

Chapter 5—Land Use, Recreation, and Agricultural Resources

5.1 Introduction

This chapter describes existing land use, recreation, and agricultural resources within the Project Area and analyzes potential impacts to these resources from construction and operation of Project facilities. Approximately 14.7 miles of the proposed route will replace an existing 60 kV transmission line along an existing PG&E utility right-of-way (ROW). The remaining 12 miles will be located underground within the San Francisco Bay Area Rapid Transit (BART) corridor and existing or planned streets. This underground portion of the route will result in temporary construction-related impacts within densely populated urban areas. However, all potential impacts will be minimized or mitigated to a less-than-significant level. The Project is compatible with all applicable land-use and environmental plans and policies adopted by local agencies responsible for land-use planning in the Project Area. The jurisdictions crossed by the Project are shown in Table 5-1 and Figures 5-1 and 5-2, and are described in greater detail in the following subsections.

5.1.1 Methodology

Various documents were reviewed to complete the land-use analysis. These included aerial photographs of the Project Area, Thomas Bros. maps, city/county general plans, city/county zoning ordinances/maps, and environmental impact reports for other projects in the area. The San Bruno Mountain Habitat Conservation Plan (HCP), county park plans, and the Peninsula Watershed Management Plan were also reviewed. In addition, on-site surveys were conducted along the transmission-line route and at the substation sites where public access was available. Geographic Information System (GIS) data obtained from ESRI Data 2000 were used to identify schools, hospitals, places of worship, and parks in proximity to the proposed transmission-line route alternatives. Refer to Subsection 5.5 at the end of this chapter for a listing of all of the source documents.

5.2 Existing Conditions

The Project is located in the County of San Mateo, including the towns of Hillsborough and Colma, and cities of Brisbane, Daly City, San Bruno, and South San Francisco. Within San Mateo County, the Project crosses through the San Francisco Public Utilities Commission (SFPUC) Peninsula Watershed and two parks—Edgewood County Park at the south end of the Project and San Bruno Mountain State and County Park at the north end. In addition, minor modifications are planned at two existing substations located at a distance from the Project: San Mateo Substation in San Mateo and Monta Vista Substation in Cupertino. The Project crosses through the jurisdictions of various state, county, and city agencies, described below.

TABLE 5-1
Jurisdictions Crossed

Mileposts	Jurisdiction
Segment 1—Jefferson/San Bruno OH/UG	
0.0–1.0	San Mateo County (Edgewood Park)
1.0–14.6	SFPUC
6.7–8.8	Adjacent or near to Hillsborough
10.0–10.3	Adjacent to Hillsborough ¹
10.3–10.5	Adjacent to San Mateo County
10.5–10.7	Adjacent to Burlingame
Segment 2—BART South UG	
0.0–1.0	San Bruno
1.0–3.4	South San Francisco
Segment 3—McLellan/Hillside UG	
0.0–0.7	South San Francisco/Colma
0.7–2.2	Colma
Segment 4—Hoffman/Orange UG	
0.0–0.7	Daly City
Segment 5—Guadalupe Canyon UG	
0.0–0.2	Daly City
0.2–2.8	San Mateo County
2.8–4.4	Brisbane

¹ In vicinity of MP 7.1, the existing transmission line is in one parcel in the town of Hillsborough.
OH = overhead
UG = underground

5.2.1 Jurisdictions

5.2.1.1 California Public Utilities Commission

The California Public Utilities Commission (CPUC) has primary jurisdiction over the Project because it authorizes the construction, operation, and maintenance of public utility facilities. Although such projects are exempt from local land-use and zoning regulations and permitting, General Order No. 131-D, Section III. C requires “the utility to communicate with, and obtain the input of, local authorities regarding land-use matters and obtain any non-discretionary local permits.” As part of its environmental-review process, PG&E considered local and state land-use plans and policies, and local land-use priorities and concerns.

5.2.1.2 San Francisco Public Utilities Commission

The majority of the southern section of the overhead portion of the Project (Segment 1, Milepost [MP] 1.0 through 14.6) passes through the Peninsula Watershed, which is owned by the SFPUC Water Department. The SFPUC manages the use of Peninsula Watershed lands under the San Francisco City Charter, Section 4.112. The SFPUC adopted the Peninsula Watershed Management Plan in June 2001 to set forth policies related to the area's land uses and activities.

The Peninsula Watershed lands are encumbered by two easements granted by the City and County of San Francisco to the U.S. Department of the Interior in 1969 in exchange for assistance along Interstate 280. These two easements include:

- An approximately 4,000-acre Scenic and Recreation Easement, crossed between approximately MP 1.0-4.9, 7.2-8.4, 8.9-10.0, and 10.8-11.7, granted by the City and County of San Francisco to the U.S. Department of Interior (DOI) for the purpose of preserving the Peninsula Watershed lands as open space consistent with certain rights of the City and County of San Francisco, PG&E and others, including the rights of the City and County of San Francisco to use or permit others to use the Peninsula Watershed lands for utility purposes. The Scenic and Recreation Easement also allows for public access for recreational purposes subject to the rules and regulations of the City and County of San Francisco.
- An approximately 19,000-acre Scenic Easement, crossed between approximately MP 11.9 and 14.6, granted by the City and County of San Francisco to the DOI with the purpose of preserving the Peninsula Watershed lands as open space consistent with certain rights of the City and County of San Francisco, PG&E and others, including the rights of the City and County of San Francisco to use or permit others to use the Peninsula Watershed lands for utility purposes. In contrast to the Scenic and Recreation Easement, the Scenic Easement does not grant public access rights.

The Peninsula Watershed is also designated as a Central California Coastal Biosphere Reserve by the United Nations through the U.S. Department of State to protect certain coastal lands of the Watershed and a San Francisco State Peninsula Fish and Game Refuge. The San Mateo County General Plan Unincorporated County Lands Map identifies the Peninsula Watershed lands as General Open Space. The SFPUC is not required to follow DOI planning mandates or procedures and policies applicable to other lands within the Golden Gate National Recreation Area (GGNRA) boundaries.

5.2.1.3 Golden Gate National Recreation Area

The Peninsula Watershed easements cover most of the SFPUC-owned Peninsula Watershed lands. The Scenic and Recreation Easement covers approximately 4,000 acres of Watershed lands within the vicinity of the Interstate 280 corridor and east of the Crystal Springs and San Andreas reservoirs, a popular public-recreation area for local residents. The Scenic Easement covers approximately 19,000 acres including the upper portion of the Peninsula Watershed, the area west of Cañada Road, and the Crystal Springs and San Andreas reservoirs. The City and County of San Francisco granted the easements to the DOI in 1969 in exchange for assistance aligning Interstate 280. The Peninsula Watershed easements place certain restrictive covenants on the uses of the Peninsula Watershed lands. As noted above,

the City and County of San Francisco retained rights to use and to permit others to use the Peninsula Watershed lands for utility purposes. Activities unrelated to utility operations, such as non-utility operations resulting in topographic changes, major excavation, and tree cutting, as well as erection of structures and buildings that are not utility-related, may require DOI concurrence.

5.2.1.4 San Mateo County

As shown in Figures 5-1 and 5-2 and on the San Mateo County General Plan Unincorporated County Lands Map, most of the overhead portion of the proposed route through Peninsula Watershed lands lies within an unincorporated area of San Mateo County. The portion of the route that crosses Edgewood County Park and Preserve between MP 0.1 and 0.9 is unincorporated land. Additionally, Segment 5, between MP 0.2 and 2.8 along Guadalupe Canyon Parkway within San Bruno Mountain State and County Park, is unincorporated San Mateo County land. The San Mateo County Parks and Recreation Division has primary oversight of the management of these parks.

5.2.1.5 Cities

The Proposed Project route also passes through the towns of Hillsborough and Colma and the cities of Burlingame, San Bruno, South San Francisco, Daly City, and Brisbane. Refer to Table 5-1 and Figures 5-1 and 5-2 for the breakdown of mileposts within each city jurisdiction.

5.2.2 General Plan Land-Use Designations and Existing Land Use

General plan land-use designations¹ and existing land uses crossed by and adjacent to the route are summarized in Table 5-2, shown in Figures 5-1 and 5-2, and detailed in the following subsections.

- Table 5-3 provides definitions for the general plan land-use designations referenced in the table, figures, and discussion.
- Table 5-4 provides information on how the general plan land-use designations were consolidated in Table 5-2 and Figures 5-1 and 5-2.
- Existing and proposed recreational facilities crossed and adjacent to the route are summarized in Table 5-5 and shown in Figures 5-1 and 5-2. Trails are mapped in Recreational Chapter 8, Visual Resources, Figure 8-1.
- The locations of schools, parks, hospitals, fire and police stations relative to the route are shown in Figure 12-1 in Chapter 12, Population and Housing, Public Services, and Utilities and Service Systems.

5.2.2.1 Jefferson Substation

The existing Jefferson Substation is located in San Mateo County on land owned by PG&E. The general plan land-use designation for the site is Open Space.

¹ General plan land-use designations were consolidated and generalized for all of the jurisdictions crossed. The designations do not reflect the actual language from any of the applicable plans. See Table 5-4 for land-use designation conversions. The Existing Conditions subsection of this Chapter refers to the actual city and county designations throughout the discussion.

FIGURE 5-1
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11 X 17 COLOR

FIGURE 5-2

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FIGURE 5-3 (PAGE 1)

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TABLE 5-2
General Plan Land-Use Designation and Existing Land Uses by Milepost

Milepost/Substation ¹	General Plan Land-Use Designation	Existing Land Use
Segment 1—Jefferson/San Bruno OH/UG		
Jefferson Substation (MP 0.0)	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Substation
0.1–0.9	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Recreation • Open Space • Utility Corridor
1.0–4.9	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Recreation • Utility Corridor • Reservoir • Interstate 280
4.9–6.8	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Residential • County Fire Station • Utility Corridor
Ralston Substation (MP 5.2)	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Substation
Hillsdale Junction Substation (MP 6.7)	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Substation
6.8–8.9	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Residential • Open Space • Recreation • Utility Corridor
Carolands Substation (MP 8.8)	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Substation
8.9–10.1	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Open Space • Interstate 280 • Golf Course • Residential • Recreation • Utility Corridor
10.1–11.7	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Open Space • Residential • Interstate 280 • Recreation • Utility Corridor
11.7–14.5	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Recreation • Utility Corridor • Reservoir
14.5–14.6	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Recreation • Utility Corridor
Transition Station (MP 14.7)	<ul style="list-style-type: none"> • Commercial 	<ul style="list-style-type: none"> • Vacant Lot
14.7–15.6	<ul style="list-style-type: none"> • Parks/Open Space • Residential 	<ul style="list-style-type: none"> • Commercial • Park • Residential
15.6–16.4	<ul style="list-style-type: none"> • Commercial • Residential 	<ul style="list-style-type: none"> • Commercial • Interstate 280 • Residential

TABLE 5-2
General Plan Land-Use Designation and Existing Land Uses by Milepost

Milepost/Substation ¹	General Plan Land-Use Designation	Existing Land Use
Segment 2—BART South UG		
0.0–0.25	<ul style="list-style-type: none"> Commercial 	<ul style="list-style-type: none"> Commercial
0.25–0.50	<ul style="list-style-type: none"> Commercial Industrial Residential 	<ul style="list-style-type: none"> Commercial Industrial Residential Interstate 380
0.5–0.8	<ul style="list-style-type: none"> Commercial Residential 	<ul style="list-style-type: none"> Commercial Residential
0.8–1.0	<ul style="list-style-type: none"> Commercial Public 	<ul style="list-style-type: none"> Commercial Industrial
1.0–1.2	<ul style="list-style-type: none"> Parks/Open Space 	<ul style="list-style-type: none"> Commercial Industrial
1.2–1.3	<ul style="list-style-type: none"> Parks/Open Space Residential 	<ul style="list-style-type: none"> Commercial Residential
1.3–1.8	<ul style="list-style-type: none"> Parks/Open Space Public Residential 	<ul style="list-style-type: none"> Park School Residential
1.8–2.0	<ul style="list-style-type: none"> Parks/Open Space Residential 	<ul style="list-style-type: none"> Park Residential
2.0–2.1	<ul style="list-style-type: none"> Parks/Open Space Commercial 	<ul style="list-style-type: none"> Commercial
2.1–2.5	<ul style="list-style-type: none"> Parks/Open Space Residential 	<ul style="list-style-type: none"> Commercial
2.5–2.9	<ul style="list-style-type: none"> Parks/Open Space Commercial Residential 	<ul style="list-style-type: none"> Commercial Vacant
2.9–3.3	<ul style="list-style-type: none"> Public 	<ul style="list-style-type: none"> South San Francisco BART Station School
Segment 3—McLellan/Hillside UG		
0.0–0.2	<ul style="list-style-type: none"> Public 	<ul style="list-style-type: none"> South San Francisco BART Station
0.2–0.3	<ul style="list-style-type: none"> Cemetery 	<ul style="list-style-type: none"> Cemetery
0.3–0.6	<ul style="list-style-type: none"> Cemetery Public 	<ul style="list-style-type: none"> Cemetery School
0.6–0.8	<ul style="list-style-type: none"> Residential 	<ul style="list-style-type: none"> Residential
0.8–2.2	<ul style="list-style-type: none"> Cemetery Commercial 	<ul style="list-style-type: none"> Cemetery Commercial Residential Golf Course

TABLE 5-2
General Plan Land-Use Designation and Existing Land Uses by Milepost

Milepost/Substation ¹	General Plan Land-Use Designation	Existing Land Use
Segment 4—Hoffman/Orange UG		
0.0–0.5	<ul style="list-style-type: none"> • Cemetery • Residential 	<ul style="list-style-type: none"> • Cemetery • Residential
0.5–0.7	<ul style="list-style-type: none"> • Public • Residential 	<ul style="list-style-type: none"> • Schools • Residential
Segment 5—Guadalupe Canyon UG		
0–0.2	<ul style="list-style-type: none"> • Public • Residential 	<ul style="list-style-type: none"> • Substation • Residential
0.2– 2.7	<ul style="list-style-type: none"> • Parks/Open Space • Public 	<ul style="list-style-type: none"> • Park • School
2.7– 2.8	<ul style="list-style-type: none"> • Residential 	<ul style="list-style-type: none"> • Residential • Open Space
2.8–3.0	<ul style="list-style-type: none"> • Parks/Open Space 	<ul style="list-style-type: none"> • Residential • Open Space
3.0–3.1	<ul style="list-style-type: none"> • Residential 	<ul style="list-style-type: none"> • Open Space
3.1–4.0	<ul style="list-style-type: none"> • Commercial • Parks/Open Space with Residential inset 	<ul style="list-style-type: none"> • Commercial • Open Space • Residential
4.0–4.6	<ul style="list-style-type: none"> • Commercial 	<ul style="list-style-type: none"> • Commercial • Vacant
4.6–4.7	<ul style="list-style-type: none"> • Marsh • Public 	<ul style="list-style-type: none"> • Marsh • Substation
Martin Substation (MP 4.7)	<ul style="list-style-type: none"> • Commercial 	<ul style="list-style-type: none"> • Substation

¹ Mileposts break at land-use designation changes.
OH = overhead.
UG = underground.

TABLE 5-3
General Plan Land-Use Designation Definitions¹

Residential	This designation includes a full range of housing. Dwelling types may include attached or detached single-family housing, duplexes, townhouses, and condominiums. Single- to multi-story apartment buildings and one- and two-story garden apartments are allowed. Residential-related uses, such as schools, churches, childcare centers, and tot lots, may be included.
Commercial	This designation includes retail, service-commercial, commercial-recreation, financial, business and personal services, hotels, educational and social services, and government offices. Trade and distribution uses may be included. Warehouses, distribution facilities, light-industrial, and research and development uses may be included within some commercial districts.
Industrial	This designation includes wholesale outlets, professional and administrative offices, and light-manufacturing plants. Manufacturing and processing uses include but are not limited to: refining, smelting, fabricating, assembling, and storing products. This designation also includes industrial lands for a wide range of industrial-processing, general-service, warehousing, storage and distribution, and service-commercial uses.
Public	This designation is intended for any public or institutional use. This designation includes federal-, state-, or local-government uses that serve the public and applies to city offices, schools, civic buildings, fire and police facilities, wastewater-treatment plants, libraries, hospitals, and cemeteries.
Parks/Open Space	This designation applies to properties that have been purchased, given, or offered for dedication to a public agency for open-space use or conservation purposes, and that remain largely unimproved by urban structures. Included are community parks, neighborhood parks, preserves, and public-owned park and recreation facilities (e.g., playgrounds and golf courses). Recreation uses include but are not limited to: stables, riding academies, recreation complexes, public golf courses, and greenways. No significant development is allowed in these areas.
Cemetery	This designation includes public and private cemetery facilities and property.
Agriculture	This designation includes uses such as greenhouses, row crops, cut flowers, and livestock grazing. Resource-management and production uses include but are not limited to: growing, harvesting, and processing of timber products. Most of the land within this designation is used for grazing livestock or dry-grain farming.

¹ General plan land-use designations have been consolidated and generalized for all of the jurisdictions crossed. See Table 5-4 for consolidated general plan land-use designations.

TABLE 5-4
Consolidated General Plan Land-Use Designations

Jurisdiction	Public	Residential	Cemetery	Commercial	Parks/Open Space	Industrial
Brisbane	Not Applicable (Note: Brisbane uses point features on its Land Use Map to indicate public facilities and city parks)	Residential	Not Applicable	Planned Development; Commercial/Retail/Office; Heavy Commercial; Trade Commercial	Open Space	Not Applicable
Burlingame (adjacent)	Institutions (Elementary School, Junior High School, High School, Police Department, Fire Department, City Hall, Library, Church, Other; Sewage Disposal, Water Storage)	Residential Uses (Low Density, Medium Density, Medium-High Density, High Density)	Not Applicable	Commercial Uses (Shopping and Service, Service and Special Sales, Office Use, Waterfront-Commercial, Hotels/Motels, Restaurants, Commercial-Residential)	Parks (Neighborhood, Community, Preserve)	Industrial Uses (Industrial and Office Use)
Colma	Public, Executive/Administrative Special Policy Applies (BART)	Residential	Cemetery/ Open Space	Commercial	Not Applicable	Not Applicable
Daly City	Government Facilities, Public Utilities, Schools, Hospitals, Churches, Reservoirs	Low Density, Medium-Low Density, Medium Density, High Density	Not Applicable	Commercial (Retail and Office, Office, Service, Neighborhood, Residential-Retail)	Parks, Open Space (Preservation, Recreation-Public, Recreation-Private)	Industrial
Hillsborough (adjacent)	Not Applicable	Residential	Not Applicable	Not Applicable	Not Applicable	Not Applicable
San Bruno	Community Facilities (Public and Quasi-Public)	Residential (Very Low, Low, Medium, High)	Not Applicable	Commercial (Neighborhood/Community, Regional Community/Office)	Community Facilities (Parks/Open Space)	Commercial (Industrial)
San Francisco Public Utilities Commission—Peninsula Watershed	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Proposed Golf Course/ Existing Golf Course	Not Applicable
San Mateo County (Unincorporated)	Institutional	Very-Low-Density Residential, Low-Density Residential, Medium-Low-Density Residential, Medium-Density Residential	Not Applicable	General, Neighborhood, and Office-Commercial	Public Recreation, General Open Space, Water Storage	General and Heavy-Industrial

5.2.2.2 Segment 1—Jefferson/San Bruno OH/UG

Route Overview—Segment 1

Figure 5-1 and Figures 5-3.1 through 5-3.5 depict the existing land uses for Segment 1. The consolidated general plan land-use designations are shown in Figure 5-2. Figure 5-3 includes detailed existing land-use figures. The overhead portion of Segment 1 (MP 0.0-14.6) roughly parallels Interstate 280 and State Route 35 (also known as Skyline Boulevard) for approximately 15 miles along the Peninsula Watershed and turns east for approximately two miles along San Bruno Avenue. The Peninsula Watershed to the west and residential areas of San Mateo, Hillsborough, Burlingame, Millbrae, and San Bruno to the east dominate the overhead portion of the segment. San Bruno Avenue (MP 14.6–16.3) is a built-out urban landscape comprised of predominately residential uses, including commercial uses, urban parks, and schools.

Detailed Land Use Description—Segment 1

Table 5-2 summarizes the existing land uses by milepost for Segment 1 (MP 0.0–14.6). The following discussion addresses both existing land uses and General Plan land-use designations.

Segment 1, MP 0.0–0.1

The Project starts at the existing Jefferson Substation south of Edgewood Country Park and Preserve.

Segment 1, MP 0.1–0.9

The area between MP 0.1 and MP 0.9 falls within the western boundary of Edgewood County Park and Preserve; the edge of the Park includes a utility corridor with existing gas and transmission lines close to Interstate 280. This area is designated Open Space and Public Recreation by the San Mateo County Urban Land Use Map and is used for ecological conservation, hiking, and horseback riding. The route then leaves Edgewood County Park and Preserve, crosses Edgewood Road at MP 0.9, and enters the Peninsula Watershed lands west of Pulgas Ridge Open Space Preserve.

Segment 1, MP 0.9–14.6

The route enters Peninsula Watershed lands at MP 0.9. The areas between MP 1.0-4.9, 7.2-8.4, 8.9-10.0, and 10.8-11.7 are designated as General Open Space and are covered by the Scenic and Recreation Easement according to the San Mateo County Rural Land Use Map. Portions of this area are accessible to the public via multi-use trails or bike routes along existing roadways, but the central and southern portions are generally restricted access with the exception of trails near MP 3.4 (see Figure 8-1). The existing 60 kV transmission line being replaced by this Project is located in an existing utility corridor with both existing power and gas lines. The route is primarily within open space throughout Peninsula Watershed lands and crosses back and forth over Interstate 280 at MPs 1.4, 4.5, 9.0, 10.0, and 10.9. Several substations, a switchyard, and tap connections occur along the corridor (Figure 5-1 and Appendix A).

Between MP 5.1 and MP 5.2, the route passes west of the Hillcrest Juvenile Home and San Mateo County's Belmont Fire Station. The Ralston Substation is also located at MP 5.2. The route continues through land designated as Open Space and adjacent to a residential area between MP 5.2 and MP 6.5. The Hillsdale Junction Switchyard is located at MP 6.7, west of

the Highlands/Baywood Park residential area. The residential area is within San Mateo County and designated Residential, according to the San Mateo County Mid-Bayside Area Land Use Map. From MP 6.8 to MP 8.8, the route remains in designated Open Space between Interstate 280 and residential areas in the Town of Hillsborough. This portion of the route travels about 200 feet west of approximately 20 homes along Black Mountain Road before crossing over Haynes Road and to the east of Black Mountain Road at MP 8.4. The route then continues approximately 200 feet west of 12 more homes and three water tanks over the remaining 0.4 mile before reaching the Carolands Substation at MP 8.8. At this point, the route crosses again to the west of Interstate 280 and, at MP 8.9, travels through the Crystal Springs Golf Course along the existing power line corridor (see Subsection 5.2.2.2 for further discussion of Crystal Springs Golf Course).

At MP 10.0, the route crosses back to the east of Interstate 280 into a narrow strip of designated Open Space between the highway and a residential area in Burlingame. This portion of the route travels about 100 to 200 feet west of approximately 65 homes on Skyline Boulevard for 0.8 mile. The route crosses to the west of Interstate 280 for the last time at MP 10.8.

The route runs along the eastern shore of the San Andreas Dam Reservoir for the remaining distance within Peninsula Watershed lands. This area is used primarily for recreation and utility purposes. The route leaves the Scenic and Recreation Easement area at MP 11.7 and enters land designated as Open Space, covered by Scenic Easement, which does not provide public access rights. The route continues along the eastern shore of the San Andreas Dam Reservoir for the remaining distance on Peninsula Watershed lands, until MP 14.6.

Segment 1, MP 14.6–14.8

At MP 14.6, the route enters the City of San Bruno and crosses to the east of Skyline Boulevard. At this point the route reaches the proposed transition station site on San Bruno Avenue. This area is designated as Commercial and zoned as Neighborhood-Commercial according to the City of San Bruno General Plan. The California Department of Transportation (Caltrans) owns the vacant property. Uses in the area are a gas station and a shopping center to the south of San Bruno Avenue and open space to the north and east. The route is proposed to transition at the Caltrans property from an overhead to an underground line running east within San Bruno Avenue. The nearest residences to the transition station are located 900 feet to the north.

Segment 1, MP 14.8–16.3

Between MP 14.8 and MP 15.6, the north side of the street is designated as Parks and Open Space and the south side as Residential for 0.2 miles, before transitioning to Residential on both sides of the street. The north side of San Bruno Avenue includes recreational and residential uses. The south side primarily consists of single-family homes. At MP 15.7, the route passes under Interstate 280 and enters an area designated as Commercial to the north and Residential to the south. At MP 15.8, the route passes south of the entrance to the Bayhill Shopping Center at Cherry Avenue. The primary uses in the area are grocery stores, restaurants, and small commercial shops. A large office building is located east of the shopping center on Cherry Avenue. Between MP 15.8 and MP 16.3, the route passes areas designated Commercial to the north of San Bruno Avenue and Residential to the south. The main uses in this area are small businesses, shopping centers, and single-family homes. At

MP 16.3, the route crosses over El Camino Real, also designated as the Anza National Historic Trail, and connects with the BART South Segment.

Recreation—Segment 1

Table 5-5 summarizes the existing and proposed recreational facilities crossed by or directly adjacent to the Project. Figure 8-1 in the Visual Resources Chapter shows public access trails. As previously described, the area between MP 0.1 and MP 0.9 of the overhead portion of the route is within the western boundary of Edgewood County Park and Preserve and adjacent to Interstate 280. The Park encompasses 467 acres of rolling grasslands and forest. Accessible from Interstate 280 and Edgewood Road, the park receives over 50,000 visitors a year (Friends of Edgewood 2002). An extensive trail system for hikers and horseback riders connects diverse natural settings, from chaparral to oak woodland to open grassland. The existing and proposed towers and overhead line are situated in a utility corridor in the open grasslands at the western edge of the park close to Interstate 280. The Jefferson Substation, at MP 0.0, lies at the southwestern edge of the park. Between MP 0.1 and MP 0.9, the route crosses park property, including two trails, as shown in Table 5-5.

TABLE 5-5
Existing and Proposed Recreational Facilities Crossed by or Directly Adjacent to the Project¹

Milepost/Substation	Recreational Facilities
Segment 1—Jefferson/San Bruno OH/UG	
0.1–0.9	<ul style="list-style-type: none"> • Crosses Edgewood County Park and Preserve
0.2	<ul style="list-style-type: none"> • Crosses Clarkia Trail (Edgewood County Park and Preserve)
0.6–0.8	<ul style="list-style-type: none"> • Crosses Serpentine Loop and Edgewood Trails (Edgewood County Park and Preserve)
0.9	<ul style="list-style-type: none"> • Crosses Edgewood Road Bicycle Lane
1.0	<ul style="list-style-type: none"> • Proposed East Ridge Trail (San Mateo County Parks and Recreation)
1.0–4.9, 7.2–8.4, 8.9–10.0, 10.8–11.7,	<ul style="list-style-type: none"> • Crosses Peninsula Watershed
2.3–4.2	<ul style="list-style-type: none"> • Parallels Cañada Road Bicycle Route
3.1	<ul style="list-style-type: none"> • Crosses Sheep Camp Trail
4.8	<ul style="list-style-type: none"> • Crosses Ralston Trail
6.9	<ul style="list-style-type: none"> • Crosses Proposed San Mateo Creek Trail (San Mateo County Parks and Recreation)
7.0	<ul style="list-style-type: none"> • Crosses Crystal Springs Trail and Bikeway
8.6	<ul style="list-style-type: none"> • Crosses Skyline Frontage Bikeway
8.4–8.8	<ul style="list-style-type: none"> • Parallels Skyline Frontage Bikeway
8.9–10.0	<ul style="list-style-type: none"> • Crosses Crystal Springs Golf Course
11.2–11.3	<ul style="list-style-type: none"> • Adjacent to Trousdale Drive Bikeway and Proposed Sawyer Camp Alternate Trail Access Point (San Mateo County Parks and Recreation)
11.4 and 11.6	<ul style="list-style-type: none"> • Crosses and parallels Sawyer Camp Trail and Access Point

TABLE 5-5
Existing and Proposed Recreational Facilities Crossed by or Directly Adjacent to the Project¹

Milepost/Substation	Recreational Facilities
12.4	<ul style="list-style-type: none"> • Adjacent to Larkspur Drive and San Andreas Trail Access Point
12.8 and 13.0	<ul style="list-style-type: none"> • Crosses San Andreas Trail and Proposed Junipero Serra Trail (San Mateo County Parks and Recreation)
14.6	<ul style="list-style-type: none"> • Crosses Proposed Sweeney Ridge Connector Trail/San Andreas Trail Extension (San Mateo County Parks and Recreation) • Crosses Skyline Boulevard Bikeway
16.3	<ul style="list-style-type: none"> • Crosses Anza National Historic Trail (El Camino Real)
Segment 2—BART South UG	
0.6	<ul style="list-style-type: none"> • Adjacent to Bayshore Circle Park
1.0–3.0	<ul style="list-style-type: none"> • Crosses Proposed Linear Park and Bikeway on BART Right-of-way
1.2	<ul style="list-style-type: none"> • Crosses Spruce Avenue Bikeway
1.7	<ul style="list-style-type: none"> • Crosses Orange Street Bikeway
1.8–2.0	<ul style="list-style-type: none"> • Parallels Orange Memorial Park
2.2	<ul style="list-style-type: none"> • Crosses Chestnut Avenue Bikeway
Segment 3—McLellan/Hillside UG	
0.7–2.3	<ul style="list-style-type: none"> • Parallels Hillside Boulevard Bikeway
2.1	<ul style="list-style-type: none"> • Adjacent to Proposed Hillside Community and Cultural Park (Colma)
Segment 5—Guadalupe Canyon UG	
0.0–4.0	<ul style="list-style-type: none"> • Parallels Guadalupe Canyon Parkway Bike Lane (Located Within the Roadway)
0.1–2.8	<ul style="list-style-type: none"> • Crosses San Bruno Mountain State and County Park
2.7	<ul style="list-style-type: none"> • Crosses Carter Street Bikeway
2.5–4.0	<ul style="list-style-type: none"> • Adjacent to Unnamed Existing Bikeway and Proposed Bay to Ocean (East-West) Trail System (Daly City)
4.0–4.4	<ul style="list-style-type: none"> • Parallels Bayshore Boulevard Bikeway

¹ Directly adjacent refers to a facility that is fronted by or immediately parallel to the Project route, approximately 100 feet or less.

OH = overhead.

UG = underground.

The 293-acre Pulgas Ridge Open Space Preserve is located north of Edgewood Road and east of Interstate 280. The overhead portion of the route also runs adjacent to the preserve boundary between MP 0.9 and MP 1.2. The preserve is not accessible from the area crossed by the route and is screened by trees and the ridgeline. The only transmission tower within immediate proximity of the preserve boundary is situated 80 feet below the ridgeline and 100 feet to the south and west of the preserve boundary. Approximately three miles of hiking trails exist within the preserve.

The route crosses Crystal Springs Golf Course between MP 9.1 and MP 9.9. At MP 9.5, the route passes over the Crystal Springs Golf Course clubhouse parking lot and travels the western edge of a fairway for the remaining 0.4 miles.

Between MP 1.0 (the location of the proposed East Ridge Trail) through 4.9, 7.2 to 8.4, 8.9 to 10.0, and 10.8 to 11.7, the overhead route crosses an area covered by the Scenic and Recreation Easement bounded by Interstate 280 and the reservoirs in an existing utility corridor. According to the Planning Bureau of the SFPUC, this section of Peninsula Watershed lands is among the state's most popular recreational areas (Wilson 2002). As shown in Table 5-4 and Figures 5-1 and 5-2, trails crossed include the Sawyer Camp, Sweeney Ridge (and the proposed Sweeney Ridge Connector), Sheep Camp, San Andreas, Crystal Springs, Ralston, Edgewood, and the proposed San Mateo Creek trails. Hikers, bicyclists, and horseback riders use these trails, with Sawyer Camp Trail alone receiving 200,000 visitors per year. At MP 11.6, the route crosses the roadside parking and access point to Sawyer Camp Trail at Hillcrest Boulevard. Between MP 11.4 and MP 11.6, the route crosses and parallels the Sawyer Camp Trail. The route crosses the San Andreas Trail at MP 12.8 and again at MP 13.0.

Between MP 2.3 and MP 4.2, the overhead route roughly parallels Cañada Road at distances varying from 200 feet to 0.25 mile. Cañada Road is an existing bicycle route, as designated in the San Mateo County Trails Plan.

At MP 8.6 and MP 14.7, the overhead route crosses Skyline Frontage Road and Skyline Boulevard, respectively, each of which is an existing bicycle route.

Junipero Serra County Park is located in the peninsula foothills, just east of San Andreas Lake and the overhead route, at MP 13.0. The park consists of 108 acres between the cities of Millbrae and San Bruno. Recreational activities include family and group picnicking, playgrounds, hiking, nature trails, and youth day camping. The proposed Junipero Serra Trail would connect the park with Peninsula Watershed lands at MP 13.0.

At MP 16.3, the underground route crosses El Camino Real, also designated as the Anza National Historic Trail, and connects with the BART South segment of the route (Segment 2).

Agricultural Resources—Segment 1

The Williamson Act (California Government Code Section 51200 et seq.) is a state law that establishes a program to preserve agricultural land. Under this program, the owner of an agricultural parcel may enter into a contract with the county in which the owner agrees to maintain agricultural operations on the parcel. In exchange, the county assesses the property based solely on its agricultural value, lowering the property tax obligation. The contracts are valid for a ten-year period, with an automatic renewal unless the owner files for non-renewal. There are no Williamson Act parcels along Segment 1.

The California Department of Conservation, Division of Land Resource Protection, designates agriculturally viable lands as Prime, Unique, or Farmland of Statewide Importance. San Mateo County also designates lands that are considered economically viable as Agricultural. No farmland that has been designated as Prime, Unique, or Farmland of Statewide Importance is crossed by or adjacent to the Project ROW. In addition, no agriculturally zoned lands or other agricultural resources are present along Segment 1.

5.2.2.3 Segment 2—BART South UG

Route Overview—Segment 2

Figure 5-2 and Figures 5-3.5, 5-3.6, and 5-3.7 depict the existing uses of Segment 2. The approximately three-mile Segment 2 runs in the BART ROW from San Bruno to South San Francisco. The route is dominated by commercial and mixed industrial land uses and runs adjacent to some residential areas (refer to Figure 5-2 for general plan land-use designations).

Detailed Land Use Description—Segment 2

Table 5-2 summarizes the existing land uses by milepost for Segment 2.

Segment 2, MP 0.0–0.5

Between MP 0.0 and MP 0.3, from El Camino Real to Huntington Avenue, the underground transmission line travels down San Bruno Avenue and passes through land designated as Commercial, with businesses on both sides of the street. The line then turns north, where it intersects with Huntington Avenue and enters the BART ROW. Between MP 0.3 and MP 0.5, the underground transmission line passes a residential area to the west, the Caltrain tracks, and a rail yard and commercial area to the east. The line crosses under Interstate 380 at MP 0.5.

Segment 2, MP 0.5–1.0

From Interstate 380 to MP 0.8, the area west of the line designated as Commercial encompasses Tanforan Park Shopping Center, the new San Bruno BART station, a post office, and hotels. An area containing single-family homes designated as Residential lies approximately 100 feet to the east of the route along Huntington Avenue. At MP 0.8, the underground transmission line crosses into South San Francisco, where it runs through an area designated as Commercial until MP 1.0.

Segment 2, MP 1.0–3.3

From MP 1.0 to the South San Francisco BART station at MP 3.0, the transmission line lies within a narrow strip of land designated for Park and Recreation. South San Francisco plans to develop this section of the BART ROW into a park, as described in subsection 5.2.3.2.

From MP 1.0 to MP 1.3, the underground portion of the transmission line is adjacent to a commercial and industrial area on both sides of the route near South Maple Avenue, with some residences approximately 200 feet west of the route, between MP 1.2 and MP 1.3, located on Huntington Avenue between Sneath Lane and South Spruce Avenue. The line then passes adjacent to an area to the south designated as Residential and occupied by residences between MP 1.3 and MP 2.0. South San Francisco High School, which fronts El Camino Real, is adjacent to the route, at MP 1.6. Orange Memorial Park is adjacent to the route between MP 1.8 and MP 2.0 and is described below under Recreation. A Boys and Girls Club lies just across the BART ROW from Orange Memorial Park on West Orange Avenue. Multi-family residential buildings are located adjacent to the ROW north of Orange Memorial Park.

Traveling north, the underground portion of the transmission line runs adjacent to an area designated as Commercial, between MP 2.0 and MP 2.1 on the north and south sides of Chestnut Avenue. The commercial area includes a shopping center, construction yard, and a car dealership that uses the BART ROW as a parking lot. Adjacent land uses between MP 2.1

and MP 2.5 are designated as Residential, but existing land uses are predominantly commercial. Land-use designations adjacent to the route between MP 2.5 and MP 2.9 are Commercial and Residential. However, existing uses appear predominantly commercial, with some vacant lots. Within 100 feet of the route on Mission Road at MP 2.9 is a Head Start child education facility. Segment 2 ends at MP 3.3 near the South San Francisco BART station in an area designated as Transportation.

Recreation—Segment 2

Previous Table 5-5 summarizes the existing and proposed recreation uses for Segment 2. Three existing parks are located near the BART South Segment in San Bruno. Bayshore Circle Park is located on North Bayshore Circle approximately 400 feet from the route at MP 0.6. This park is one acre in size and contains a basketball court, park benches, and play equipment. The Herman Tot Lot is located a block away (approximately 300 feet) on Diamond Street at MP 0.6. It is 0.25 acre in size and contains play equipment and park benches. Several residences are located between the tot lot and the route. Orange Memorial Park, located along the eastern edge of the ROW from MP 1.9 to MP 2.2, encompasses 21 acres, with picnic facilities, a pool, tennis courts, soccer fields, baseball diamonds, a recreation building, and a scouting facility. Immediately adjacent to the BART ROW within the park is one of the main access roads into the park and a parking lot. A row of eucalyptus trees bounds this side of the park.

Segment 2 crosses several bike routes in South San Francisco, including the Spruce Avenue bikeway at MP 1.2, the Chestnut Avenue bikeway at MP 2.2, and the Orange Street bikeway at MP 1.7.

Agricultural Resources—Segment 2

There are no Williamson Act parcels, designated farmland, agriculturally zoned lands, or other agricultural resources along Segment 2.

5.2.2.4 Segment 3—McLellan/Hillside UG

Route Overview—Segment 3

Figure 5-2 and Figures 5-3.7 to 5-3.9 depict the existing land uses for Segment 3 by milepost. The McLellan/Hillside Segment runs north from McLellan Drive in South San Francisco to Hillside Boulevard in Colma and then continues 1.5 miles to the intersection of Serramonte Boulevard. A public transit station and schools dominate the route for its first 0.5 miles, and cemeteries and residential areas occur along the remainder of the segment.

Detailed Land Use Description—Segment 3

Segment 3, MP 0.0–0.8

The McLellan/Hillside Segment begins at the South San Francisco BART station in an area designated as Transportation.² The underground portion of the transmission line travels northeast for approximately 0.8 miles along the route of the proposed McLellan Drive/Hickey Boulevard Extension, in an area designated as Cemetery/Open Space and adjacent to Holy Cross Cemetery. El Camino High School, which fronts Evergreen Drive, is located 200 feet southeast of the route from MP 0.3 to MP 0.6. From MP 0.6 to MP 0.8, to the

² The "Transportation" designation has been included under the "Public" designation in Table 5-2: General Plan Land-Use Designation and Existing Land Uses by Milepost.

southeast of the underground transmission line, in land designated as Residential, lie single-family homes that are accessible from Hillside Boulevard.

Segment 3, MP 0.8–2.5

At Hillside Boulevard, the route turns northwest through land designated as Cemetery/Open Space from MP 0.8 to MP 2.5, except for a small portion between MP 1.8 and MP 1.9 with a Commercial designation. Businesses that support the cemetery industry occupy some of this area. From MP 0.8 to MP 0.9, the underground transmission line passes south of an area that the Pacific Nursery uses to grow plants and flowers outdoors. The route is within 0.32 mile of the southern edge of Cypress Hills Golf Course at MP 1.7 and MP 1.9. The route also passes the future location of the Hillside Community and Cultural Park (described in the Recreation and Planned and Proposed Development sections) at MP 2.1, northwest of the intersection of Olivet Parkway and Hillside Boulevard. This land is vacant. At MP 2.3, on the west side of the F Street and Hillside Boulevard intersection, a single-family home occupies a 200-foot long area designated as Residential. The McLellan/Hillside route ends at MP 2.5 at the Hoffman Street and Hillside Boulevard intersection.

Recreation—Segment 3

The Hillside Boulevard bikeway in Colma, which runs along Hillside Boulevard from MP 0.7 to MP 2.3, is the only recreation facility along this segment. The 76-acre Cypress Hills Golf Course is accessible from Hillside Boulevard at MP 1.4. The golf course is located 0.2 mile north of the route.

Agricultural Resources—Segment 3

There are no Williamson Act parcels, designated farmland, or agriculturally zoned lands along this segment. The land occupied by Pacific Nursery at MP 0.8 is designated as Cemetery/Open Space and slated for future cemetery use.

5.2.2.5 Segment 4—Hoffman/Orange UG

Route Overview—Segment 4

Figures 5-2 and 5-3.9 depict the existing land uses for Segment 4. This segment travels along Hoffman Street and Orange Street through residential areas of Daly City and passes adjacent to two schools.

Detailed Land Use Description—Segment 4

Segment 4, MP 0.0–0.7

Beginning at the Hillside Boulevard and Hoffman Street intersection, the route passes between Colma (on the south) and Daly City (on the north). The area to the south is designated and used as a Cemetery. The area to the north is designated as Residential and contains numerous high-density residences. At MP 0.8, the designation to the south changes to Residential for 0.1 mile. Multifamily homes and a mobile-home park occupy this and the adjacent area. At MP 0.4, the route turns north onto Orange Street. Single-family attached homes are on both sides of Orange Street from MP 0.4 to MP 0.5 in an area designated as Residential. Between MP 0.5 and MP 0.7, the route is adjacent to the Susan B. Anthony Elementary School and Pollicita Middle School playing fields on the west and PG&E's Daly City Substation on the east. The route ends at the Orange Street and Market Street intersection at MP 0.7.

Recreation—Segment 4

No parks, trails, or bicycle paths exist along or are adjacent to the segment.

Agricultural Resources—Segment 4

There are no Williamson Act parcels, designated farmland, agriculturally zoned lands, or other agricultural resources along the segment.

5.2.2.6 Segment 5—Guadalupe Canyon UG**Route Overview—Segment 5**

Figures 5-2 and 5-3.9 to 5-3.11 depict the existing land uses for Segment 5. The five-mile Guadalupe Canyon Segment crosses residential areas and passes one school in the western portion of the route. The majority of the route is located on Guadalupe Canyon Parkway through San Bruno Mountain State and County Park.

Detailed Land Use Description—Segment 5***Segment 5, MP 0.0–3.1***

Beginning at MP 0.0, at the intersection of Orange Street and East Market Street, the underground route travels north of PG&E's Daly City Substation, which is designated as Public Utilities. On the west, the segment travels past a designated Residential area with homes, until MP 0.1. The segment passes John F. Kennedy Elementary School, located on Price Street off of East Market Street, on the west side of the route between MP 0.2 and MP 0.4. This school is located within 100 feet, west and uphill, of where the route would be installed.

The segment enters San Bruno Mountain State and County Park at MP 0.2. The San Mateo County General Plan designates the park, which is used primarily for hiking, as Public Recreation. At MP 2.7, the segment exits the park and continues between county land on the north and Brisbane on the south. The surrounding land is designated and in use as Open Space, with two small exceptions in Brisbane, between MP 2.7 and MP 2.8 and MP 3.0 and MP 3.1, with Residential designations. A residential development is under construction several hundred feet north of the segment between MP 3.0 and MP 3.1.

Segment 5, MP 3.1–4.7

At MP 3.1, the segment lies entirely within Brisbane. The area on the north side of the segment is designated as Commercial and contains new office buildings. The area directly adjacent to the south is designated and in use as Open Space. Within the Open Space designation falls a Residential-designation inset, in which houses are under construction, at MP 3.5, 0.2 mile west of the route. At MP 4.0, the segment turns west on Bayshore Boulevard and continues through an area designated as Commercial. This area contains new office buildings on the west side of the road and vacant land designated as Commercial on the east side. At MP 4.6, the segment passes a marsh area, as designated on Brisbane General Plan land use maps, on the west for 0.1 miles before passing adjacent to the Martin Substation. The segment ends at MP 4.7, the southern edge of the Martin Substation property.

Recreation—Segment 5

Table 5-5 summarizes the existing and planned recreation uses for Segment 5. The Guadalupe Canyon Segment is located within Guadalupe Canyon Parkway, which passes through San Bruno Mountain State and County Park. No trails within the park are crossed

by or run adjacent to the route. However, an unnamed existing bikeway runs within the roadway from MP 2.5 to MP 4.0.

The Guadalupe Canyon Parkway bikeway is within the existing roadway and parallel to the Project route from MP 0.0 to MP 4.0, intersecting the Carter Street bikeway at MP 2.7. The Bayshore Boulevard bikeway also follows the route from MP 4.0 to MP 4.4.

Agricultural Resources—Segment 5

There are no Williamson Act parcels, designated farmland, agriculturally zoned lands, or other agricultural resources along the Guadalupe Canyon Segment.

5.2.2.7 Martin Substation

The existing Martin Substation is located in Brisbane and the land-use designation is Commercial/Retail/Office. The nearest residence to the property line of the substation is located within 150 feet on Geneva Avenue.

5.2.3 Planned and Proposed Development

5.2.3.1 Segment 1—Jefferson/San Bruno OH/UG

Several trails have been proposed along the segment (refer to Table 5-5 for the agencies proposing each trail). The San Andreas Trail Extension/ Sweeney Ridge Connector Trail is under construction and scheduled for completion in the fall. The rest of the proposed trails crossed by this segment (East Ridge Trail, Crystal Springs Trail Alternate, San Mateo Creek Trail, Sawyer Camp Alternate, and the Junipero Serra Trail) lack funding, and construction dates are unknown.

5.2.3.2 Segment 2—BART South UG

The BART South Segment crosses or is located adjacent to several of the South San Francisco's Capital Improvement Program projects. These include:

- **Mission Road Rehabilitation and Transit-Oriented Development Improvements:** This Project will include the construction of a road from McLellan Drive to the end of the BART parking lot several hundred feet north of Sequoia Avenue. The BART South Segment will cross this road at MP 2.7. It is currently under construction between 2002 and 2003.
- **Linear Park in BART ROW:** A two-mile linear park is proposed by the City of South San Francisco along the BART ROW between Noor Avenue and the South San Francisco BART station (between MP 1.0 and MP 3.0). The development will result in approximately 30 acres of paved paths, bikeways, and open turf areas and will serve as a greenway to the city's center. The city estimates that planning and building the park will take five to eight years. The BART/SamTrans bikeway, which will be located within the linear park, is scheduled for completion in summer 2004 by the BART and SamTrans Authorities, prior to completion of the City's linear park.
- **Caltrain Grade Separation and New San Bruno Station:** San Bruno is considering constructing railroad-grade separations to separate the existing Caltrain tracks from vehicular traffic and pedestrians. The proposal also involves construction of a new station at the intersection of San Bruno and San Mateo avenues, just east of Segment 2. The

grade-separation project, still in the preliminary planning phase, will not be ready for construction until late 2004 or early 2005. The construction is expected to last two years.

5.2.3.3 Segment 3—McLellan/Hillside UG

The McLellan/Hillside Segment is located in proximity to the following planned projects.

- **McLellan Drive Extension:** This Project will extend McLellan Drive from its existing terminus at El Camino Real to Hillside Boulevard. Segment 3 will be under this road extension between MP 0.0 and MP 0.8. The Project is currently under construction.
- **Colma Grove:** This 63-unit condominium complex will be located on a 3.5-acre site at 1401 Mission Road, across from the South San Francisco BART station. The land is being developed by Truemark Companies. Construction is expected to begin in September 2002 and end by September 2003. Segment 3 will be adjacent to this development at MP 0.0.
- **The Hillside Community and Cultural Park:** This facility will occupy a 0.5-acre parcel at MP 2.1 on Hillside Boulevard. The park will provide picnic facilities and house the historical Colma Train Station, which was displaced by construction of the BART extension to Colma. Other facilities may include a new building to house the Colma Historical Association and a vintage railcar. The park is funded through 2004 and scheduled for completion in summer 2004.

5.2.3.4 Segment 4—Hoffman/Orange UG

The only planned development along the segment is the 18-unit Hoffman Court housing site located on 1.05 acres at 300 Hoffman Street. Construction is expected to begin in summer 2002 and end by summer 2003. The route would be adjacent to this development at MP 0.2.

5.2.3.5 Segment 5—Guadalupe Canyon UG

The following developments are planned or proposed along the segment:

- **Bay to Ocean (East-West) Trail System—**This bikeway is proposed to run within Guadalupe Canyon Parkway. Because no funding is currently available for the project, the construction schedule is undetermined.

5.2.4 Plans and Policies³

This section describes the goals and policies relating to land use, recreation, and agricultural resources for the jurisdictions crossed by the Project. Noise or visual policies are addressed in the respective chapters.

5.2.4.1 Segment 1—Jefferson/San Bruno OH/UG

Edgewood Park and Natural Preserve Master Plan

The entire Edgewood Park and Natural Preserve Master Plan was reviewed for relevant land use, utility, and recreational policies. The plan contains no policies addressing utilities or construction, or that are otherwise relevant to the Project.

³ Under the California Constitution and CPUC General Order 131-D, the siting of all electric transmission facilities are within the exclusive jurisdiction of the CPUC. Therefore, no local agency has discretionary authority over the Jefferson-Martin Project, and these local requirements are not binding on the CPUC or PG&E. Nonetheless, the policies/designations discussed herein may be relevant to the CPUC's analysis of potential impacts under CEQA.

Peninsula Watershed Management Plan

The entire Peninsula Watershed Management Plan was reviewed for land use, utility, and recreational policies relevant to the Project. Chapter 4, Goals and Policies, of the Plan contains the following applicable policies:

- **Policy WA2:** Prohibits the construction of new trails and unsupervised access to existing roads and trails not addressed in this Plan.
- **Policy WA6:** Restricts new utility lines proposed on the watershed for the transmission of or communications to existing utility corridors, and requires that new power lines be buried, where feasible. All proposed alignments shall undergo a scenic impact analysis.
- **Policy WA22:** Proposals for new facilities, structures, roads, trails, projects and leases, or improvements to existing facilities shall be:
 - Limited to essential public services and not attractions unto themselves, but incidental to the primary purposes of the watershed (i.e., water quality protection and water supply), or to its enjoyment and conservation in its natural condition.
 - Designed, sited, constructed, and maintained to blend with the natural landscape and conform to the goals and policies set forth in this Plan.
 - Design and site new facilities, structures, roads, and trails to minimize, wherever possible, grading and the visibility of cut banks and fill slopes.
- **Policy WA24:** Requires that all proposed development involving grading of land include the submittal of a grading plan to SFPUC to retain the existing topography where feasible, minimize grading, minimize the impacts on scenic, ecological, and cultural resources, and minimize off-site soil loss from erosion.
- **Policy WA26:** All maintenance, operation, and construction activities shall incorporate Best Management Practices (BMPs), as applicable.
- **Action “des5” (Phase A, Letter E):** Eliminate, wherever possible, the use of unpainted metallic surfaces and other sources that may cause increased levels of reflectivity.

San Mateo County General Plan

The General Land Use, Rural Land Use, Parks and Recreation Resources, and County Trails Policies elements of the San Mateo County General Plan were reviewed and contain no policies applicable to the Project.

San Mateo County Trails Plan

The entire San Mateo County Trails Plan was reviewed for applicable land use, utility, and recreational policies. The plan contains no policies such as policies addressing utilities or construction that are relevant to the Project.

Hillsborough General Plan

The Hillsborough General Plan Land Use and Open Space and Conservation elements were reviewed for relevant policies. The plan contains no policies such as policies addressing utilities or construction that are applicable to the Project.

San Bruno General Plan

The Land Use Element of the San Bruno General Plan was reviewed for applicable land use, utility, or recreational policies. No policies such as policies addressing utilities or construction that are applicable to the Project are contained within the plan.

5.2.4.2 Segment 2—BART South UG

San Bruno General Plan

As described above, the San Bruno General Plan contains no policies such as policies addressing utilities or construction that are applicable to the Project.

South San Francisco General Plan

The Land Use, Parks, and Public Facilities and Services elements of the South San Francisco General Plan were reviewed for relevant land use, utility, and recreational policies. The following items from the South San Francisco General Plan apply to the Project:

- **Guiding Policies: Parks and Recreation 5.1-G-4:** Develop linear parks in conjunction with major infrastructure improvements and along existing public utility and transportation ROWs.
- **Parks, Public Facilities, and Services Policy 5.1-I-6:** Work with BART, PG&E, and the SFPUC to lease and develop linear parks on existing public utility and transportation ROWs in the city, where appropriate and feasible.

5.2.4.3 Segment 3—McLellan/Hillside UG

Refer to the policies listed under South San Francisco General Plan in addition to the plans listed below.

Colma General Plan

The Land Use and Open Space/Conservation elements of the Colma General Plan were reviewed for applicable land use, utility, and recreational policies. The Plan contains the following applicable policy:

- **Land Use: 5.02.164.6 Utility Underground:** ... In areas of existing development, utility lines should be placed underground in order to give Colma's streets a neater appearance.

Daly City General Plan

No policies in the Land Use Element of the Daly City General Plan such as policies addressing utilities or construction that are applicable to the Project.

5.2.4.4 Segment 4—Hoffman/Orange UG

The Colma General Plan contains the following applicable policy:

- **Land Use: 5.02.164.6 Utility Underground:** ... In areas of existing development, utility lines should be placed underground in order to give Colma's streets a neater appearance.

Daly City General Plan

As described above, there are no policies such as utility or construction policies addressed in the Daly City General Plan that apply to the Project.

5.2.4.5 Segment 5—Guadalupe Canyon UG

San Bruno Mountain Master Plan

The entire San Bruno Mountain Master Plan was reviewed for land use, utility, and recreational policies relevant to the Project. The Plan contains no applicable policies.

San Bruno Mountain Habitat Conservation Plan

The entire San Bruno Mountain HCP was reviewed for relevant land use, utility, and recreational policies. The proposed transmission line is located within the bounds of the HCP from the point where it enters San Bruno Mountain State and County Park at MP 0.1 to its terminus at the PG&E Martin Substation. The HCP divides different geographical areas within the HCP bounds into Management Units. The Management Unit that the Project crosses is called “PG&E Fee” and includes the open spaces south of Martin Street. This unit also contains the Martin Substation, but the policies contained in the plan apply only to the open-space portions of the Martin Substation parcel. The following objectives and obligations apply to the Project Area:

- **HCP Objectives:** Specific Conservation Needs: Maintenance activities should be kept to existing disturbed areas where feasible (i.e., roads and dirt trails). Human or mechanical encroachment in habitat areas during PG&E utility-maintenance activities should be minimized. If new disturbance is foreseen, PG&E maintenance personnel should consult with the Habitat Manager to avoid particularly sensitive areas. During emergency situations (i.e., power failures) this may not be possible. Disturbed areas should be revegetated with Plan-Operator-approved species. PG&E will be advised as to where to obtain the recommended species.
- **Operating Program Obligations:** PG&E has the following obligations:
 - Comply with the mitigation measures set forth for Management Unit 1-11-01.
 - Participate in the regulatory provisions of the HCP.
 - Obtain approvals of any changes in land use or other uses which would alter the current state of the parcel as required by Chapter Five (F) (4).
 - Under non-emergency situations, notify the Plan Operator of all maintenance activities which may encroach into the conserved habitat area (routine line patrols which will not impact conserved habitat are excluded from this notification requirement).
 - If unforeseen requirements for adding new gas and electric distribution facilities arise, notify the Plan Operator of the proposed activity and give the Habitat Manager a detailed drawing of the areas where the activities will take place; Incorporate Plan Operator suggested design changes into the Proposed Project.
- **PG&E Fee 2. 1-12-02:** This parcel (open space area only) is contained in the transmission and gas-line corridor which is adjacent to the Rio Verde Heights Area. It contains the open space portion of PG&E fee south of Martin Street.
 - Maintenance activities should be kept to existing disturbed areas where feasible (i.e. roads and dirt trails).

- New disturbance to conserved habitat should be minimized.
- PG&E maintenance personnel should consult with the Habitat Manager so that any new disturbance can avoid particularly sensitive habitat areas. During emergency situations (i.e., power failures) this may not be possible.
- Disturbed areas should be revegetated with plant species approved by the Plan Operator.

5.2.4.6 Brisbane General Plan

No policies in Land Use, Open Space, Recreation, and Community Service elements of the Brisbane General Plan apply to the Project.

5.3 Potential Impacts

5.3.1 Significance Criteria

Significance criteria for agricultural, land use, and recreational impacts were derived from Appendix G of the revised CEQA Guidelines. Impacts to agricultural resources, land use, or recreation would be significant if they resulted in:

- Physical division of an established community
- Substantial conflicts with applicable land-use plans, policies, or regulation of an agency with jurisdiction over the Project
- Conflicts with an applicable habitat-conservation plan or natural community conservation plan
- Substantial increase in the use of existing parks or other recreational facilities
- Construction or expansion of recreational facilities that might have an adverse physical effect on the environment
- Substantial adverse effect to the use of existing recreational facilities
- Conversion of land designated as prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use
- Conflicts with existing zoning for agricultural use or Williamson Act contract
- Changes to the environment resulting in conversion of designated farmland to non-agricultural use

5.3.1.1 Overview of Impact Analysis

Because the overhead transmission line will replace an existing overhead line located in an existing utility corridor, and the remainder of the transmission line is proposed as an underground transmission line located in existing roadways, planned roadways, and the BART ROW, the Project will not result in significant effects to land use, recreation, or agriculture. Existing land uses and temporarily disturbed areas will be restored after construction and, as a result, existing land uses will not be permanently altered. The existing

substations will be modified within their existing boundaries, and no land use impacts would therefore result from Project modifications. Temporary adverse impacts will be minimized and mitigated as described below.

Physical Division of an Established Community

Because the overhead portion of the transmission line will replace an existing line in an established utility corridor, and the underground portion will be entirely located underground in existing or planned roadways or the BART ROW, the Project will not physically divide an established community.

Conflicts with Plans, Policies, and HCPs

Construction and operation of the Project will not conflict with environmental plans, policies, or regulations adopted by agencies with jurisdiction over local land uses, including the San Bruno Mountain HCP. All of the general plan land-use designations crossed (refer to Table 5-2) do not restrict utility lines or specify their location. As discussed in Subsection 5.2.4.3, the Colma General Plan encourages the undergrounding of new utility lines (applicable to Segment 3), but it does not require it. An analysis of consistency with each jurisdiction's applicable policies (identified in Subsection 5.2.4.3) follows.

Peninsula Watershed Management Plan

The Project will not involve the construction of new trails; PG&E will establish site control measures on any new temporary access roads; therefore, it will not conflict with Policy WA2 of the Peninsula Watershed Management Plan. The overhead portion of the transmission line will replace an existing transmission line in an existing utility corridor and is therefore consistent with Policy WA6. Any access that will be constructed to existing towers will be essential to the maintenance of the utility lines and will be designed and constructed according to the requirements of Policy WA22. PG&E will also submit a copy of the drop grading plans in accordance with policy WA24. BMPs will be prepared in accordance with WA26 as described in Chapter 9, Hydrology and Water Quality. PG&E has adopted several mitigation measures to reduce levels of reflecting, as described in Chapter 8, Visual Resources.

South San Francisco General Plan

South San Francisco is in the planning stage of developing a linear park along the BART ROW. The underground transmission line will be located within this park and will not pose a conflict to park development. The Project is therefore consistent with Parks and Recreation Policy 5.1-G-4 and Parks, Public Facilities, and Services Policy 5.1-I-6.

Colma General Plan

Because the line will be placed underground within Colma, it will not conflict with Land Use Policy 5.02.164.6.

San Bruno Habitat Conservation Plan

The Project will not result in any disturbance to lands within San Bruno Mountain State and County Park because construction will take place entirely within the existing roadway. As a result, it will be consistent with the HCP Objectives, Operating Program Obligations, and policies identified under Plans and Policies above. In addition, PG&E will be applying for a Site Activity Permit.

Increased Use of Existing Recreational Facilities

The Project does not involve additional housing or population immigration that would place additional demands on existing park use. As a result, there will be no significant impact.

Construction or Expansion of Recreational Facilities

The Project does not involve the construction or expansion of existing recreational facilities; therefore, there will be no impacts.

Adverse Effect to Existing Recreational Uses

Adverse effects to the use of existing recreational facilities are discussed below for each segment.

Conversion of Farmland and Conflicts with Agricultural Zoning

The Project will not cross designated Farmland, land under Williamson Act contract, or land zoned for agriculture. As a result, there will be no impacts to sensitive agricultural resources.

5.3.2 Construction Impacts

5.3.2.1 Substations

All Project-related construction will occur within the existing boundary and fenceline of the substations as described in detail in Chapter 2, subsection 2.3.5. As a result, construction and operation of the Project at the substations will not impact land use, recreation, or agricultural resources.

5.3.2.2 Segment 1—Jefferson/San Bruno OH/UG

Impact 5.1: Land Use—Overhead Segment. Because the Proposed Project is located within an existing utility corridor and because the proposed temporary construction laydown and staging areas are located on open-space land or within the existing ROW, the Project will not significantly affect existing land use. All disturbed areas will be restored to preconstruction conditions. Impacts to land use will be temporary, short-term, and less than significant.

Approximately ten proposed tower structures are sited adjacent (within 100 feet) to existing houses. Tower 7-39 (MP 7.1) in Hillsborough is within the fenceline of a private home. This tower will be moved outside the residence's fenceline. Towers 5-29, 5-30, 6-32, 7-44, 8-52, 10-63, 10-64, 10-65, and 10-68 (between MP 5.7 and MP 11.0) are located adjacent to homes along the Jefferson/San Bruno Segment. These residences may be especially susceptible to noise, dust, and diesel odors generated during construction. Adjacent and nearby residences may also experience the following temporary impacts:

- Temporary detours on local roads (refer to Chapter 13, Transportation/Traffic)
- Additional traffic on local roads (refer to Chapter 13, Transportation/Traffic)
- Temporary removal or relocation of existing fences to provide construction access at Tower 7-39
- Temporary disturbance to existing residential land uses

Construction near any individual residence is estimated to extend for several weeks over a period of four to six months in the overhead portion. Noise and dust controls will be implemented during construction to reduce potential impacts, as described in Chapter 14, Air Quality, and Chapter 15, Noise. Traffic and access restrictions are discussed in Chapter 13, Transportation/Traffic. Because construction adjacent to these homes will be temporary and short term and because PG&E will mitigate impacts with Mitigation Measures 5-1 and 5-2, impacts will be less than significant.

Where helicopters are used to construct the overhead portion of the line, a Lift Plan will be submitted as described in Chapter 11, Hazards and Hazardous Materials.

Helicopters will also generate noise and vibrations that may disturb nearby residents and other land uses. The disturbance at each tower location will be intermittent and short-lived. At each location, the helicopter will drop off a worker(s) and materials, then depart, and return later to pick the worker(s) up. Each stop will require the helicopter to hover or land for only a brief period. While potentially annoying to some individuals, this noise is temporary and will not interfere with the use of affected properties, including recreational uses. These disturbances are discussed in Chapter 15, Noise, as being less than significant.

Impact 5.2: Land Use Underground Segment. Segment 1 will be constructed underground within San Bruno Avenue from the transition station to the point where it intersects with the BART ROW. The duct bank will be installed in a trench typically about 2 feet wide and 6 to 8 feet deep. Construction activities, as described in Chapter 2, Project Description, will include:

- Saw cutting the pavement for the trench and splice vaults
- Excavating a trench for the electrical conduit bank
- Hauling away and disposing of trenched and excavated spoils
- Installing the cable conduit, reinforcement bar, ground wire, and concrete conduit encasement (duct bank)
- Excavating and placing preformed concrete splice vaults
- Backfilling the trench
- Pulling cable into the conduit bank and splicing at several predetermined locations (vaults) along the route
- Terminating cables at Martin Substation
- Horizontal borings under the concrete channels at Twelve Mile Creek and Colma Creek
- Restoring all paved surfaces, restoring landscaping or vegetation as necessary, and cleaning up the job site

Trenching is expected to progress at a rate of about 100 feet a day (see Chapter 2, Project Description). From the time the trench is opened at a given location to the time it is closed at that same location could take from two to three days. While the trench is opened, portions will be plated to maintain access (i.e., driveways). Therefore, major construction activities

(trenching through backfill and manhole installation) are estimated to take about two weeks in the general vicinity (\pm 500 feet) of any given location.

Commercial and residential uses located on San Bruno Avenue and adjacent side streets may be impacted by noise, dust, odors, access restrictions, and increased traffic associated with the activities listed above. As previously noted, noise and dust will be reduced through measures described in Chapter 14, Air Quality, and Chapter 15, Noise. Access to all residences and businesses will be maintained throughout construction through temporary plating in residential areas and plating or night construction in commercial areas. Traffic impacts and mitigation measures are addressed in Chapter 13, Transportation/Traffic. PG&E will provide written notice prior to commencing construction in these areas and provide a public-liaison representative to address concerns. In addition, impacts will be temporary and short term. As a result, impacts to land use from underground construction of Segment 1 will be less than significant.

Impact 5.3: Adverse Effects to Existing Recreational Uses. The Jefferson/San Bruno Segment crosses Edgewood County Park and Preserve and Peninsula Watershed lands, both of which are used for recreation. The public is required to stay on trails when in the park, and therefore, construction which is occurring off trails will not directly affect recreational use. Construction may also result in brief closures of trails in Edgewood County Park when the skycrane carrying loads or equipment crosses these trails, as described in greater detail in Chapter 11, Hazards and Hazardous Materials. These closures will be limited in extent and short term. As a result, impacts will be less than significant with incorporation of Mitigation Measures 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, and 5.8.

Land-use impacts in the Peninsula Watershed will be related primarily to trail usage. Temporary blockage of trails could occur during Project construction during skycrane activities or movements of heavy equipment such as cranes or drill rigs across trails. The access points to Sawyer Camp Trail and San Andreas Trail may also be temporarily closed for this type of activity. Because the Peninsula Watershed is a significant regional recreational area, temporary closures may be considered significant and require mitigation. Mitigation Measures 5-3, 5-4, 5-5, and 5-7 will reduce potential impacts to the less-than-significant level.

The existing Cañada Road, Skyline Frontage Road, and Skyline Boulevard bikeways may require temporary closures similar to those described above for trails and with incorporation of mitigation measures 5.3, 5.4, 5.5, and 5.7, these impacts will be less than significant. The Anza National Historic Trail (El Camino Real) will not require closure and will, therefore, not be affected. Because the route is approximately 0.5 miles from the Junipero Serra County Park and adjacent to but not within the Pulgas Ridge Open Space Preserve, the park and the preserve will not be directly affected by construction.

A portion of the Crystal Springs Golf Course also will be closed for temporarily during tower replacement and wire-pulling activities. A small portion of the golf course parking lot will also be closed during this time. PG&E will coordinate with SFPUC and the operators of the Crystal Springs Golf Course prior to commencing construction to minimize impacts and coordinate notification with users as described in Mitigation Measure 5.6. Because this impact will be temporary and short term, impacts will be less than significant.

Helicopter construction may result in the closure of trails to equestrian use because of the noise sensitivity of horses and potential safety issues. Helicopter construction will last several weeks and will be temporary and short term. Impacts to trail usage due to helicopter construction will be mitigated to the less-than-significant level with the implementation of Mitigation Measure 5.9.

Helicopters will also generate noise and vibrations that may disturb users of trails, nearby parks, and open space. However, these disturbances will be limited in extent, intermittent, and of short duration. Noise impacts and mitigation measures are further described in Chapter 15, Noise.

Impact 5.4: Conflicts with Planned and Proposed Development. The only planned developments in proximity to Segment 1 are trail construction projects. If Project construction coincides with trail construction, or if trails will not be constructed prior to the Project, PG&E will coordinate with the relevant jurisdiction to minimize impacts. Project operation will not pose a permanent conflict with any of these trails. As a result, impacts will be less than significant.

5.3.2.3 Transition Station

Impact 5.5: Transition Station Site. Construction impacts, including dust, noise, and odors, at the Transition Station site may affect adjacent land uses, including the adjacent gas station and shopping centers, and residences located 400 feet away. These impacts are discussed in greater detail in Chapter 15, Noise, and Chapter 14, Air Quality. With the incorporation of mitigation measures proposed in those chapters, impacts will be less than significant.

5.3.2.4 Segment 2—BART South UG

Impact 5.6: Land Use—BART South Underground Segment. Segment 2 is located entirely underground within existing streets and the BART ROW. As previously described under Segment 1—Jefferson/San Bruno, construction of Segment 2 will result in temporary disturbance to residences and businesses located on and in proximity to San Bruno Avenue. These potential temporary impacts will be mitigated, as discussed in Chapter 14, Air Quality, Chapter 15, Noise, and Chapter 13, Transportation/Traffic, to the less-than-significant level. Impacts to the Boys and Girls Club, a facility that houses indoor activities, and the Head Start child education center will be similar to those described for residences and are not considered significant after the incorporation of mitigation measures described in Chapter 14, Air Quality, and Chapter 15, Noise.

South San Francisco High School is located at MP 1.6. Construction activities (trenching through backfill) near the school could take several weeks to complete, as described in the beginning of this section. Noise may be disruptive to students during school hours. Students also may be exposed to dust during outdoor activities. Mitigation Measure 5.9 will reduce these impacts to the less-than-significant level. Measures listed in Chapter 14, Air Quality, and Chapter 15, Noise also will reduce these impacts below significance levels.

From MP 0.3 to MP 3.3, Segment 2 will be located underground within the BART ROW. Adjacent commercial and residential land uses will experience increased noise and dust during construction, and these impacts will be mitigated as discussed in Chapter 14, Air Quality and Chapter 15, Noise. To avoid dust nuisances to the car dealership that parks its

vehicles at MP 2.0 in the BART ROW, the cars would be moved, based on the lease agreement between the dealership and BART. The majority of construction activities in this vicinity are expected to be complete within a few weeks through this area. Mitigation Measure 5.10 will reduce impacts to the less-than-significant level.

Impact 5.7: Adverse Effects to Existing Recreational Uses. Bayshore Circle Park is located approximately 400 feet from the street, and the Herman Tot Lot, across Hunnington Avenue from the route, is located approximately 300 feet from the street; neither will be directly affected by construction. Impacts could include a temporary, short-term increase in exposure to dust and noise. Construction activities (trenching through backfill) near the park should last in the order of two weeks. Mitigation measures in Chapter 14, Air Quality, and Chapter 15, Noise, and Mitigation Measure 5.6 will reduce potential impacts to the less-than-significant level.

Construction will occur adjacent to Orange Memorial Park. Park users may be exposed to increased noise, dust, and odors for a short duration since construction in the vicinity is expected to last about two weeks. However, because the route is directly adjacent to Orange Memorial's parking lot, park users will not be directly adjacent to the construction-related activities, and noise and dust will be reduced by distance. Dust and noise will also be mitigated by measures proposed in Chapter 14, Air Quality, and Chapter 15, Noise. Finally, the park is very large, and users will have ample space to distance themselves from any construction activities. Impacts will be short term, temporary, and less than significant.

Impact 5.8: Conflicts with Planned and Proposed Development. The BART South Segment will cross two roadway extensions that likely will be completed before the Project. These roads will be temporarily disturbed during construction but fully restored upon Project completion. This should not pose a conflict. As a result, there will be no significant impacts.

As discussed above, the City of South San Francisco linear park (between MP 1.0–3.0) will not be completed by the time the Project is proposed to begin construction. As a result, the Project will not impact the linear park. The BART /SamTrans bikeway may be completed, according to BART personnel. The bikeway will remain open through construction, with potential temporary closures for movement of equipment, to be coordinated with appropriate jurisdictions. As a result, there will be no significant impacts. Once operational, the Project will be compatible with the linear park and bikeway because it will be underground through this area, and this type of park use is compatible with PG&E's ROW requirements.

The Caltrain grade separation and new station project likely will occur in the same timeframe as construction of the Project. PG&E will coordinate with the City and Caltrain to ensure this Project is compatible with their plans. As a result, impacts will be less than significant.

5.3.2.5 Segment 3—McLellan/Hillside UG

Impact 5.9: Land Use—McLellan/Hillside Underground Segment. Segment 3 will be located in the proposed McLellan Drive Extension. The extension is scheduled to be constructed in 2002 and completed by 2003. Because the transmission line ultimately will be located within a roadway, it will not affect the development potential of the land it crosses.

El Camino High School is located on the other side of a chain-link fence within a few hundred feet of the route between MP 0.3 and MP 0.6. The majority of construction activities (trenching through backfill) in this area are expected to extend about two weeks. Construction impacts to the students at the school are similar to those previously described under Segment 2, Subsection 5.2.3.4, and Mitigation Measure 5.9 and measures described in Chapter 14, Air Quality, and Chapter 15, Noise, will reduce these potentially significant impacts to the less-than-significant level.

The remaining portion of Segment 3 will be located in an existing road, Hillside Boulevard. Businesses, including cemeteries and funeral-related businesses, and residences will be temporarily affected during construction in Hillside Boulevard by dust, noise, and traffic, as addressed in those chapters. Land-use effects will be similar to those described for the San Bruno Avenue portion of Segment 1 (Section 5.3.2.2, Underground). As previously noted, these impacts will be less than significant with incorporation of mitigation measures in Chapter 14, Air Quality, Chapter 15, Noise, and Chapter 13, Transportation/Traffic.

Impact 5.10: Adverse Effects to Existing Recreational Uses. The only existing recreational facility crossed by this segment is the Hillside Boulevard bikeway. The bikeway will remain open during construction. As discussed in Chapter 13, Transportation/Traffic, a Traffic Management Plan will be prepared in coordination with the appropriate local jurisdictions. As a result, with incorporation of those mitigation measures there will be no significant impacts.

Hillside Boulevard also provides access to the Cypress Hills Golf Course, which is approximately 0.2 miles away. The Project may result in additional traffic on Hillside Boulevard. These impacts are discussed in Chapter 13, Transportation/Traffic. The golf course will not be directly affected by Project construction.

Impact 5.11: Conflicts with Planned and Proposed Development. The McLellan Drive Extension should be completed before Project construction begins. Additional traffic and lane closures during construction are addressed in Chapter 13, Transportation/Traffic. With the incorporation of mitigation measures proposed in Chapter 13, impacts will be less than significant.

The Colma Grove condominium development will be located on the corner of Mission Road and the future McLellan Drive Extension. Because the transmission line is sited in the future roadway, it would not conflict with this development, which is scheduled for construction in September 2003. PG&E will coordinate with the City of South San Francisco through the public-information program to minimize land-use effects.

The Hillside Community and Cultural Park will be completed prior to Project construction and located adjacent to the route at MP 2.1. Impacts to the park will be similar to those previously described under Subsection 5.3.2.4, for Segment 2 at the Bayshore Circle Park and Orange Memorial Park. The majority of construction activities directly adjacent to the park are expected occur for about two weeks. With the incorporation of Mitigation Measure 5.6, impacts will be less than significant.

5.3.2.6 Segment 4—Hoffman/Orange UG

Impact 5.12: Land Use—Hoffman/Orange Underground Segment. Land uses in the vicinity of this segment are primarily residential. Impacts from construction along Hoffman Street and Orange Street will be similar to those previously described for the underground segments in Sections 5.3.2.3 through 5.3.2.5. Construction will be short-term and temporary. With the implementation of measures previously discussed, impacts will be less than significant.

The play-fields at Susan B. Anthony High School and Pollicita Middle School, located adjacent to the route, will be affected by construction, noise, and dust, as previously described under Segment 1 and Segment 3 in subsections 5.3.2.3 and 5.3.2.5. Mitigation Measure 5.9 and measures described in Chapter 13, Transportation/Traffic, Chapter 14, Air Quality, and Chapter 15, Noise, will reduce these impacts to the less-than-significant level.

Impact 5.13: Adverse Effects to Existing Recreational Uses. Because no parks, trails, or bicycle paths exist or are proposed along or adjacent to the segment, there will be no impacts.

Impact 5.14: Conflicts with Planned and Proposed Development. The Hoffman Court development will be constructed in a vacant lot adjacent to the route. Potential impacts will be the same as those described for other residences on Hoffman Street in Subsection 5.3.2.6 and with incorporation of previously described mitigation measures, will be less than significant.

5.3.2.7 Segment 5—Guadalupe Canyon UG

Impact 5.15: Land Use—Guadalupe Canyon Underground Segment. Construction of Segment 5 will be conducted entirely within existing roads. The John F. Kennedy Elementary School on Price Street between MP 0.2 and 0.4 may be affected by construction activities as described under Segment 2 in Section 5.3.2.4. In addition, access to the school may be affected during construction because it is accessed from East Market Street. Mitigation Measures 5.9 and 5.11 and measures proposed in Chapter 13, Transportation/Traffic, Chapter 15, Noise, and Chapter 14, Air Quality, will reduce potential impacts to the less-than-significant level.

This segment will also pass adjacent to residences and commercial businesses. Impacts to residences and businesses will be similar to those previously described for the other underground portions. Because impacts will be short-term, temporary, and minimized by the described mitigation measures, they will be less than significant.

Impact 5.16: Adverse Effects to Existing Recreational Uses. Because Guadalupe Canyon Parkway is located within San Bruno Mountain State and County Park, PG&E will coordinate with County Park and HCP administrators before beginning construction through the park. Because construction will occur in designated roadways, recreational uses will not be impacted, with the exception of potential traffic delays for park users accessing the trailhead parking lot via Guadalupe Canyon Parkway addressed in Chapter 13, Transportation/Traffic. Because bikeways will remain open during Project construction, there will be no impacts to recreation.

Impact 5.17: Conflicts with Planned and Proposed Development. The Project will not pose a conflict with the planned Bay to Ocean bikeway because the bikeway will remain open during construction if it has been built by that time.

5.3.2.8 Martin Substation

Impact 5.18: Martin Substation Construction Activities. Construction activities at the Martin Substation will be similar to those that occur during regular maintenance at the facility. The work likely will generate additional dust and noise; however, the site is located in an area that is heavily industrialized to the south, east, and west, with residential and commercial uses to the north, across the street on Geneva Avenue. As a result, impacts will be less than significant. Impacts to the residences located across the street from the substation will be mitigated to the less-than-significant level with the measures proposed in Chapter 13, Transportation/Traffic, Chapter 15, Noise, and Chapter 14, Air Quality.

5.3.3 Operation Impacts

5.3.3.1 Substations

Because these substations are in operation, and the additional equipment will be installed within the existing property line, there will be no impacts to land use. There are no recreational or agricultural resources adjacent to the substation, so none will be affected.

5.3.3.2 Overhead Transmission Line

Impact 5.19: Land Use. After construction, impacts to potential future land use will be minimal. The overhead portion of the transmission line will be located in an existing utility corridor and largely within existing PG&E ROW, where development is already restricted.

PG&E is expecting to lengthen four existing unpaved access roads (see Chapter 2, Table 2-7) and reestablish one road to existing and new towers for construction and operational use. These roads will be located within open space lands, in areas not currently accessible to the public. Impacts to land use will be less than significant.

Impact 5.20: Recreation. Operation and maintenance activities for the new 230 kV/60 kV transmission line will be unchanged from those currently undertaken for the double-circuit 60 kV transmission line, and therefore, no significant impacts will occur as a result of this Project.

Operation of the Project will not impact existing or future recreational uses in affected parks and open-space areas. Segment 1 replaces an existing transmission route in a PG&E transmission-line corridor that does not currently directly affect recreational uses. Existing and proposed recreational trails that will be paralleled or crossed by the Project will not be impacted, because the transmission line will span these areas and no structures will be placed on trails. Although the new towers on the golf course may be sited in different locations than the existing towers, site placement will be designed to prevent interference with the design and layout of the course, and, once constructed, will have no significant change in effect from the existing structures. Potential visual impacts resulting from the transmission line are discussed in Chapter 8, Visual Resources. Impacts to recreation from changes in operations due to the change from the existing line to the proposed 230 kV/60 kV transmission line are not significant.

5.3.3.3 Transition Station

Impact 5.21: Transition Station. The Transition Station is sited on land designated as Commercial and zoned as Neighborhood Commercial. Caltrans owns the site. The

Transition Station will result in development of an 80 x 100 foot test area (0.2 acre) of the existing approximately six-acre property. As a result, this land will be precluded from future commercial development. However, because the development of this site as a transition station does not conflict with existing plans, zoning, general plan land-use designations, or policies, impacts will be less than significant.

5.3.3.4 Underground Transmission Line

Because a portion of the transmission line will be located underground in existing roadways, a planned roadway, and the BART corridor, operation of this part of the line will not affect land use, recreation, or agricultural resources (there are no agricultural resources to be affected).

5.3.3.5 Martin, San Mateo, and Monta Vista Substations

The substation modifications will take place within the existing property lines. Because this land is within the PG&E property line, impacts to land use will be less than significant. No recreational or agricultural resources will be affected for the same reason and because none are located adjacent to the sites.

5.4 Mitigation Measures

5.4.1 Construction Mitigation Measures

As previously noted, the following mitigation measures will reduce impacts associated with construction:

Mitigation Measure 5.1. Lift Plan. Should a change in construction temporarily vacate any residence, Mitigation Measure 11.7, Helicopter Lift Plan, will be implemented, including advance notification and coordination with potentially affected residents.

Mitigation Measure 5.2. Public Information Program. A public-liaison representative will provide the public with advance notification of construction activities. Concerns related to dust, noise, odor, and access restrictions associated with construction activities will be addressed within this program.

Mitigation Measure 5.3. No construction that affects trail use will be conducted on holidays.

Mitigation Measure 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.

Mitigation Measure 5.5. Signs directing vehicles to alternative park access and parking will be posted in the event construction temporarily obstructs parking areas near trailheads.

Mitigation Measure 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.

Mitigation Measure 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.

Mitigation Measure 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.

Mitigation Measure 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 beginning construction.

Mitigation Measure 5.10. PG&E will coordinate with BART and the Chestnut Avenue car dealership to relocate the vehicles parked in the ROW and to minimize impacts to the business during construction.

Mitigation Measure 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 begins. No construction will occur in front of school driveways during school hours.

5.4.2 Operation Impacts

Because land-use impacts during operations will be less than significant, mitigation measures are not required.

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