same type and magnitude of impacts as discussed for Edgewood County Park and Preserve with additional duration and intensity if helicopter construction and staging would occur. Helicopter staging from within the park could disrupt recreational activities intermittently at any time during the 13 months necessary to construct the overhead portion. The aesthetic value of the park and associated trails, such as the Hassler, Blue Oak, and Polly Geraci Trails, would be reduced as a result of construction activities and the dust, noise, and traffic congestion produced by these activities. Impacts resulting from construction would be potentially significant but mitigable to less than significant levels, (Class II) with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).

Pulgas Water Temple. Construction activities for the Proposed Project in Peninsula Watershed Lands would degrade views to the east from the Pulgas Water Temple, reducing the recreation value of the facility, but the project route would not cross or intersect the Water Temple. Dust, noise, and traffic associated with construction would also impair the recreational experience, but less severely than at Edgewood Park. Impacts resulting from construction would be potentially significant but mitigable (Class II) to less than significant levels with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), L-7a (Provide continuous access to properties) and T-1a (Prepare Transportation Management Plans).

Sheep Camp Trail. Sheep Camp Trail would be crossed by the Proposed Project at MP 3.1. Two new transmission towers would be installed to the north and south of the trail to replace existing towers approximately 200 to 250 feet away from the trail. Construction activities would temporarily reduce the aesthetic value of the trail and could result in trail closures. APMs 5.2 through 5.7 would reduce access impediment impacts by scheduling construction to avoid holiday usage and coordinating with local agencies for public notification of construction activities, trail closures, and alternate routes. Impacts resulting from construction would be potentially significant (Class II), but mitigable to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site),

V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and L-7a (Provide continuous access to properties) would be required.

Ralston Trail. Ralston Trail would be crossed by the Proposed Project at MP 4.7. Two new transmission towers would be installed to the north and south of the trail to replace existing towers approximately 350 and 200 feet away from the trail respectively. Impacts resulting from construction would be potentially significant (Class II), but mitigable to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and L-7a (Provide continuous access to properties) would be required.

San Mateo Creek Trail. San Mateo Creek Trail is crossed by the Proposed Project at MP 6.8. Two new transmission towers would be installed to the north and south of the trail to replace existing towers approximately 300 feet away from the trail. Impacts resulting from construction would be potentially significant (Class II), but mitigable to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and L-7a (Provide continuous access to properties) would be required.

Crystal Springs Trail and Bikeway. The Crystal Springs Trail and Bikeway is crossed by the Proposed Project at MP 6.9. The new transmission towers discussed above for the San Mateo Creek Trail would be installed to the north and south of the trail and bikeway approximately 200 and 400 feet away from the trail respectively. APMs 5.2 through 5.7 address access impediment issues and would reduce some of the construction impacts through scheduling construction to avoid holiday usage and public notification of trail closures and alternate routes. Impacts resulting from construction would be potentially significant (Class II), but can be mitigated to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), L-7a (Provide continuous access to properties) and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Skyline Frontage Bikeway. The Proposed Project runs parallel to the Skyline Frontage Bikeway from MP 8.6 to MP 8.8, where it crosses the bikeway. The new transmission towers would be installed on the northeast side of the road, immediately adjacent to the bikeway. Construction activities would temporarily reduce the aesthetic value of the route and could result in closures of the route. APMs 5.2 through 5.7 address access impediment issues and would reduce some of the construction impacts through scheduling construction to avoid holiday usage and public notification of trail closures and alternate routes. Impacts resulting from construction would be potentially significant (Class II), but mitigable to less than significant levels with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), L-7a (Provide continuous access to properties) and T-1a (Prepare Transportation Management Plans).

Crystal Springs Golf Course (Private). The Proposed Project would replace a transmission tower adjacent to the tee box for the course's first hole and would include a cable-pulling site on part of a fairway. Nine other towers would be replaced during project construction. Construction would reduce the aesthetic value of the course as a result of construction activities and the dust, noise, and construction traffic pro-

duced by these activities, especially if helicopter construction and staging would occur at the golf course. Helicopter staging from within the course would be likely to disrupt use of the facility for the 13-month duration necessary to construct the overhead portion. Helicopter installation of towers near the golf course could also require temporarily vacating the buildings on the property (see Impact L-4, Section D.2, Land Use). Portions of the golf course and its parking lot would be closed during construction, and helicopter staging could close one fairway. APMs 5.6 and 5.7 work to minimize impacts through coordination of closure notification for users. Replacement of Tower 9/54 adjacent to the tee box and use of the fairway for cable-pulling, however, represents a significant disruption and displacement of activities on the golf course. However, due to the relatively short duration of project construction, project construction impacts are considered to be potentially significant (Class II) impacts that can be mitigated to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), L-7a (Provide continuous access to properties) and T-1a (Prepare Transportation Management Plans) would reduce impacts on the golf course to less than significant levels.

Trousdale Drive Bikeway. The Proposed Project route would not cross or intersect the Trousdale Drive Bikeway, but could be seen by users of the bikeway. Construction activities on the Proposed Project in Peninsula Watershed Lands would largely be screened from the view of Trousdale Drive Bikeway users, but could degrade views to the northwest from the route. Impacts resulting from construction would be less than significant (Class III) due to distance to the bikeway and screening.

Sawyer Camp Trail and Access Point. The Proposed Project runs adjacent and parallel to the Sawyer Camp Trail between MP 10.9 and 11.0, crosses the trail at MP 11.6 and runs parallel to the trail to MP 11.7. Seven new transmission towers would be installed adjacent or parallel to the trail to replace existing towers along this route. Construction activities would temporarily reduce the recreation value of the trail and could result in restrictions to trail access or trail closures. Access points for Sawyer Camp Trail may need to be temporarily closed to move heavy equipment on and off of access roads for construction purposes.

Sawyer Camp Trail is heavily trafficked by recreational users. Additionally, San Mateo County Parks and Recreation Division may be performing maintenance and constructing improvements to the trail over the next three years. ~~The trail~~ is entirely within the Peninsula Watershed Lands and it crosses the dam for San Andreas Reservoir. The majority of construction would occur east of the trail, opposite the reservoir. APMs 5.2 through 5.7 address access impediment issues and would reduce some of the construction impacts through scheduling construction to avoid holiday usage and public notification of trail closures and alternate routes. However, these APMs are not adequate to fully mitigate the construction related impacts. Impacts resulting from construction, after implementation of the APMs, would be potentially significant (Class II), mitigable to less than significant levels with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and L-7a (Provide continuous access to properties).

San Andreas Trail and Access Point. The Proposed Project runs adjacent and parallel to the San Andreas Trail between MP 11.6 and MP 11.7 and again from MP 12.1 to MP 14.2. Fifteen new transmission towers would be installed adjacent or parallel to the trail to replace existing towers along this route. Construction activities along the San Andreas Trail would occur for between one and two months.

The San Andreas Trail, like the Sawyer Camp Trail, is heavily trafficked by recreational users. The majority of the trail is paved and passes through a portion of the Peninsula Watershed Lands with views of the San Andreas Reservoir and so is popular with joggers, cyclists, and hikers. The northern portion of the

trail runs adjacent to and west of Skyline Boulevard, and views of the watershed to the west are largely blocked. Many of the towers to be replaced are immediately adjacent to the trail and construction activities at these points would significantly degrade views or impede access along the trail. Along the northernmost portion of the trail, there are no alternate trail routes, so construction along this section would block trail access. APMs 5.2 through 5.7 address access impediment issues and would reduce some of the construction impacts through scheduling construction to avoid holiday usage and public notification of trail closures and alternate routes. These APMs are not adequate to fully mitigate the construction related impacts.

Due to the relatively short duration of construction, impacts would be potentially significant (Class II), but mitigable. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), L-7a (Provide continuous access to properties) and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Transition Station

While construction activities at the intersection of Glenview Drive and San Bruno Avenue could affect recreation uses of the San Andreas Trail (west of Skyline Boulevard), construction would occur in the proximity of the trail for a only brief period and would occur no closer than approximately 400 feet to the trail. Due to the short-term nature of the construction impacts and their extended distance to recreation resources or facilities impacts resulting from construction would be adverse, but less than significant (Class III).

230 kV Underground Transmission Line

As with recreation resources along the overhead portion of the Proposed Project, many of the parks and bikeways along or adjacent to the proposed underground route would be affected by dust, noise, visual impacts, and traffic issues. Due to the urban nature of the area traversed by the underground route and the location of the duct banks in roads and ROWs, impacts resulting from traffic congestion and restricted traffic access are more common and more severe than in the southern portion of the route. However, fewer recreation resources affected by the underground portion of the project have scenic vistas, although San Bruno Mountain State and County Park is a notable exception. Visual impacts from construction activities for this segment are likely to be less severe than for the overhead segment. With the exception of San Bruno Mountain State and County Park, viewing distances along this portion of the route are generally shorter, and visual impacts that would detract from the recreational experience would be caused by foreground views of construction activities rather than blockage of scenic background views.

Construction activities along portions of the underground segment would impact recreation areas for periods ranging from two to seven months. The duration of the impact could range up to 12 months for staging areas near or within parks. Trenching and other construction activities along Hillside Boulevard and Guadalupe Canyon Parkway would produce dust, noise, and traffic congestion, significantly reducing the recreational value of the Hillside Boulevard Bikeway, Guadalupe Canyon Parkway Bike Lane, and San Bruno Mountain State and County Park for an extended period. The Applicant intends for the bikeway to remain open through the duration of construction. The Applicant's APMs 5.2 through 5.7 would reduce impacts resulting from access restrictions and loss of recreational value by scheduling construction to avoid holiday usage and public notification of trail closures and alternate routes. These APMs are not adequate to reduce impacts to less than significant levels. Mitigation

Measure R-2a and the other measures described above for the 230 kV/60 kV Overhead Transmission Line would reduce impacts to recreational resources to be potentially significant (Class II), but mitigable.

Following is a discussion of each recreational facility along the underground segment of the Proposed Project.

Bayshore Circle Park. The Proposed Project is located approximately 400 feet west of Bayshore Circle Park at MP 16.9. While construction of the transmission line duct banks within the BART ROW would not take place within park boundaries, park users could be affected by construction noise, dust, and traffic. Additionally, while the park is in a fairly urban area, views of construction activity could also reduce the recreational value of the park. Impacts resulting from construction would be potentially significant (Class II), but mitigable to less than significant levels with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).

Orange Memorial Park (South San Francisco). The Proposed Project would run parallel to the southwest border of the park, approximately 100 feet southwest from MP 18.1 to MP 18.3. Impacts would be the same as those described above for Bayshore Circle Park. Impacts resulting from construction would be potentially significant (Class II), but mitigable to less than significant levels with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).

Spruce Avenue Bikeway. The Proposed Project would cross the Spruce Avenue Bikeway at MP 17.5. Trenching and other construction activities across the bikeway would produce dust, noise, and traffic congestion, reducing the recreational value of the bikeway. Additionally, closure of the bikeway could be necessary for construction, but alternate routes may be determined to avoid restricting the route's access. APMs 5.6 and 5.7 have been proposed to reduce the level of access impediment impacts by providing public notification of construction activities and alternate bike routes. Impacts resulting from construction would be potentially significant (Class II), but mitigable to less than significant levels with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).

Orange Street Bikeway. The Proposed Project crosses the Orange Street Bikeway at MP 18.0. Impacts would be the same as with the Spruce Avenue Bikeway. APMs 5.6 and 5.7 have been proposed to reduce the level of access impediment impacts by providing public notification of construction activities and alternate bike routes. Impacts resulting from construction would be potentially significant (Class II), but mitigable to less than significant levels with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).

Herman Tot Lot (San Bruno). The Proposed Project runs approximately 300 feet west of Herman Tot Lot at MP 16.3. While construction of the transmission line duct banks within the BART ROW would not take place on or immediately adjacent to the facilities, users, which are primarily small children, could be affected by construction noise, dust, and traffic. Additionally, while the facility is in a fairly urban area, views of construction activity could also reduce the recreational value of the park. Impacts

resulting from construction would be potentially significant (Class II), but mitigable to less than significant levels with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).

Chestnut Avenue Bikeway. The Proposed Project crosses the Chestnut Avenue Bikeway at MP 18.5. Impacts would be the same as with the Spruce Avenue Bikeway (above). APMs 5.6 and 5.7 have been proposed to reduce the level of access impediment impacts by providing public notification of construction activities and alternate bike routes. Impacts resulting from construction would be potentially significant (Class II), but mitigable to less than significant levels with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).

Cypress Hills Golf Course. Approximately 300 feet of the Cypress Hills Golf Course southern border follows Hillside ~~Drive~~Boulevard, adjacent to the Proposed Project Route. Construction would take place off the golf course grounds. Construction activities would degrade views to the south and west from the golf course, reducing the aesthetic value of the facility. Dust, noise, and traffic associated with construction would also impair the recreational experience, but many impacts would be largely screened by trees on the course's borders. The largest impacts to the course would likely be a result of traffic congestion impeding access to the course. Impacts resulting from construction would be potentially significant (Class II), but mitigable to less than significant levels with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), L-7a (Provide continuous access to properties), and T-1a (Prepare Transportation Management Plans).

Hillside Boulevard Bikeway. The Proposed Project would parallel the Hillside Boulevard Bikeway from MP 19.2 to MP 20.8. Trenching and other construction activities across the bikeway would produce dust, noise, and traffic congestion, reducing the recreational value of the bikeway for a period of approximately 16 weeks. The Applicant intends for the bikeway to remain open through the duration of construction. APMs 5.6 and 5.7 have been proposed to reduce the level of access impediment impacts by providing public notification of construction activities and alternate bike routes. These APMs are not adequate to fully mitigate the construction related impacts.

Due to the temporary nature of construction, impacts would be potentially significant (Class II), but can be mitigated to a level that is less than significant. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Guadalupe Canyon Parkway Bike Lane. The Proposed Project would parallel the Guadalupe Canyon Parkway Bike Lane from MP 20.6 to MP 24.6. Trenching and other construction activities across the bikeway would produce dust, noise, and traffic congestion, reducing the recreational value of the bikeway for a period of 6 to 7 months. The Applicant intends for the bikeway to remain open through the duration of construction. APMs 5.6 and 5.7 have been proposed to reduce the level of access impedi-

ment impacts by providing public notification of construction activities and alternate bike routes. These APMs are not adequate to fully mitigate the construction related impacts.

Due to the temporary nature of construction, impacts would be potentially significant (Class II), but can be mitigated to a level that is less than significant. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

San Bruno Mountain State and County Park. While construction activities for the Proposed Project would be confined to Guadalupe Canyon Parkway, effects of construction activities such as dust, noise, and traffic congestion resulting from lane closures would impact the park and its use for a period of 6 to 7 months. Although it is not expected that construction would result in trail closures, lane closures for construction could restrict access to park facilities. APMs 5.2 through 5.7 address access impediment issues and would reduce some of the construction impacts through scheduling construction to avoid holiday usage and public notification of trail closures and alternate routes. These APMs are not adequate to fully mitigate the construction related impacts.

Due to the temporary nature of construction, impacts would be potentially significant (Class II), but can be mitigated to a level that is less than significant. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), R-2b (Construction Plan for San Bruno Mountain State and County Park), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), L-7a (Provide continuous access to properties), and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Carter Street Bikeway. The Proposed Project would cross the Carter Street Bikeway at MP 23.3. Trenching and other construction activities across the bikeway would produce dust, noise, and traffic congestion, reducing the recreational value of the bikeway. Additionally, closure of the bikeway could be necessary for construction, but alternate routes may be determined to avoid restricting the route's access. APMs 5.6 and 5.7 have been proposed to reduce the level of access impediment impacts by providing public notification of construction activities and alternate bike routes. These APMs are not adequate to fully mitigate the construction related impacts. Impacts resulting from construction impeding recreation access and reducing recreation values would be potentially significant (Class II), but can be mitigated to less than significant levels with implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).

Bayshore Boulevard Bikeway. The Proposed Project would parallel the Bayshore Boulevard Bikeway from MP 24.6 to MP 25.0. Trenching and other construction activities across the bikeway would produce dust, noise, and traffic congestion, reducing the recreational value of the bikeway for a period of 2 to 4 weeks. The Applicant intends for the bikeway to remain open through the duration of construction. APMs 5.6 and 5.7 have been proposed to reduce the level of access impediment impacts by providing public notification of construction activities and alternate bike routes. Construction activities along this bikeway would significantly impact its value as a recreational resource, but mitigation can reduce the impacts over this relatively short time period to less than significant levels. Impacts resulting from construction would be potentially significant (Class II), but can be mitigated to less than significant levels.

Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Substations, Switchyards, and Taps

Modification of substations, switchyards, and taps would occur largely within and immediately adjacent to existing facilities. Construction activities at these locations would not affect any recreation facilities or resources. Impacts would be adverse, but less than significant (Class III).

Mitigation Measures for Impact R-2

Mitigation Measures R-2a and R-2b (below) should be implemented to ensure that impacts to recreational facilities would be less than significant. In addition, the following mitigation measures would also reduce impacts to recreationists:

- V-1a (Reduce visibility of construction activities and equipment)
- L-4a (Provide construction notification)
- L-4b (Provide public liaison person and toll-free information hotline)
- L-7a (Provide continuous access to properties)
- T-1a (Prepare Transportation Management Plans)

R-2a Avoidance of Peak Use Periods and On-Site Notification. PG&E shall not schedule construction during peak use periods, (i.e., weekends and holidays) for recreational facilities listed below. In addition, PG&E shall provide onsite notification of recreational access closures at least two weeks in advance, through the posting of signs and/or notices at all public entrances. Documentation of such notification should be submitted to CPUC.

- | | |
|--|--|
| • Edgewood County Park and Preserve | • San Andreas Trail and Access Point |
| • Peninsula Watershed Lands | • Bayshore Circle Park |
| • Golden Gate National Recreation Area Easements | • Orange Memorial Park |
| • Pulgas Ridge Open Space Preserve | • Spruce Avenue Bikeway |
| • Pulgas Water Temple | • Orange Street Bikeway |
| • Sheep Camp Trail | • Herman Tot Lot |
| • Ralston Trail | • Chestnut Avenue Bikeway |
| • San Mateo Creek Trail | • Cypress Hills Golf Course |
| • Crystal Springs Trail and Bikeway | • Hillside Boulevard Bikeway |
| • Skyline Frontage Bikeway | • Guadalupe Canyon Parkway Bike Lane |
| • Crystal Springs Golf Course | • San Bruno Mountain State and County Park |
| • Sawyer Camp Trail and Access Point | • Carter Street Bikeway |
| | • Bayshore Boulevard Bikeway |

R-2b Construction Plan for San Bruno Mountain State and County Park. Prior to construction in San Bruno Mountain State and County Park, PG&E shall submit to the CPUC written documentation of coordination with the Park Habitat Manager and Plan Operator for the Habitat Conservation Plan (HCP). PG&E shall provide evidence of compliance with the Transmission and Gas Lines Operating Program of the HCP, including, but not necessarily limited to, the following actions:

- No construction activities, including equipment storage or staging, shall occur outside of the Guadalupe Canyon Parkway ROW. Staging areas shall be located outside of the Park boundaries.
- PG&E shall comply with all of the regulatory provisions of the HCP.
- PG&E shall notify the Plan Operator of proposed construction activities and provide the Habitat Manager with detailed drawings of the areas where activities will take place.
- PG&E shall ~~incorporate~~ consider incorporation of changes suggested by the Plan Operator into the Proposed Project, providing all such suggested changes to the CPUC for review at least 60 days before construction, along with PG&E's recommended course of action on each item. In the event that a dispute arises between PG&E and the Plan Operator, the CPUC will resolve the dispute. any changes suggested by the Plan Operator.

Impact R-3: Operation-Related Impacts

230 kV/60 kV Overhead Transmission Line

Following is a discussion of each recreational facility that would be affected by the presence of the Proposed Project. A wide range of recreational resources could be permanently affected by the Proposed Project due to the presence of the transmission towers and conductors.

Transmission towers for the 230 kV/60 kV overhead transmission line would be installed along the proposed route through and adjacent to the parks and recreational areas. None of the towers would be installed in or adjacent to trails in such a way that would permanently restrict access. In operation of the Proposed Project, the visual impact of larger towers to recreation facility users can distract from the users' recreation experience. Much of the recreational value of the parks, preserves, bikeways, golf courses, and other facilities along the Proposed Project route is associated with the natural beauty and aesthetics of the resource. Degradation of the visual quality of recreation resources due to changes in tower locations and structures could reduce the recreational value of these resources as well as the enjoyment of recreationists. The increased height and new placement of the transmission lines and towers would lead to visual impacts that are potentially significant (see analysis in Section D.3, Visual Resources), but some of these impacts can be eliminated or mitigated to less than significant levels through modified routing and reductions in numbers of towers.

Edgewood County Park and Preserve. While transmission towers would be installed along the proposed route within Edgewood Park, none would be installed in or adjacent to trails in such a way that would permanently restrict access. The increased height and new placement of the transmission lines and towers could lead to visual impacts that would significantly degrade the recreational experience of using the park. Impacts would be significant (Class I). Note that this impact could be eliminated with implementation of the Partial Underground Alternative that includes a reroute segment that would eliminate the transmission line from Edgewood Park (see Section D.9.4.2).

Peninsula Watershed Lands / Golden Gate National Recreation Area Easements. Transmission towers would be installed along the proposed route through the Watershed Lands, but none would be installed in or adjacent to trails in such a way that would permanently restrict access. The increased height and new placement of the transmission lines and towers could lead to recreation impacts from degradation of views from Watershed Lands. These impacts would be potentially significant (Class II), but can be mitigated to less than significant levels. Implementation of Visual Resources Mitigation Measures V-5a (Eliminate Tower 2/13), V-6a (Paint towers with appropriate colors), and V-8a (Relocate Tower 3/18 to Tower 4/25) would reduce the impact of the deterioration of views on recreation resources to less than significant levels.

Pulgas Ridge Open Space Preserve. While transmission towers would be installed along the proposed route adjacent to the Pulgas Ridge Open Space Preserve, none would be installed in or adjacent to trails in such a way that would permanently restrict access. The increased height and new placement of the transmission lines and towers could lead to recreation impacts from degradation of views from Pulgas Ridge Open Space Preserve. These impacts would be potentially significant (Class II), but can be mitigated to less than significant levels with implementation of Mitigation Measures V-5a (Eliminate Tower 2/13), and V-6a (Paint towers with appropriate colors). Also, note that this impact could be avoided with implementation of the Partial Underground Alternative (as described in Section D.4.9.2).

Pulgas Water Temple. The increased height and new placement of the transmission lines and towers could lead to recreation impacts from degradation of views from Pulgas Water Temple. As most of the towers would be largely screened from the view of visitors to the Water Temple by existing vegetation, however, these recreational impacts would be less than significant (Class III).

Sheep Camp Trail. Sheep Camp Trail crosses east-west between proposed Towers 3/18 and 3/19. The increased height and new placement of the transmission lines and towers could lead to recreation impacts from degradation of views from Sheep Camp Trail. These impacts would be potentially significant (Class II), but can be mitigated to less than significant levels with implementation of Mitigation Measures V-6a (Paint towers with appropriate colors) and V-8a (Relocated Tower 3/18 to Tower 4/25).

Ralston Trail. Ralston Trail crosses east-west between proposed Towers 4/25 and 4/26. The increased height and new placement of the transmission lines and towers could lead to recreation impacts from degradation of views from Ralston Trail. These impacts would be potentially significant (Class II), but can be mitigated to less than significant levels with implementation of Mitigation Measures V-6a (Paint towers with appropriate colors) and V-8a (Relocated Tower 3/18 to Tower 4/25).

San Mateo Creek Trail. The San Mateo Creek Trail runs east-west between proposed Tower 6/37 and Tower 6/38. These towers would be placed near the top of each side of Crystal Springs Canyon and would largely be screened from view. The increased height and new placement of the transmission lines and towers would not block or restrict access along the trail and views of the towers and transmission line would be similar in nature to those of the existing 60 kV line. As such, changes to Towers 6/27 and 6/38 would have little impact on the recreational value or experience of San Mateo Creek Trail users. Impacts would be adverse (Class III), but less than significant.

Crystal Springs Trail and Bikeway. Crystal Springs Trail and Bikeway runs east-west between proposed Tower 6/37 and Tower 6/38. These towers would be placed near the top of each side of Crystal Springs Canyon and would largely be screened from view. The increased height and new placement of the transmission lines and towers would not block or restrict access along the trail and views of the towers and transmission line would be similar in nature to those of the existing 60 kV line. As such, changes to Towers 6/27 and 6/38 would have little impact on the recreational value or experience of San Mateo Creek Trail users. Impacts would be adverse (Class III), but less than significant.

Skyline Frontage Bikeway. The increased height and new placement of the transmission lines and towers parallel to Skyline Boulevard could degrade the recreational experience of cyclists and other bikeway users due to a deterioration of the aesthetic value of the resource. Due to the distance of the proposed route to the bikeway and screening from existing trees, this reduction in recreational value would be less than significant (Class III) for users of this bikeway.

Crystal Springs Golf Course (Private). The increased height and new placement of the transmission lines and towers would degrade the aesthetic value of the fairways such that enjoyment of the recrea-

tional facility would be significantly reduced. The resulting impacts would be potentially significant (Class II), but could be mitigated to less than significant levels through implementation of Mitigation Measures V-14a (Eliminate Towers 9/56, 9/58 and 9/60) and V-6a (Paint towers with appropriate colors).

Trousdale Drive Bikeway. The increased height and new placement of the transmission lines and towers could degrade the recreational experience of cyclists and other bikeway users due to a deterioration of the aesthetic value of the resource, although this reduction in recreational value would be less than significant (Class III).

Sawyer Camp Trail and Access Point. The increased height and new placement of Towers 11/73, 11/75, and 12/76 could significantly reduce the recreational value of Sawyer Camp Trail and the enjoyment of its users. The relocation of Tower 11/75 proposed in Mitigation Measure V-16a (Relocate from Sawyer Camp Trail) along with the implementation of Mitigation Measures V-15b (Use of tubular steel poles) and V-6a (Paint towers appropriate colors) would ensure that impacts are less than potentially significant (Class II).

San Andreas Trail and Access Point. The increased height and new placement of Towers 11/75 through 14/94 could significantly reduce the recreational value of Sawyer Camp Trail and the enjoyment of its users. The relocation of Tower 13/84 proposed in Mitigation Measure V-17a (Relocate Tower 13/84) along with the implementation of Mitigation Measures V-15b (Use of tubular steel poles), V-19a (Eliminate Towers 13/89, 14/91, 14/92, and 14/94), and V-6a (Paint towers appropriate colors) would ensure that impacts are less than potentially significant (Class II).

Transition Station

Operation of a transition station at the proposed location on the northwest corner of the intersection of Glenview Drive and San Bruno Avenue would not affect any existing recreation facilities or resources. An extension of the San Andreas Trail on the opposite side of Skyline Boulevard, a bikeway along Skyline Boulevard, and a trailhead parking area for the San Andreas Trail located at the proposed transition station site are planned by San Mateo County in the vicinity of this location. Impacts to these planned uses will be discussed in Section F, Cumulative Impacts. The proposed transition station would preclude at least a portion of this parcel from being used for trailhead parking. Conflicts with planned future development are addressed in Section D.2.3, Land Use, and the potential preclusion of the San Andreas Trail trailhead parking area by the transition station is specifically addressed in Section D.2.3.4. Mitigation Measure L-6a (Design of Proposed Transition Station) requires that the transition station site be designed to allow for the planned 112-car parking lot to be used for the San Andreas trailhead.

230 kV Underground Transmission Line

The recreational resources that could be permanently impacted by the Proposed Project are defined above, with discussion of the potential impacts to the resource. As the underground portion of the transmission line would be installed underground in roads and the BART ROW, it would not block or impair any views, create noise dust or odors, nor would it permanently impede or block access to any recreation facilities or resources.

Mitigation Measures for Impact R-3

With the exception of impacts to Edgewood County Park and Preserve, mitigation measures would reduce recreation impacts to less than significant levels. The following mitigation measures would reduce long-term impacts to recreationists:

- V-5a (Eliminate Tower 2/13)
- V-6a (Paint towers with appropriate colors)
- V-8a (~~Relocated Tower 3/18 to Tower 4/25~~ Relocate Towers between 3/18 and 4/25)
- V-14a (Eliminate Towers 9/56, 9/58 and 9/60)
- V-15b (~~Use of tubular steel poles~~ Use Steel Poles from Tower 10/69 to 14/95)
- V-16a (Relocate Tower 11/75 from Sawyer Camp Trail)
- V-17a (Relocate Tower 13/84)
- V-19a (Eliminate Towers 13/89, 14/91, 14/92, and 14/94)

D.9.4 Southern Area Alternatives

This section presents the environmental analysis for Southern Area Alternatives retained after the screening analysis defined in Appendix 1.

D.9.4.1 PG&E Route Option 1B – Underground

This alternative is an underground option to the southernmost 11.2 miles of the overhead segment of the Proposed Project along the I-280 corridor. This alternative was suggested by PG&E in its PEA as Route Option 1B and was endorsed during the scoping process by numerous agencies and individuals, including residents of the Town of Hillsborough and of the San Mateo Highlands.

Environmental Setting

The environmental setting of the PG&E Route Option 1B Alternative is similar to the setting for the Proposed Project as described in Section D.9.1 and Table D.9-1. This alignment would run from Jefferson Substation, buried underground in Cañada Road adjacent to the Cañada Road Bikeway, skirting the edge of Edgewood Park for a short distance, through Peninsula Watershed land, and past the Pulgas Water Temple (still in Cañada Road) to Highway 92 (see Section D.9.1.1 and Table D.9-2). Route Option 1B would continue underground in Skyline Boulevard through Peninsula Watershed Lands, across Crystal Springs Dam, and past the southern trailhead for Sawyer Camp Trail.

In the comments on the Draft EIR from PG&E, an alternate route for the overhead crossing of Crystal Springs Dam was proposed. Instead of crossing Crystal Springs Dam in Skyline Boulevard or an underwater cable, the line would cross under I-280 from Skyline Boulevard at Milepost 6.4 to the Proposed Project overhead route and would be installed in Crystal Springs Road back from Proposed Project route to Skyline Boulevard at Milepost 6.9.

Route Option 1B would bypass the Crystal Springs Golf Course by continuing along Skyline Boulevard to Trousdale Avenue Drive, where it would turn northeast and follow Trousdale to El Camino Real (see Sections D.9.1.2 and D.9.1.3 and Tables D.9-3 and D.9-4). At El Camino Real, the route would turn northwest and follow El Camino Real, which is the De Anza Historic Trail, underground to its intersection with Huntington Avenue (see Table D.9-5).

Environmental Impacts and Mitigation Measures

For PG&E Route Option 1B, the potential to increase the use of existing parks or recreational facilities (Impact R-1) is the same as for the Proposed Project as the Proposed Project is not expected to induce significant short-term or long-term population growth, either during project construction or operation. As such, there would not be an increased need for recreational resources and the project would not lead to the physical deterioration of recreational facilities due to increased use.

Construction Disturbance to Recreational Facilities (Impact R-2)

While the construction of the Route Option 1B Alternative would avoid impacts to trail users in Edge-wood Park and along trails in the Peninsula Watershed Lands, this alternative would impact recreation uses along the roads traversed by the alignment. Construction along the Route Option 1B alignment would result in recreational impacts such as those described for the Proposed Project (Hillside Boulevard Bikeway and Guadalupe Canyon Parkway Bikeway) along the Cañada Road Bikeway (5.0 miles affected), the Skyline Frontage Bikeway (5.6 miles impacted), and the Trousdale Drive Bikeway (1.7 miles affected). Impacts to these bikeways would occur for periods ranging from three to seven months. Impacts to the Pulgas Water Temple would be similar as described for the Proposed Project, although the continuous trenching used for installing the transmission line duct banks in the road would result in more severe impacts due to continuous dust, noise, visual impacts, and traffic congestion.

Impacts to Crystal Springs Dam would be similar to those described for the Crystal Springs Trail and Bikeway for the Proposed Project, but as with the Pulgas Water Temple under this alternative, impacts would be more severe due to continuous trenching north and south of the dam. Recreation impacts from overhead crossing of the dam, attaching cables to the dam, or installing an underwater cable around the dam would be similar in that there would be short-term construction disturbance in the vicinity of the dam.

Use of the alternate overhead route for an overhead crossing of Crystal Springs Dam would reduce the amount of Skyline Frontage Bikeway impacted by construction, avoiding direct impacts on the main parking lot north of the dam, but would instead impact approximately 1,000 feet of Crystal Springs Trail and Bikeway.

Due to the temporary nature of construction, impacts would be potentially significant (Class II), but can be mitigated to a level that is less than significant. The Applicant has developed APMs 5.24 through 5.7 to reduce impacts to trails and bikeways. These APMs, however, would not be adequate to reduce impacts to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Operation-Related Impacts (Impact R-3)

Operation of the PG&E Route Option 1B Alternative would have impacts similar to those of the proposed 230 kV underground transmission line segment. As the transmission line would be installed almost completely underground in roads, it would not block or impair any views, nor would it impede or block access to any recreation facilities or resources. Operation of the underground portion of the PG&E Route Option 1B Alternative would have no permanent impact on recreation resources.

If an overhead crossing of Crystal Springs Dam is required, the presence of transition towers north and south of the dam would create a permanent degradation of the recreational experience at Crystal Springs Dam and along the Cañada Road Bikeway. In its comment letter on the Draft EIR, PG&E suggested a modified overhead crossing of the dam (see Figure Ap.1-2C). This crossing would have less impact than the crossing evaluated in the Draft EIR, because only one transition tower would be required and it would be located in a less visible location (along Crystal Springs Road under the I-280 bridge). The visual impacts of this route would be the same as the Proposed Project from Towers 6/35 to 6/38 (no adverse impacts were identified). Implementation of Mitigation Measure V-20a (Transition Station Landscaping) to screen the transition structure would reduce the visual impact, and in turn the impact to recreationists, to less than significant (Class III).

~~This impact would be significant (Class I). Mitigation Measure V-20a (Transition Station Landscaping) would reduce impacts, but the impact would remain significant. Use of the underwater cable option or attaching cables to the dam would avoid this impact without creating additional impacts to recreational resources.~~

Comparison to Proposed Route Segment

The PG&E Route Option 1B Alternative would result in construction impacts greater than for the Proposed Project because of the required construction activity within roadways that are heavily used for recreational purposes. ~~PG&E Route Option 1B would result in fewer operational impacts due to visual issues when compared to the Proposed Project. While Route Option 1B with the originally proposed overhead crossing of Crystal Springs Dam would create significant Class I impacts associated with the two transition stations necessary to circumnavigate the dam, these significant impacts would be more than offset by the elimination of the numerous Class I impacts associated with the incremental increases in structure size at most tower locations under the Proposed Project. As noted above, the overhead crossing of the dam illustrated in Figure Ap.1-2c would create adverse, but less than significant visual impacts. The overhead crossing of Crystal Springs Dam would create a significant impact (Class I).~~ Under the Proposed Project, impacts to Edgewood County Park and Preserve would remain significant.

D.9.4.2 Partial Underground Alternative

This alternative, shown in Appendix 1, Figure Ap.1-3, modifies the Proposed Project by adding two underground segments and relocating some segments away from sensitive resources.

Environmental Setting

The route of the Partial Underground Alternative is similar to the Proposed Project and crosses through or near the same general recreational resources, as described in Section D.9.1 and Tables D.9-1 through D.9-4. The portion of the Partial Underground Alternative from Jefferson Substation to Tower 2/13 would follow Cañada Road overhead on the east side of the road in SFPUC Watershed Lands, and it would have the same environmental setting as PG&E's Underground Route Option 1B Alternative, described in Section D.9.4.1. From MP 2.1 to MP 9.9, the Partial Underground Alternative route would essentially follow the same route as the Proposed Project, though sections of it would be placed underground. Specifically, the route from Tower 5/27 to Tower 6/37 and from Tower 7/39 to Tower 8/50 (approximately 2.9 miles) would be installed underground along the existing 60 kV alignment ROW, covering much of the area from the Ralston Substation to just south of the Carolands Substation.

~~Two new mitigation measures presented in the Visual Resources (Section D.3.4.2) and Biological Resources (Section D.4.4.2) of this Final EIR would require transition tower locations north and south of San Mateo Creek would be modified. Biology Mitigation Measure B-2b (see Figure D.4-9) would require that the transition tower originally located at Tower 6/37 to be moved to approximately 100 feet north of existing Tower 6/36 location. Visual Resources Mitigation Measure V-24a (see Figure D.3-20g) would require that Tower 7/39 to be relocated approximately 100 feet north of its proposed location. Implementation of Mitigation Measure B-2b would result in slightly less underground construction work than the originally identified alternative.~~

From MP 9.9 to MP 10.9 this alternative alignment would be located on SFPUC Watershed Lands west of I-280. From MP 9.9 northward, this alternative would follow the same alignment as the Proposed Project, as described in Section D.9.4.1.

Environmental Impacts and Mitigation Measures

For the Partial Underground Alternative, the potential to increase the use of existing parks or recreational facilities (Impact R-1) is the same as for the Proposed Project as the Proposed Project is not expected to induce significant short-term or long-term population growth, either during project construction or operation. As such, there would not be an increased need for recreational resources and the project would not lead to the physical deterioration of recreational facilities due to increased use.

Construction Disturbance to Recreational Facilities (Impact R-2)

In general, construction-related impacts for the Partial Underground Alternative would be similar to impacts associated with the Proposed Project, as described in Section D.9.3. However, differences in impacts between the Partial Underground Alternative and the Proposed Project include the following:

- Construction of the Partial Underground Alternative would almost entirely avoid impacting recreational resources associated with the Edgewood County Park and Preserve (approximately MP 0.1 to MP 0.9 of the Proposed Project). Because this alternative would follow Cañada Road, it would be south and west of the park after leaving the Jefferson Substation, avoiding Edgewood Park as well as the Clarkia Trail, Serpentine Loop Trail and Edgewood Trail. In addition, this alternative would involve the removal of the existing 60 kV overhead transmission line and towers in the park, which would result in a long-term beneficial aesthetic and recreation effect. The construction-related impacts that would result from removing the 60 kV utility lines would be potentially significant (Class II), but could be reduced to less than significant levels through implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).
- Construction of the Partial Underground Alternative would avoid effects on recreational resources associated with the Pulgas Ridge Open Space Preserve, including the Hassler Trail or other trails. The construction-related impacts that would result from removing the 60 kV utility lines would be potentially significant (Class II), but could be reduced to less than significant levels through implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).
- The Partial Underground Alternative would increase impacts to recreational bicycle use of Cañada Road between the Jefferson Substation and approximately Tower 2/17. Because the line would be constructed aboveground in this segment, away from main roadway, impacts would be potentially significant (Class II), but mitigable to less than significant levels through implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans).
- As stated above, the Partial Underground Alternative would involve burying the lines between the Ralston Substation and just south of the Carolands Substation, except for an aboveground crossing of San Mateo Creek. Impacts in this section that would be different than the Proposed Project include:
 - Transition stations required for the overhead crossing of San Mateo Creek, would cause a greater visual impact at those two locations. Recreationists using the parking area to the north of the Crystal Springs Dam area would also be able to see construction at the transition towers, particularly Transition tower 7/39. Visual Resources Mitigation Measure V-24a would require

that Tower 7/39 to be relocated approximately 100 feet north of its proposed location. Impacts would be potentially significant (Class II), but could. Any potentially significant impacts to recreationists would be mitigated through implementation of Mitigation Measure V-1a (Reduce visibility of construction activities and equipment), and Mitigation Measure V-24a.

- The trenching activity would have the potential to temporarily impact the proposed San Mateo Creek Trail. However, because the trail is not yet designated, construction impacts would not be expected to result (Class III).
- Construction-related effects to the Cañada Road Bicycle Route and Skyline Frontage Bikeway in this segment would occur. Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) would reduce potentially significant impacts to less than significant levels (Class II).
- From MP 9.9 to MP 10.9 this alternative alignment would be located on SFPUC Watershed Lands west of I-280, which would be in a different ROW than the Proposed Project. No recreational resources would be directly impacted, but this alternative segment would be closer to the Sawyer Camp Trail than the Proposed Project route. However, Mitigation Measures V-1a (Reduce visibility of construction activities and equipment) would reduce scenic impacts to less than significant levels (Class II), and Mitigation Measures R-2a (Avoid peak use periods and notify on-site), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) for the Proposed Project would reduce construction impacts to nearby trails to less than significant levels (Class II).

Some construction-related impacts would result from removing the 60 kV utility lines within Edgewood Park, but these could be reduced to less than significant levels through implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans). The duration, intensity or length of time of other impacts might vary slightly from the Proposed Project, but the type and significance of impacts would essentially be the same. The modified locations of the transition towers would not affect recreation resources, because neither location is accessible to the public or near recreation sites.

Operation-Related Impacts (Impact R-3)

Operation of the Partial Underground Alternative would have impacts similar to those of the Proposed Project with two major exceptions. First, this alternative includes underground segments where the transmission line would not block or impair any views from recreational facilities, nor would it impede or block access to any recreation facilities or resources. Second, this alternative includes a reroute segment in which Towers 10/63 to 10/68 would be replaced with towers west of the I-280. These new towers would be closer to the Sawyer Camp Trail, though likely rarely visible from the trail due to its thick vegetation. Impact R-2 (construction disturbance) would be potentially significant (Class II), requiring implementation of Mitigation Measure R-2a to provide notification to recreational facility users.

The remainder of this alternative's overhead portion would have impacts similar to those of the Proposed Project, requiring the same mitigation measures to ensure that degradation of the recreational experience is less than significant (Class II). Relevant mitigation is from the Visual Resources section (Section D.3) and includes: V-5a (Eliminate Tower 2/13), V-6a (Paint towers appropriate colors), V-8a

(Relocate Tower 3/18 to Tower 4/25), V-14a (Eliminate Towers 9/56, 9/58 and 9/60), V-15b (Use of tubular steel poles), V-16a (Relocate from Sawyer Camp Trail), V-17a (Relocate Tower 13/84), and V-19a (Eliminate Towers 13/89, 14/91, 14/92, and 14/94).

The Partial Underground Alternative would have a beneficial effect (Class IV) on the aesthetic characteristics of the Edgewood Park and Preserve because the existing 60 kV transmission lines would be relocated to the new towers constructed along Cañada Road. The removal of overhead transmission lines from the utility corridor west of the San Mateo Highlands community would increase the aesthetic value of this area (used for passive recreational uses by residents). However, this area is not an authorized, designated recreational resource so this would not be considered a beneficial recreation effect.

Comparison with Proposed Project

In general, while the Partial Underground Alternative would have potentially significant recreation-related impacts, these impacts are more than offset by the benefits to recreation because it would avoid construction in Edgewood County Park and Preserve and the Pulgas Open Space Preserve. In addition, the Partial Underground Alternative would increase the aesthetic and recreational value of the Edgewood and Pulgas Parks by relocating the existing 60 kV transmission line (and associated towers, where feasible) to the new transmission line route along Cañada Road. Also, this alternative would have underground transmission lines adjacent to residences in the Highlands and Hillsborough, where some recreational uses occur. All other impacts would be the same as those of the Proposed Project and mitigation measures proposed in Section D.3.4.2 (Visual Resources) would also reduce impacts to recreational resources to less than significant levels.

D.9.5 Northern Area Alternatives

The following section presents the environmental analysis for the Northern Area Alternative. Impacts R-1 and R-3 are addressed briefly in this section for all alternatives; Impact R-2 (construction disturbance) is considered in more detail for each alternative below.

Increased Use of Recreational Resources (Impact R-1)

For all of the Northern Area Alternatives, the potential to increase the use of existing parks or recreational facilities is the same as for the Proposed Project. The Proposed Project is not expected to induce significant short-term or long-term population growth, either during project construction or operation. As such, there would not be an increased need for recreational resources and the project would not lead to the physical deterioration of recreational facilities due to increased use. Operation or construction of the alternative would have no impact on the use of existing neighborhood and regional parks or recreational facilities.

Operation-Related Impacts (Impact R-3)

With the exception of the West of Skyline and Sneath Lane Transition Stations, all other Northern Area Alternatives would have no permanent impacts from operation of the transmission line or transition stations because the transmission line would be installed underground in roads and ROWs. It would not block or impair any views, nor would it impede or block access to any recreation facilities or resources. Operation of the West of Skyline Transition Station would be in views to the northeast of San Andreas Trail users, but it would not impair views of Peninsula Watershed Lands or the San Andreas Reservoir from the San Andreas Trail. Impacts would be adverse, but less than significant (Class III). The Sneath Lane Transition Station would not create a long-term effect on any recreational resources.

D.9.5.1 West of Skyline Transition Station Alternative

This alternative transition station is depicted in Figure Ap.1-7 (Appendix 1) and would be located west of Skyline Boulevard, across the street and southwest of the proposed transition station location at the intersection of San Bruno Avenue and Glenview Drive. This transition station could be used with three possible underground transmission line routes: the Proposed Project route down San Bruno Avenue, or alternative routes down Sneath Lane or Westborough Boulevard to the BART ROW.

Environmental Setting of the Alternative Transition Station

The study area for this alternative is generally the same as for the Proposed Project transition station although the West of Skyline Transition Station is approximately 0.1 miles southwest of the proposed station on the western side of Skyline Boulevard.

Environmental Impacts and Mitigation Measures for the Alternative Transition Station

The proposed location for the West of Skyline Transition Station would be approximately 0.2 miles northwest of the San Andreas Trail access point, and would be located adjacent to Skyline Boulevard approximately 200 feet from the San Andreas Trail. Construction at this location (Impact R-2) could affect recreation uses of the San Andreas Trail during the construction period. The reduction in aesthetic value as a result of construction activities and the dust, noise, and traffic congestion produced by these activities would diminish the recreation experience at these facilities. Construction activities could result in temporary trail closures and disrupt or restrict access. APMs 5.2 through 5.7 would reduce some of the construction impacts to the trail. Impacts resulting from construction would be potentially significant (Class II), but can be mitigated to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Comparison to Proposed Transition Station

Due to its location adjacent to the San Andreas Trail, the West of Skyline alternative site would have a greater impact on existing recreation resources during construction. The West of Skyline Transition Station would have greater temporary impacts than the Proposed Project, and would have greater operational impacts on existing recreational facilities because it would place a permanent industrial structure immediately adjacent to the San Andreas Trail. The alternative would not, however, preclude the planned construction of a parking area for the San Andreas Trail, which could result from the Proposed Project. As discussed under the proposed transition station analysis above, conflicts with future uses (the proposed trailhead parking) are analyzed in the Cumulative Impact section and Section D.2.3.4 (Land Use).

West of Skyline Transition Station with Proposed Underground Route

This alternative is depicted in Figure Ap.1-7 and would run from a transition station west of Skyline Boulevard and travel north underground on Skyline Boulevard for 0.1 miles, turning east at San Bruno Avenue to join the Proposed Project route.

Environmental Setting

The study area for this is the same as for the Proposed Project.

Environmental Impacts and Mitigation Measures

Construction of this alternative would require approximately 0.1 miles of trenching along Skyline Boulevard. The San Andreas Trail parallels the route along Skyline Boulevard for approximately 250 feet at a distance of approximately 200 feet. As such, construction activities at this location could affect recreation uses of the San Andreas Trail. The reduction in aesthetic value as a result of construction activities and the dust, noise, and traffic congestion produced by these activities would diminish the recreation experience for trail users. Construction activities could result in temporary trail closures and disrupt or restrict access. APMs 5.2 through 5.7 would reduce some of the construction impacts to the trail. Impacts resulting from construction would be potentially significant (Class II), but can be mitigated to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Comparison to Proposed Route Segment

As the Proposed Project and the West of Skyline Transition Station with proposed underground route alternative would have similar impacts, there would be no substantial difference between the route segments.

West of Skyline Transition Station with Sneath Lane Underground Route

This alternative is depicted in Figure Ap.1-7 and would run from a transition station west of Skyline Boulevard and would travel north underground on Skyline Boulevard for 0.6 miles, turning east onto Sneath Lane to join the Proposed Project route in the BART ROW.

Environmental Setting

This alternative would affect Sneath Lane, but no recreational resources have been identified there. By joining the Proposed Project route at Sneath Lane and the BART ROW, the alternative would avoid Bayshore Circle Park and the Herman Tot Lot.

Environmental Impacts and Mitigation Measures

Construction of this alternative would require approximately 0.6 miles of trenching along Skyline Boulevard. The San Andreas Trail runs parallel to this route at a distance of approximately 200 feet for approximately 250 feet of the 0.6 miles. Construction at this location could affect recreation uses of the San Andreas Trail. The reduction in aesthetic value as a result of construction activities and the dust, noise, and traffic congestion produced by these activities would diminish the recreation experience for trail users. Construction activities could result in temporary trail closures and disrupt or restrict access. APMs 5.2 through 5.7 would reduce some of the construction impacts to the trail. Impacts resulting from construction would be potentially significant (Class II), but can be mitigated to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Comparison to Proposed Route Segment

Impacts of the West of Skyline Transition Station with Sneath Lane Underground Alternative and the proposed route segment would be similar, although the alternative would avoid impacts along the BART ROW to Bayshore Circle Park and the Herman Tot Lot.

West of Skyline Transition Station with Westborough Boulevard Underground

This alternative is depicted in Figure Ap.1-7 and would run from a transition station west of Skyline Boulevard, traveling north underground on Skyline Boulevard for 2.1 miles, turning east onto Westborough Boulevard to join the Proposed Project route in the BART ROW.

Environmental Setting

Trenching down Westborough Boulevard would pass by Westborough Park and the California Golf Club of San Francisco. By joining the Proposed Project at the BART ROW and Westborough Avenue, the alternative would avoid Bayshore Circle Park, the Herman Tot Lot, and Orange Memorial Park.

Environmental Impacts and Mitigation Measures

Construction of this alternative would require approximately 2.1 miles of trenching along Skyline Boulevard. The San Andreas Trail runs parallel to this route at a distance of approximately 200 feet for approximately 250 feet of the 2.1 miles. Additionally, construction activities would affect recreation uses at Westborough Park and the California Golf Club of San Francisco. The reduction in aesthetic value as a result of construction activities and the dust, noise, and traffic congestion produced by these activities would diminish the recreation experience for these facilities. Construction activities could result in temporary trail closures and disrupt or restrict access. APMs 5.2 through 5.7 would reduce some of the construction impacts to the trail. Impacts resulting from construction would be potentially significant (Class II), but can be mitigated to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Comparison to Proposed Route Segment

As with the West of Skyline Transition Station with Sneath Lane Underground Alternative, the Westborough Boulevard Underground Alternative would avoid impacts along the BART ROW to Bayshore Circle Park and the Herman Tot Lot, and would also avoid impacts to Orange Memorial Park. Construction activities would, however, create impacts to uses at Westborough Park and the California Golf Club of San Francisco that would not exist with the Proposed Project.

D.9.5.2 Sneath Lane Transition Station Alternative

The Sneath Lane alternative transition station location would require that the new overhead 230 kV/60 kV line constructed extend along Skyline Boulevard for 0.6 miles past San Bruno Avenue to the Sneath Lane Substation. A transition station would be installed adjacent to the existing substation and an underground route to the Martin Substation would originate from this point.

Like the West of Skyline Transition Station, the Sneath Lane Transition Station could be used with three possible underground transmission line routes: the Proposed Project route down San Bruno Avenue, down Sneath Lane to the BART ROW, or down Westborough Boulevard to the BART ROW.

Environmental Setting of the Transition Station Alternative

The Sneath Lane Transition Station would be located adjacent to the Sneath Lane Substation. The nearest recreational facility or recreation resource to the proposed location of this alternative is Portola Highlands Park, which is approximately 0.2 miles away and screened from the substation by residences and trees.

Environmental Impacts and Mitigation Measures for the Transition Station Alternative

Construction of the Sneath Lane Transition Station at this location could potentially affect recreation uses at Portola Highlands Park, but impacts resulting from construction activities would largely be screened from the park by intervening uses. Impacts would be adverse (Class III), but less than significant.

Comparison to Proposed Transition Station

Construction of the Sneath Lane Transition Station would not adversely impact recreation resources.

Sneath Lane Transition Station with Proposed Underground Route

The underground route from a transition station adjacent to the Sneath Lane Substation would travel south underground on Skyline Boulevard for 0.5 miles, turning east at San Bruno Avenue to join the Proposed Project route.

Environmental Setting

The Sneath Lane Transition Station with proposed underground route would trench along Skyline Boulevard to San Bruno Avenue, approximately 350 feet from the end of the San Andreas Trail.

Environmental Impacts and Mitigation Measures

While construction activities along Skyline Boulevard could affect recreation uses of the San Andreas Trail, construction would occur in the proximity of the trail for a brief period. Impacts would be short-term in nature and would occur no closer than approximately 350 feet to the trail. As such, impacts resulting from construction would be adverse (Class III), but less than significant.

Comparison to Proposed Route Segment

Construction of the Sneath Lane Transition Station with the Proposed Underground Route would result in a less than significant impact to the San Andreas Trail, while the Proposed Transition Station would preclude planned trailhead parking for the San Andreas Trail unless Mitigation Measure L-6a (Design of Proposed Transition Station) were implemented to allow for installation of the 112-car parking lot in addition to the transition station.

Sneath Lane Transition Station with Sneath Lane Underground Route

The line from a transition station adjacent to the Sneath Lane Substation would travel east underground along Sneath Lane to join the Proposed Project route at the BART ROW.

Environmental Setting

The Sneath Lane Transition Station with Sneath Lane Underground Route would trench along Sneath Lane to the BART ROW, passing no recreational facilities. As with the West of Skyline Transition Station with Sneath Lane Underground Alternative, by joining the Proposed Project route at Sneath Lane and the BART ROW, the alternative would avoid Bayshore Circle Park and the Herman Tot Lot.

Environmental Impacts and Mitigation Measures

Installation of the transmission line duct banks in Sneath Lane would avoid impacts to recreational resources or facilities. There would be no recreation impacts associated with construction of this alternative.

Comparison to Proposed Route Segment

The alternative would avoid impacts to the San Andreas Trail as well as avoiding recreation uses along the BART ROW, such as Bayshore Circle Park and the Herman Tot Lot.

Sneath Lane Transition Station with Westborough Boulevard Underground

The line from a transition station adjacent to the Sneath Lane Substation would travel north underground on Skyline Boulevard for 1.6 miles, turning east onto Westborough Boulevard to join the Proposed Project route in the BART ROW.

Environmental Setting

The study area for this alternative would be generally the same as for the West of Skyline Transition Station with Westborough Boulevard Underground Alternative, and so would avoid Bayshore Circle Park, the Herman Tot Lot, and Orange Memorial Park. By beginning the route at Sneath Lane the alternative also avoids paralleling the San Andreas Trail. As the alternative traverses Westborough Boulevard, however, it would pass Westborough Park and the California Golf Club of San Francisco.

Environmental Impacts and Mitigation Measures

Construction of this alternative would require trenching down Westborough Boulevard, passing adjacent to Westborough Park and the California Golf Club of San Francisco. The reduction in aesthetic value as a result of construction activities and the dust, noise, and traffic congestion produced by these activities would diminish the recreation experience at these facilities. Construction activities could result in temporary trail closures and disrupt or restrict access. APMs 5.2 through 5.7 would reduce some of the construction impacts to the trail. Impacts resulting from construction would be potentially significant (Class II), but can be mitigated to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Comparison to Proposed Route Segment

The Sneath Lane Transition Station with Westborough Underground Alternative would avoid impacts along the BART ROW to Bayshore Circle Park, the Herman Tot Lot, and Orange Memorial Park, in addition to the San Andreas Trail. Construction activities would, however, additionally impact uses at Westborough Park and the California Golf Club of San Francisco.

D.9.5.3 Glenview Drive Transition Tower Alternative

The Glenview Drive Transition Tower would allow an overhead crossing of Skyline Boulevard approximately 0.5 miles south of San Bruno Avenue, with a transition tower east of Skyline and the underground route following Glenview Drive north to San Bruno Avenue where the proposed route is located. This site could also be used with the Sneath Lane underground route or the Westborough Drive underground route.

Environmental Setting of the Alternative Transition Tower

This alternative transition tower would be located south of the proposed transition station between Glenview Drive and Skyline Boulevard, and across the street (west) of the existing City of San Bruno water tank. The tower would be located on the roadway divider between Glenview Drive and Skyline Boulevard on land owned by Caltrans. The Glenview Drive Transition Tower would have the same general setting as the proposed transition station, although it is approximately 1,000 feet east-southeast of the proposed site. There are no recreational facilities in the immediate vicinity of this site, although the San Andreas Trail is on the opposite side of Skyline Boulevard, Buckeye Park is approximately 0.33-mile southeast of the site, and Glenview Park is approximately 0.33-mile northwest of the site.

Environmental Impacts and Mitigation Measures for the Alternative Transition Tower

Both Buckeye Park and Glenview Park are screened from the Glenview Drive Transition Tower by trees, residences, and other intervening uses, such as San Bruno Avenue and a commercial area between Glenview Park and the Glenview Drive site. There would be views of the site from the San Andreas Trail, but construction of the transition site at this site would have no direct impact on recreational resources.

Comparison to Proposed Transition Station

Construction of the transition tower at this location would not adversely impact any recreational facilities, while the Proposed Transition Station could preclude future trailhead parking for the San Andreas Trail.

Recreation resources impacts associated with the Glenview Drive Transition Tower Alternative along with any of the Underground Route Alternatives would be similar to those discussed under the West of Skyline Transition Station Alternative (Section D.9.5.1).

D.9.5.4 Trousdale Drive Transition Tower Alternatives

The two Trousdale Drive Transition Tower Alternatives locations would be near Tower 11/71 for the Proposed Project's transition to Route Option 1B, and west of this tower about 0.5 miles for the Partial Underground Alternative's transition to Route Option 1B. Both sites would be on SFPUC Watershed Lands, west of the southwestern end of Trousdale Drive. From Trousdale Drive, the lines would cross under I-280 and follow PG&E Route Option 1B east on Trousdale Drive and north on El Camino Real to join back up with the Proposed Project or an alternative.

Environmental Setting of the Alternative Transition Towers

The Trousdale Drive Transition Towers would be on SFPUC Peninsula Watershed Lands off of an existing SFPUC access road. The Sawyer Camp Trail is approximately 0.25 to 0.5 miles west and north of the Trousdale Drive sites and the Skyline Boulevard and Trousdale Drive Bikeways are approx-

imately 0.25 to 0.5 miles east of the alternative sites. No other recreational facilities are in the vicinity of the alternative transition tower sites, and there is no public access to this part of the Watershed Lands.

Environmental Impacts and Mitigation Measures for the Alternative Transition Towers

Sawyer Camp Trail, Skyline Bikeway, and Trousdale Bikeway are all screened from the Trousdale Drive Transition Tower sites by trees, roads, and intervening terrain. Construction of a transition tower at these sites would have no impact on recreational resources.

Comparison to Proposed Transition Station

Construction of the transition tower west of Trousdale Drive would not adversely impact any recreational facilities, while the Proposed Transition Tower could preclude future trailhead parking for the San Andreas Trail.

Impacts associated with the Trousdale Drive Transition Tower Alternatives along with any of the Underground Route Alternatives would be similar to those discussed under PG&E Route Option 1B (Section D.9.4.1).

D.9.5.5 Golf Course Drive Transition Station Alternative

The Golf Course Drive Transition Station would allow implementation of two scenarios. First, the Route Option 1B alternative in which the 230 kV line would be installed underground in Cañada Road and Skyline Boulevard could transition to overhead at this location. From there, it would connect with the Partial Underground Alternative or the Proposed Project, continuing north to one of the four transition station options near San Bruno Avenue. This would eliminate the use of the portion of Route Option 1B route north of Hayne Road (including Trousdale Drive and El Camino Real).

The second option for the use of the Golf Course Drive Transition Station would be to allow an underground crossing of the 230 kV line below the I-280 in the Partial Underground Alternative. In the original definition of the Partial Underground Alternative, both the 60 and 230 kV lines would be underground from the transition tower north of San Mateo Creek (Tower 7/39) to another transition tower south of Carolands Substation (Tower 8/50). A 60/230 kV transition tower at the 8/50 location would create a significant visual impact, as defined in Section D.3.4.2. However, this transition station will allow the 230 kV line to turn west when the line reaches Hayne Road and cross below the I-280 freeway, so there will be a need only for a single-circuit 60 kV transition tower at the 8/50 location so the visual impact would be substantially reduced. The 60 kV line would then enter Carolands Substation and cross the I-280 freeway overhead from Tower 8/50 to the west.

Environmental Setting of the Alternative Transition Station

The Golf Course Drive Transition Station would be adjacent to the Skyline Frontage Bikeway and would be within 400 feet of the Crystal Springs Golf Course. No other recreational facilities are in the vicinity of the alternative transition station site.

Environmental Impacts and Mitigation Measures for the Alternative Transition Station

Construction at this location (Impact R-2) could affect recreation uses of the Crystal Springs Golf Course and Skyline Frontage Bikeway during the construction period. The reduction in aesthetic value as a

result of construction activities and the dust, noise, and traffic congestion produced by these activities would diminish the recreation experience at these facilities. However, as construction activities would be off the roadway and would not restrict nor preclude access to either of these facilities, the impacts would be considered adverse (Class III), but less than significant. Also, the Golf Course Transition Station would result in a much smaller transition tower at pole location 8/50 near the Carolands Substation because that transition tower would only be for the 60 kV line. A smaller transition tower at that location would result in less of a aesthetic/visual impact.

D.9.5.6 Cherry Avenue Alternative

This alternative route would diverge from the Proposed Project route at the intersection of San Bruno Avenue and Cherry Avenue, avoiding the eastern portion of San Bruno Avenue. It would follow Cherry Avenue for 0.5 miles to the north to Sneath Lane, where it would turn east to El Camino Real or Huntington Avenue near the BART ROW.

Environmental Setting

In this alternative, the transmission line would run underneath San Bruno Avenue as in the Proposed Underground Route alternative, and turn north onto Cherry Avenue, past Commodore Park, to Sneath Lane, where it would follow the Sneath Lane Underground Route described above.

Environmental Impacts and Mitigation Measures

Construction of this alternative would require trenching past Commodore Park. The reduction in aesthetic value as a result of construction activities and the dust, noise, and traffic congestion produced by these activities would diminish the recreation experience at the park. Construction activities could result in temporary trail closures and disrupt or restrict access. APMs 5.2 through 5.7 would reduce some of the construction impacts to the trail. Impacts resulting from construction would be potentially significant (Class II), but can be mitigated to less than significant levels. Implementation of Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans) would reduce impacts to less than significant levels.

Comparison to Proposed Route Segment

Impacts resulting from the Cherry Avenue Alternative would be similar to those of the proposed route segment, but would also create impacts to Commodore Park.

D.9.5.7 PG&E's Route Option 4B – East Market Street

This alternative would diverge from the Proposed Project route by continuing north on Hillside (where the Proposed Project turns east onto Hoffman). The route would follow Hillside for 0.4 miles, and then turn northeast into East Market Street, where it would rejoin the Proposed Project route at Orange Street. This alternative is a total of approximately 0.6 miles and would replace 0.8 miles of the Proposed Project route.

Environmental Setting

The environmental setting for the Route Option 4B alternative is generally the same as for the Proposed Project. The only substantial difference between the PG&E's Route Option 4B Alternative and the proposed route is the location of Susan B. Anthony Elementary School on the corner of East Market Street and Hillside

~~Drive~~Boulevard. Pollitica Middle School's playing fields are also located off of East Market Street, but these fields would also be passed by way of Orange Avenue for the Proposed Project. No other significant recreational resources would be impacted or avoided by this alternative, relative to the Proposed Project.

Environmental Impacts and Mitigation Measures

Construction of this alternative would be closer to the Susan B. Anthony Elementary School than the proposed route and would be more disruptive to traffic due to greater traffic volumes at Hillside ~~Drive~~Boulevard and East Market compared to the proposed route, which could cause some minor disruption to students' recreational activities during recess. However, the implementation of APMs described in Table D.9-6 would reduce the impacts of construction to less than significant levels (Class III). No additional mitigation would be required.

Comparison to Proposed Route Segment

The levels of impact to recreational resources in the study area for this alternative would be similar to those for the Proposed Project.

D.9.5.8 Junipero Serra Alternative

This alternative would diverge from either of the Westborough Boulevard Alternatives at the intersection of Junipero Serra and Westborough Boulevards. The route would follow Junipero Serra Boulevard underground for 1.8 miles. The route would turn east into Serramonte Boulevard, for approximately 1 mile to Hillside, where it would rejoin the Proposed Project route. This alternative would avoid passing El Camino High School on Lawndale/McLellan Drive and the Hillside Boulevard Bikeway.

Environmental Setting

The recreational resources associated with the study area for this alternative would be very similar to the Proposed Project. However, this alternative would run adjacent to Westborough Park and cross within 0.25 miles of several neighborhood parks.

Environmental Impacts and Mitigation Measures

The Junipero Serra Boulevard Alternative would have impacts similar to those of the Proposed Project. No significant impacts in this section of the Proposed Project were identified for recreation resources.

Impacts to Westborough Park and mitigation would be the same as described in the West of Skyline Transition Station with Westborough Boulevard Route and the Sneath Lane Transition Station with Westborough Boulevard Route discussions.

Comparison to Proposed Route Segment

This alternative would eliminate impacts to the Hillside Boulevard Bikeway, which would be affected by the Proposed Project. It would also avoid El Camino High School, as well as several other recreational facilities located along the Proposed Project route (including two bikeways and a golf course).

D.9.5.9 Modified Existing 230 kV Underground ROW

This alternative is an underground alternative to the northern underground segment of the Proposed Project between San Bruno Avenue and the intersection of Guadalupe Canyon Parkway and Bayshore Boulevard. This alternative would follow a small portion of the existing underground 230 kV transmission line route through the Cities of San Bruno and Brisbane, and would incorporate a new route segment through South San Francisco and adjacent cities.

Environmental Setting

The study area for this alternative is largely the same as for the Proposed Project. For the majority of this alternative's alignment, however, the route would be significantly different from the proposed underground route. Section C.4.3.3 describes the route alignment. The alignment passes entirely through urban areas, largely through industrial, office, and hotel complexes with a two block section near residences. Recreational resources are generally limited to small local parks that are not located directly adjacent to the route.

Route Options A through F. Based on comments received on the Draft EIR, several optional segments for the Modified Existing 230 kV Alternative route have been identified that would avoid high traffic areas or areas with more difficult construction. These route options are illustrated in Figures Ap.1-12a and Ap.1-12b.

Environmental Impacts and Mitigation Measures

The Modified Existing Underground 230 kV Alternative would pass through an area that is less rich in recreational resources and less likely to experience recreation-related impacts due to construction or operation effects than the Proposed Project. In general, the route for this alternative is more heavily developed, with generally less sensitive land uses, which reduces the likelihood of recreation-related impacts. In addition, the route avoids several large, important recreational areas (e.g., San Bruno Mountain State and County Park). This alternative would avoid many of the recreational resources associated with the Proposed Project, including:

- A number of county and city local parks (described in Tables D.9-1 and D.9-5), including but not limited to the Junipero Serra Park and Orange Memorial Park.
- San Bruno Mountain State and County Park.

This alternative would cross in the general vicinity of a number of small local parks, but would have little impact on them. These parks would be largely screened from construction related impacts by intervening uses. Impacts would be less than significant (Class III).

This alternative would likely have significant impacts to bikeways along such roads as Airport Boulevard and Bayshore Boulevard, both of which are heavily trafficked by recreational and commuter cyclists. Impacts would be similar to those described for the Bayshore Boulevard Bikeway, described for the Proposed Project above. Due to the temporary construction along this segment and the duration of construction activities, these impacts are potentially significant (Class II), but can be mitigated to a level that is less than significant. Development of Route Options A through F would not alter the recreational impacts of this alternative. The implementation of APMs described in Table D.9-6 would help reduce impacts, and Mitigation Measures R-2a (Avoid peak use periods and notify on-site), V-1a (Reduce visibility of construction activities and equipment), L-4a (Provide construction notification), L-4b (Provide public liaison person and toll-free information hotline), and T-1a (Prepare Transportation Management Plans), would reduce impacts to less than significant levels.

Comparison to Proposed Route Segment

This alternative could have significant (Class II) impacts to bikeways along Airport Boulevard and Bayshore Boulevard, but these impacts can be mitigated to less than significant levels with implementation of Mitigation Measure R-2a. This alternative would avoid construction over Guadalupe Canyon Parkway within the regionally important San Bruno Mountain State and County Park.

D.9.6 Environmental Impacts of the No Project Alternative

Under the No Project Alternatives described in Section C.6, few recreational resources would be affected. The San Mateo–Martin #4 reconductoring project would cross San Bruno Mountain, but activities would be restricted to the existing transmission corridor. One park is located just east of the route of the Hunters Point-Potrero 115 kV cable route along 3rd Street, but impacts during construction would be several blocks away and would be short-term. While the No Project Alternative would likely result in the construction and operation of new generation facilities in CCSF, the locations of these facilities would be in existing industrial areas and so would have a low potential to impact recreational resources or facilities.

D.9.7 Mitigation Monitoring, Compliance, and Reporting Table

Table D.9-7 presents the mitigation monitoring requirements for recreation.

Table D.9-7. Mitigation Monitoring Program – Recreation

IMPACT R-2	Construction Disturbance at Recreation Facilities (Class II/III)
MITIGATION MEASURE	<p>R-2a: Avoidance of Peak Use Periods and On-Site Notification. PG&E shall not schedule construction during peak use periods, (i.e., weekends and holidays) for recreational facilities listed below. In addition, PG&E shall provide onsite notification of recreational access closures at least two weeks in advance, through the posting of signs and/or notices at all public entrances. Documentation of such notification should be submitted to CPUC.</p> <ul style="list-style-type: none"> • Edgewood County Park and Preserve • Peninsula Watershed Lands • Golden Gate National Recreation Area Easements • Pulgas Ridge Open Space Preserve • Pulgas Water Temple • Sheep Camp Trail • Ralston Trail • San Mateo Creek Trail • Crystal Springs Trail and Bikeway • Skyline Frontage Bikeway • Crystal Springs Golf Course • Sawyer Camp Trail and Access Point • San Andreas Trail and Access Point • Bayshore Circle Park • Orange Memorial Park • Spruce Avenue Bikeway • Orange Street Bikeway • Herman Tot Lot • Chestnut Avenue Bikeway • Cypress Hills Golf Course • Hillside Boulevard Bikeway • Guadalupe Canyon Parkway Bike Lane • San Bruno Mountain State and County Park • Carter Street Bikeway • Bayshore Boulevard Bikeway

Table D.9-7. Mitigation Monitoring Program – Recreation

	<p>APM 5.4: All construction activities, including temporary trail closures, affecting the parklands and trail systems of the Peninsula Watershed Lands and Edgewood County Park Preserve will be coordinated, respectively, with the SFPUC and San Mateo County Parks and Recreation Department at least 30 days before construction begins in these areas.</p> <p>APM 5.5: Signs directing vehicles to alternative park access and parking will be posted in the event construction temporarily obstructs parking areas near trailheads.</p> <p>APM 5.7: Signs advising recreation users of construction activities and directing them to alternative trails or bikeways will be posted on both sides of all trail intersections or as determined through PG&E coordination with the respective jurisdictional agencies.</p> <p>APM 5.8: Where helicopters are used for construction, signage advising equestrians of construction timeframes with helicopter use will be posted at all equestrian trail-access points within the vicinity of the flight paths. These signs will be checked and maintained daily.</p>
Location	Throughout proposed project area as described in the mitigation measure
Monitoring / Reporting Action	<u>Review copy of notification and verify construction scheduling and notification onsite, provided to CPUC</u>
Effectiveness Criteria	Proof of notification is sufficient <u>and construction disturbance at recreational facilities is minimized.</u>
Responsible Agency	CPUC
Timing	2 weeks prior to construction
MITIGATION MEASURE	<p>R-2b: Construction Plan for San Bruno Mountain State and County Park. Prior to construction in San Bruno Mountain State and County Park, PG&E shall submit to the CPUC written documentation of coordination with the Park Habitat Manager and Plan Operator for the Habitat Conservation Plan (HCP). PG&E shall provide evidence of compliance with the Transmission and Gas Lines Operating Program of the HCP, including, but not necessarily limited to, the following actions:</p> <ul style="list-style-type: none"> <u>No construction activities, including equipment storage or staging, shall occur outside of the Guadalupe Canyon Parkway ROW. Staging areas shall be located outside of the Park boundaries.</u> PG&E shall comply with all of the regulatory provisions of the HCP. PG&E shall notify the Plan Operator of proposed construction activities and provide the Habitat Manager with detailed drawings of the areas where activities will take place. PG&E shall incorporate <u>consider incorporation of changes suggested by the Plan Operator</u> into the Proposed Project, <u>providing all such suggested changes to the CPUC for review at least 60 days before construction, along with PG&E's recommended course of action on each item. In the event that a dispute arises between PG&E and the Plan Operator, the CPUC will resolve the dispute. any changes suggested by the Plan Operator.</u>
Location	Guadalupe Canyon Parkway
Monitoring / Reporting Action	Review documentation to ensure compliance.
Effectiveness Criteria	Compliance with plan avoids impacts to protected habitat.
Responsible Agency	San Mateo County; CPUC
Timing	Before construction