

PUBLIC UTILITIES COMMISSION505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

Notice of Preparation

Environmental Impact Report for the

Jefferson-Martin 230 kV Transmission Line Project Proposed by Pacific Gas and Electric Company

Application No. A-02-09-043

A. Introduction

Pacific Gas and Electric Company (PG&E) has filed an application for a Certificate of Public Convenience and Necessity (CPCN) to the California Public Utilities Commission (CPUC) for the proposed Jefferson-Martin 230 kV Transmission Line Project. The CPUC has decided that an Environmental Impact Report (EIR) will be prepared to evaluate the project under the California Environmental Quality Act (CEQA). Therefore, as required by CEQA, this Notice of Preparation is being sent to interested agencies and members of the public. The purpose of the NOP is to inform recipients that the lead agency is beginning preparation of an EIR and to solicit information that will be helpful in the EIR process. This notice includes a description of the project that PG&E proposes to construct, a summary of potential project impacts, the times and locations of public scoping meetings, and information on how to provide comments to the CPUC.

B. Project Description

According to PG&E, the proposed project is needed to meet the projected electric demand in the City and County of San Francisco, as well as the Cities of Burlingame, Millbrae, San Bruno, South San Francisco, Brisbane, Colma, Daly City (see Figures 1 and 2; all figures are at the end of this Notice). New transmission and distribution facilities are needed to serve existing electrical load and projected growth in the San Francisco Bay area. The proposed project would include three major components, as described below (see Figure 2 for an illustration of the proposed project).

Transmission Line

Installation of a new, approximately 27-mile-long 230 kV single-circuit transmission line with overhead and underground segments. The southerly 14.7 miles of the line would be installed overhead on a rebuilt version of PG&E's existing Jefferson-Martin 60 kV double-circuit power line, and the remaining 12.4 miles would be installed in a new underground duct bank. For the overhead portion of the line, the existing Jefferson-Martin 60 kV double-circuit power line would be re-built to enable the east side of the line to operate at 60 kV and the west side of the line at 230 kV.

Overhead Portion of the Route. The 14.7-mile rebuilt overhead portion of the line would utilize PG&E's standard 230 kV transmission towers, which would average approximately 25 feet taller than the existing structures. Approximately 100 lattice towers would be replaced. PG&E is proposing to use lattice-type steel towers (similar in style to the existing towers) along most of the route, though in a few locations existing lattice towers would be replaced by tubular steel poles.

With few exceptions, the new transmission line towers and poles would be replacing the existing towers and poles near their present locations. The current easement owned by PG&E and used for the existing 60 kV power line is typically 50 feet wide. The new right-of-way would need to be expanded to approximately 100 feet.

The portion of the existing 60 kV line between the proposed transition station and the Sneath Lane Substation would be reconducted and will remain at 60 kV, with a few existing poles raised about five feet.

Underground Portion of the Route. The 12.4-mile underground line would consist of three cross-linked polyethylene insulated solid dielectric copper conductor cables in a buried concrete encased duct bank system. Approximately nine miles of this route would be within streets (in the Cities of San Bruno, Colma, Daly City, and Brisbane) and about three miles would be in the new BART right-of-way (through the Cities of South San Francisco and San Bruno). A trench would be dug for installation of the cables; it would be typically two feet wide and about six feet deep. During construction of the underground line, a temporary construction easement would be required. The width of the workspace within existing roadways would be determined by the encroachment permits to be issued by the local jurisdictions.

Transition Station

Construction of a new transition station near the intersection of San Bruno Avenue and Glenview Drive just east of Skyline Boulevard/Highway 35 to transition from the 14.7-mile overhead 230 kV transmission line to the 12.4-mile underground 230 kV transmission line. The transition would be set back approximately 25 feet from Glenview Drive and about 50 feet from San Bruno Avenue. The station would be surrounded by an eight-foot high masonry wall, enclosing an area of approximately 80 by 100 feet.

Substation Modifications

Modification of the existing Jefferson and Martin substations to accommodate the new 230 kV transmission line; modifications to equipment at the existing San Mateo, Ralston, Millbrae, and Monta Vista substations; and modification of Hillsdale Junction switching station for the new 60 kV arrangement.

C. Project Location

The underground portion of the transmission line route is located within areas of unincorporated San Mateo County and the Cities of Daly City, Brisbane, Colma, South San Francisco, and San Bruno. It will run underground from the transition station (at San Bruno Avenue and Glenview Drive), down San Bruno Avenue to the BART right-of-way, along the BART ROW for more than three miles, then on portions of McClellan Drive, Hillside Boulevard, Hoffman Street, and Orange Street. The underground line would then be in Guadalupe Canyon Parkway over San Bruno Mountain, through the State and County Park, then in Bayshore Boulevard and into the Martin Substation.

The overhead southern segment of the transmission line route would traverse the County of San Mateo and the Cities of Millbrae, Burlingame, Hillsborough, and Woodside. Aside from a small change within Monta Vista Substation (Cupertino, Santa Clara County), the project is entirely within San Mateo County. Much of the overhead route travels near Highway 280, and it would be on Peninsula Watershed lands of the San Francisco Public Utilities Commission and Edgewood County Park.

D. Potential Environmental Effects

In accordance with the guidelines of CEQA, the CPUC intends to prepare an EIR to evaluate potential environmental effects of the proposed project, and to propose mitigation measures to reduce any significant effects identified. The EIR will also study the environmental impacts of the alternatives to the transmission line routes and substation locations, and propose mitigation to reduce these effects.

Based on preliminary analysis of the proposed project and review of documents submitted by PG&E and other parties to the CPUC's CPCN proceeding, completion of the proposed project may have a number of potentially significant environmental effects. Potential issues and impacts to the existing environment include those listed in **Attachment 1**. No determinations have yet been made as to the significance of these potential impacts; such determinations will be made in the EIR after the issues are considered thoroughly. **Attachment 2** includes CEQA Checklist questions that would be evaluated in an EIR if they cover issues relevant to the project. In addition to analysis of the issues listed in Attachment 1 and other issues raised in the scoping process, the EIR will evaluate the cumulative impacts of the project in combination with other present and planned projects in the area.

Mitigation Measures. PG&E has proposed many measures that could reduce or eliminate potential impacts of the project. The effectiveness of these measures (called "applicant proposed measures") will be evaluated in the EIR, and additional measures (mitigation measures) will be developed to further reduce impacts, if required. When the CPUC makes its final decision on the project, it will define the mitigation measures to be adopted as a condition of project approval and it will require implementation of a mitigation monitoring program.

E. Alternatives

In addition to mitigation measures, the EIR will evaluate alternatives to the proposed project that could reduce, eliminate, or avoid impacts of the proposed project. Alternatives could include different routes for the transmission lines or alternative methods of providing electric power to the area (such as generation).

In compliance with CEQA, a Draft EIR must describe a reasonable range of alternatives to the project or project location that could feasibly attain most of the basic project objectives and avoid or lessen any of the significant environmental impacts of the proposed project. Additionally, the No Project Alternative must also be analyzed in the Draft EIR; this alternative describes the situation that would likely occur in the absence of the proposed project. Further, the EIR must evaluate the comparative merits of the alternatives.

PG&E discussed the No Project Alternative and several project route alternatives in its Proponent's Environmental Assessment (PEA); these are illustrated in Figure 3 and include the following:

- Overhead Rebuild (as proposed; PG&E's Segment 1A) with three alternative underground routes:
 - Underground Alternative outside of BART ROW (PG&E's Segment 2A)
 - Underground Alternative using BART ROW and McClellan Drive (PG&E's Segment 2B; this became the proposed project)
 - Underground Alternative using BART ROW to Serramonte Boulevard (PG&E's Segment 3B)
- All Underground Alternative (PG&E's Segment 1B is the southern portion) with three alternative segments along the northern portion:
 - Underground Alternative outside of BART ROW (PG&E's Segment 2A)
 - Underground Alternative using BART ROW and McClellan Drive (PG&E's Segment 2B; this became the proposed project)
 - Underground Alternative using BART ROW to Serramonte Boulevard (PG&E's Segment 3B)
- Local generation: use of local generation in the San Francisco Peninsula to satisfy the need for new load serving capacity.

In addition to the PEA alternatives listed above, additional alternatives will be evaluated for full analysis and consideration in the Draft EIR based on additional input from agencies and the public and additional independent analysis by the CPUC environmental team. Alternatives that will be considered will include the No Project Alternative, “non-wires” alternatives (e.g., generation, distributed generation, and demand side management), and PG&E's alternatives. In addition, the EIR may also evaluate alternatives such as:

- Partial undergrounding of the southern (overhead) route segment along the Highway 280 corridor
- A different overhead route west of Highway 280
- Relocating individual poles/towers in the proposed overhead route
- Creating new overhead segments
- Replacing lattice towers with tubular steel poles within the proposed or a different overhead route.

F. Public Scoping Meetings

The CPUC will conduct four public Scoping Meetings in three locations in the project area, as shown in the table below. The purpose of these meetings is to present information about the proposed project and the CPUC's decision-making process, and to listen to the views of the public on the range of issues relevant to the preparation of the Draft EIR.

Public Scoping Meetings

Date	Wednesday January 29, 2003	Tuesday February 4, 2003	Thursday February 6, 2003
Time	7 pm - 9 pm	2 pm – 4 pm* and 7 pm – 9 pm	7 pm – 9 pm
Location	San Bruno Recreation Center Crystal Springs Ave at Oak Road San Bruno, CA 94066	City Council Chambers, San Mateo City Hall 330 West 20th Avenue San Mateo, CA 94403	Albert Teglia Community Center 285 Abbot Avenue Daly City, CA 94014
Directions	<p><u>From the north:</u> Take U.S. 101 South to the I-380 West/San Bruno (I-280) exit. From I-380, take the CA-82 exit toward El Camino Real/San Bruno, then turn left (south) on El Camino Real and turn right on Crystal Springs Ave.</p> <p><u>From the south:</u> Take I-280 North to the I-380 East exit toward S.F. International Airport. From I-380, take the CA-82 exit toward El Camino Real. Turn right onto El Camino Real and right onto Crystal Springs Ave.</p>	<p><u>From the north:</u> Take U.S. 101 South to CA-92/Fashion Island exit toward Half Moon Bay. From CA-92, take the CA-82 South exit toward El Camino Real South; bear right on S El Camino Real; turn right onto W 20th Ave.</p> <p><u>From the south:</u> Take I-280 North to the CA-92 exit toward Half Moon Bay/Hayward/San Mateo. Continue onto CA-92 East toward Hayward/San Mateo. Take the Alameda de las Pulgas exit toward Alameda de las Pulgas; turn right on Alameda de las Pulgas. Turn left on W 20th Ave.</p> <p>* San Mateo City Hall does not allow parking in its lot during business hours. Parking is available at the San Mateo Elks Lodge located at 229 W 20th Ave.</p>	<p><u>From the north:</u> Take I-280 South to the Eastmoor Ave. exit. Turn right onto Sullivan Ave.; turn right onto Washington Ave.; turn left onto San Pedro Road. Continue onto East Market St (at the Mission St./El Camino intersection); turn left onto Hillside Blvd. Turn right onto East Moltke Ave. to Abbot Ave.</p> <p><u>From the south:</u> Take I-280 North to the Mission St exit toward Pacifica. Continue toward Mission St; turn left onto Junipero Serra Blvd. Turn right onto San Pedro Rd, then continue onto East Market St (at Mission St./El Camino intersection); turn left onto Hillside Blvd. Turn right onto East Moltke Ave. to Abbot Ave.</p>

G. Scoping Comments

At this time, the CPUC is soliciting information regarding the topics and alternatives that should be included in the EIR. Suggestions for submitting scoping comments are presented at the end of this section. **All comments must be postmarked by February 20, 2003.** You may submit comments in a variety of ways: (1) by mail, (2) by electronic mail, (3) by fax, or (4) by attending a Public Scoping Meeting (see times and locations above) and making a verbal statement or handing in a written comment at the meeting.

By Mail: If you send comments by mail, please use first-class mail and be sure to include your name and a return address. Please send written comments on the scope of the EIR to:

Billie Blanchard
California Public Utilities Commission
c/o Aspen Environmental Group
235 Montgomery Street, Suite 800
San Francisco, CA 94104-2906
Fax and voicemail: (650) 240-1720

By Electronic Mail: E-mail communications are welcome; however, please remember to include your name and return address in the e-mail message. E-mail messages should be sent to jeffmartin@AspenEG.com.

By Fax: You may fax your comment letter to our information line at (650) 240-1720. Please remember to include your name and return address in the fax.

A **Scoping Report** will be prepared, summarizing all comments received (including oral comments made at the Scoping Meetings). This report will be posted on the project website and copies will be placed in local libraries. In addition, a limited number of copies will be available upon request to the CPUC.

Suggestions for Effective Participation in Scoping

Following are some suggestions for preparing and providing the most useful information for the EIR scoping process.

1. **Review the description of the project** (see Section B of this Notice of Preparation and the maps provided). Additional detail on the project description is available on the project website or in PG&E's Proponent's Environmental Assessment, copies of which are available at several local libraries (see website and repository addresses above).
2. **Review the CEQA impact assessment questions** (see Attachment 2).
3. **Attend the scoping meetings** to get more information on the project and the environmental review process (see times and dates above).
4. **Submit written comments** or attend the scoping meetings and **make oral comments**. Explain important issues that the EIR should cover.
5. **Suggest mitigation measures** that could reduce the potential impacts associated with PG&E's proposed project.
6. **Suggest alternatives** to PG&E's proposed project that could avoid or reduce the impacts of the proposed project.

H. For Additional Project Information

Internet Website: Information about this application and the environmental review process will be posted on the Internet at: http://www.cpuc.ca.gov/Environment/info/aspen/jefferson_martin/jeffmartin.htm. This site will be used to post all public documents during the environmental review process and to announce upcoming public meetings.

Project Information Hotline. You may request project information by leaving a voice message or sending a fax to **(650) 240-1720**.

Document Repositories. PG&E's Proponent's Environmental Assessment (PEA) is available for review at several area libraries and copies may be purchased from three Kinko's stores (see list below). The PEA includes a detailed description of the project that PG&E proposes to construct, and it evaluates potential impacts of the project from PG&E's perspective.

John D. Daly Library
6351 Mission Street
Daly City, CA

Serramonte Library
40 Wembly Drive
Daly City, CA

Brisbane Library
250 Visitacion Avenue
Brisbane, CA

Woodside Library
3140 Woodside Road
Woodside, CA

San Bruno Public Library
701 Angus Avenue West
San Bruno, CA

Kinko's Redwood City, Veteran's Blvd*
1111 Veteran's Boulevard
Redwood City, CA

Redwood City Public Library
1044 Middlefield Road
Redwood City, CA

Cupertino Library
10400 Torre Avenue
Cupertino, CA

Cupertino PG&E Office
10900 N. Blaney Avenue
Cupertino, CA

Millbrae Library
1 Library Avenue
Millbrae, CA

Kinko's Colma, 280 Metro Center*
31 Colma Blvd
Colma, CA

Grand Avenue Library
306 Walnut Avenue
South San Francisco, CA

Burlingame Library
480 Primrose Road
Burlingame, CA

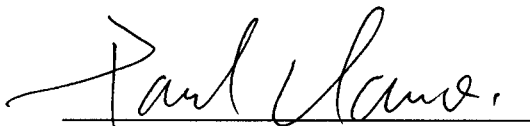
West Orange Library
840 West Orange Avenue
South San Francisco, CA

San Mateo Public Library
55 West 3rd Avenue
San Mateo, CA

Kinko's San Mateo, Downtown*
480 E. 4th Avenue, Unit B
San Mateo, CA

*Copies of material from these documents may be made at these locations at the requester's expense.

The California Public Utilities Commission hereby issues this Notice of Preparation of an Environmental Impact Report.



Paul Clanon, Director
Energy Division
California Public Utilities Commission

January 15, 2003

Date

ATTACHMENT I

Summary of Potential Issues or Impacts: Jefferson-Martin 230 kV Transmission Project

Environmental Issue Area	Potential Issues or Impacts
<p>Aesthetics</p>	<ul style="list-style-type: none"> • The overhead transmission lines and larger towers and tubular poles could degrade views or intersect panoramic sightlines for motorists on I-280 (a State-designated scenic highway) and SR 92 and SR 35 (both eligible for scenic highway status). • Visibility of the transmission line and its impact on views from established recreation areas, facilities, trails, and other notable landmarks including: Golden Gate National Recreation Area (San Francisco Bay Discovery Site), Sawyer Camp Bicycle (and pedestrian) Trail, Crystal Springs Golf Club, Pulgas Water Temple, Skyline Boulevard and Cañada Road in the vicinity of Crystal Springs Reservoir (popular with cyclists and recreational drivers), Pulgas Ridge Open Space Preserve, Edgewood County Park, and Filoli State Historic Landmark. • Visibility of the overhead transmission lines and their potential blockage of the higher visual quality natural landscape features to the west when viewed from residential areas fronting the I-280 corridor in the communities of Millbrae, Hillsborough, San Carlos, Woodside, and Redwood City. • Visibility of industrially complex transition structures for the underground portion of the proposed project (Sneath Lane to Martin Substation) and alternatives (Cañada Road/Skyline Boulevard and Edgewood Road/El Camino Real). • Duration of visibility of construction materials, equipment, and debris. • Consistency with the visual resources goals, objectives, and policies of the San Mateo County General Plan pertaining to the protection and/or enhancement of visual resources.
<p>Agricultural Resources</p>	<ul style="list-style-type: none"> • No issues identified.
<p>Air Quality</p>	<ul style="list-style-type: none"> • Project construction will produce short-term air emissions (fugitive dust and vehicle and equipment exhaust).
<p>Biological Resources</p>	<ul style="list-style-type: none"> • Project construction could impact rare, threatened, or endangered species in the project area. • Construction of project components (access roads) could affect serpentine grassland, riparian, and/or wetland habitats. • Proposed transmission lines would cross property that may be acquired for mitigation for special status species. • Overhead transmission line could cause bird electrocution and collision.
<p>Cultural and Paleontological Resources</p>	<ul style="list-style-type: none"> • Some fossil-bearing geologic formations that are located in the proposed project area could be impacted. • Potential construction-related impacts to known and unrecorded prehistoric and historic resources.
<p>Geology and Soils</p>	<ul style="list-style-type: none"> • The southern (overhead) portion of the transmission line route would be parallel to and immediately east of the San Andreas fault zone throughout most of its length; fault rupture or strong ground shaking could damage facilities. • Slope stability is an issue over portions of the route. • Project construction, especially the underground transmission line, could cause significant soil erosion or loss of topsoil.

Environmental Issue Area	Potential Issues or Impacts
Hazards and Hazardous Materials	<ul style="list-style-type: none"> • Substation operation could result in release of transformer mineral oil if equipment fails. • Proposed helicopter operations during construction would be in the vicinity of the San Francisco International Airport (SFO). • Preexisting soil contamination that could affect construction workers and the public during project construction. This is especially a concern for the underground portion of the project in the urban, densely populated areas of northern San Mateo County. • Potential release of the fuels and lubricants during construction. • Fire hazard during construction. • [See discussion EMF under “other issues”, below]
Hydrology and Water Quality	<ul style="list-style-type: none"> • Project construction, especially the underground transmission line, could affect surface water flow and erosion rates causing subsequent downstream sedimentation and reduced surface water quality. • Given the bayshore location of the Martin Substation, project-related excavation would have a likelihood of encountering shallow groundwater during trenching. • Concern over the major creek crossings (San Mateo Creek at the Crystal Springs Dam and San Bruno Creek near Sneath Lane) and the crossing of flood control channels. • Concern over potential disturbances or contamination of the Crystal Springs watershed.
Land Use and Planning	<ul style="list-style-type: none"> • Project route crosses land within the jurisdictions of numerous cities, unincorporated San Mateo County, the San Bruno Mountain State/County Park, Caltrans, BART, and the lands of the San Francisco Public Utilities Commission (SFPUC), Hetch Hetchy Water Department. • Preservation of open space is an important regional issue in the project area. • Potential conflict of transmission lines with residences, parks, golf courses, commercial areas, and transportation corridors.
Noise	<ul style="list-style-type: none"> • Construction would generate noise for a few months in several locations, including in the vicinities of residences, recreational uses, cemeteries, hospitals, or schools. • Concern about ground-borne vibration, because the project would require excavation work and possible blasting near residences, schools, and certain industrial uses (e.g., high-technology manufacturing) that may be sensitive to vibration. • Aboveground portions of the proposed transmission line and substation upgrades may generate corona noise at levels above existing conditions.
Population and Housing	<ul style="list-style-type: none"> • Potential for proposed project to encourage or accelerate growth in the region.
Public Services and Utilities	<ul style="list-style-type: none"> • Construction along streets and linear ROWs could disrupt local and regional services provided through underground utilities.
Recreation	<ul style="list-style-type: none"> • Potentially reduced quality of recreational experiences in open spaces and recreational facilities. • Recreational facilities in the proposed project corridor that could be affected include: Filoli State Historic Landmark, Pulgas Water Temple, Edgewood Park and Natural Preserve, Ralston, Crystal Springs, and Cañada Trails, Crystal Springs Golf Course, Sawyer Camp Trail, Orange Memorial Park, and San Bruno Mountain State/County Park and Ecological Reserve.

Environmental Issue Area	Potential Issues or Impacts
Transportation and Traffic	<ul style="list-style-type: none">• Construction of the underground portion of the project could affect traffic flow, parking, road usage, and property access.• Crossings of I-280, Half Moon Bay / Cañada Road (SR 92), and El Camino Real (SR 82), which may require temporary total closure of the routes.• Longer-term lane closures that could be forced by line installation along Cañada Road, Skyline Boulevard (SR 35), Sneath Lane, Guadalupe Canyon Parkway, and Bayshore Boulevard.• Temporary closures of recreational trails and bicycle lanes.
Other Issues	<ul style="list-style-type: none">• Landowners of properties crossed by or near the proposed transmission lines are concerned about effects on property values.• There is public concern about Electric and Magnetic Field (EMF) effects of the aboveground and underground transmission lines.• Concern about location of the transmission line near schools and residential areas.• Concern about potential environmental justice issues associated with the northern, underground segment of the route in the Cities of South San Francisco, Colma, Daly City, and Brisbane.• Alternatives including local power generation facilities should be considered.

ATTACHMENT 2**ENVIRONMENTAL CHECKLIST**

Following are the questions included in the California Environmental Quality Act's (CEQA) environmental checklist. These are issues that may be evaluated in an Environmental Impact Report, if they are determined to be relevant to the project.

I. AESTHETICS. Would the project:

- Have a substantial adverse effect on a scenic vista?
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- Substantially degrade the existing visual character or quality of the site and its surroundings?
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Involve other changes in the existing environmental which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- Conflict with or obstruct implementation of the applicable air quality plan?
- Violate any air quality standard or contribute substantially to an existing or projects air quality violation?
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- Expose sensitive receptors to substantial pollutant concentrations?
- Create objectionable odors affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES. Would the project:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

V. CULTURAL RESOURCES. Would the project:

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- Directly or indirectly destroy a unique paleontological resource or site unique geologic feature?
- Disturb any human remains, including those interred outside of formal cemeteries?

VI. GEOLOGY AND SOILS. Would the project:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to the California Division of Mines and Geology Spec. Pub. 42)
 - Strong seismic ground shaking?
 - Seismic-related ground failure, including liquefaction?
 - Landslides?
- Result in substantial soil erosion or the loss of topsoil?
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school?
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

VIII. HYDROLOGY AND WATER QUALITY. Would the project:

- Violate any water quality standards or waste discharge requirements?
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- Otherwise substantially degrade water quality?
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- Inundation by seiche, tsunami, or mudflow?

IX. LAND USE AND PLANNING. Would the project:

- Physically divide an established community?
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- Conflict with any applicable habitat conservation plan or natural community conservation plan?
- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

X. NOISE. Would the project result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

XI. POPULATION AND HOUSING. Would the project:

- Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)?
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

XII. PUBLIC SERVICES AND UTILITIES.

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - Fire protection?
 - Police Protection?
 - Schools?
 - Parks?
 - Other public facilities?
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- Comply with federal, state, and local statutes and regulations related to solid waste?

XIII. RECREATION. Would the project:

- Increase the use of existing neighborhood, and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

XIV. TRANSPORTATION/TRAFFIC. Would the project:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?)
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?
- Result in inadequate emergency access?
- Result in inadequate parking capacity?
- Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

GENERAL ISSUES:

- Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
- Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Figure 1:
Existing Transmission System within Vicinity of Project Area
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Figure 2:

Proposed Transmission Line Route, Proposed Transition Station Location, and Existing Substations with Proposed Modifications

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Figure 3:
Proposed and Alternative Routes
[Click here to view](#)