

9. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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 on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Conditions

The existing 60 kV power line is located within an approximately 140-foot-wide transmission line right-of-way for its entire approximately 12-mile length. The line travels primarily through urban, built-out commercial and industrial areas over the southern half of the route, and county parklands, open space, and residential areas over the northern half. It spans sensitive wetland or habitat areas in the Burlingame Lagoon, between the San Mateo and Millbrae Substations (in the West of Bayshore parcel), and on San Bruno Mountain. Refer to Section B.4, Biological Resources, for details regarding the sensitive biological areas. Table B-1 summarizes existing and designated land uses in the project corridor. Additional details are provided in the following subsections.

San Mateo Substation to Burlingame Substation The San Mateo Substation is located at the southern end of the existing 60 kV power line, south of East Poplar Avenue and east of US 101 in the City of San Mateo. Poplar Creek Golf Course, Coyote Point Recreation Area, and Shoreline Bayfront Park are located north and east of the substation; residential and commercial land uses lie to the south and west. The *City of San Mateo General Plan* designates the approximately 38.7-acre substation property as Utilities. The power line leaves the San Mateo Substation and travels northwest over the golf course approximately between Towers 0/2 and 0/4 in land designated as Parks/Open Space in the City of San Mateo. The line crosses the Coyote Point Recreation Area for approximately 0.5 mile roughly between Towers 0/4 and 1/8. This area is designated as Public Recreation by San Mateo County and Parks/Open Space by the City of San Mateo. The Coyote Point Recreation Area contains group picnic sites, hiking and biking trails, and the Coyote Point Museum. The Coyote Point Marina is located east of the museum along San Francisco Bay. Tower 1/8 is located at the northern end of the recreational area adjacent to the shoreline near Peninsula Beach.

The line spans Airport Boulevard and enters an industrial area in Burlingame near Tower 1/8. To the north of the tower is a drive-in movie theater. The area between Towers 1/8 and 1/10 is designated as Industrial and Office Use in the *City of Burlingame General Plan*. The existing land uses in this

segment include offices and warehouses. The line runs parallel to the Burlingame Lagoon approximately between Towers 1/10 and 2/18.

The area between Towers 1/10 and 2/18 is designated as Public/Private Open Space, according to the *Burlingame Bayfront Specific Area Plan*. Land use designations along the north edge of the lagoon vary from offices and restaurants to commercial, recreation and hotels/motels. Further west, along the lagoon and Sanchez Marsh, the area consists of lands designated as both Public/Private Open Space and Community Park. Existing land uses in this area include offices, hotels, a recreational park and trail, and the Burlingame landfill park to the north, and US 101 to the south. Near Towers 2/18 and 2/19, the line briefly spans an area designated as Waterfront Commercial (south of Bayside Park) before proceeding southwest of the freeway at the Broadway interchange.

Burlingame Substation. The Burlingame Substation is located between Towers 2/19 and 2/20 in an area designated as Industrial and Office Use by the *Burlingame General Plan*. The substation is located on Rollins Road in Burlingame within a heavily developed industrial area.

Burlingame Substation to Millbrae Substation. Near Towers 2/19 and 3/29, the power line spans an area designated as Industrial and Office use between US 101 and Rollins Road in Burlingame. Existing uses in the area are primarily industrial facilities, auto repair shops, and parking lots. Between Towers 3/25 and 3/26, the line spans a recreational facility with a pool and tennis and basketball courts. Near Tower 3/29, the line enters Millbrae and an area designated as General Commercial, according to the *Millbrae Station Area Specific Plan*. Near Towers 4/30 and 4/32, the line spans an area designated as General Commercial. The area between Towers 4/31 and 4/33 to the west of the line is designated as Commercial Mixed Use. The area contains light industrial facilities, as well as offices, a gas station, apartment buildings to the north, and a nursery to the south of East Millbrae Avenue. The *Millbrae Station Area Specific Plan* proposes to convert the area south of East Millbrae Avenue to office space, and the area to the north has been converted to parking for the new Millbrae BART Station, the southern terminus of the BART – San Francisco Airport extension.

Near Towers 4/32 and 4/33, the line briefly spans an area at Aviator Avenue designated as Low Density Residential and containing houses and undeveloped land. Near Tower 4/34, the line leaves the residential area and enters designated Park and Open Space between US 101 and the residential area. This open space area primarily serves as a utility corridor.

Millbrae Substation. The Millbrae Substation is located in Millbrae in an area designated as Industrial and Utility. Surrounding uses are residential and commercial.

Millbrae Substation to Martin Substation. The Millbrae Substation is located a few hundred feet to the west of the power line at approximately Tower 4/36. Near Tower 4/33, the route enters unincorporated San Mateo County and the West of Bayshore parcel. The route spans a 0.2-mile section of Millbrae before returning to the West of Bayshore parcel at approximately Tower 5/40.

The West of Bayshore parcel from approximately Towers 5/40 to 6/52 is land owned by the City and County of San Francisco situated to the west of US 101 and east of the Caltrain right-of-way. The

parcel is designated as Airport, and the land in this area is used exclusively for utility- and transportation-related purposes, although the majority of the parcel consists of undeveloped habitat for the San Francisco garter snake and the California red-legged frog, as well as seasonal wetlands. Near Tower 6/48, the line passes approximately 200 feet east of Belle Aire Elementary School in the City of San Bruno. Between Towers 6/50 and 6/51, the line spans the interchange of San Bruno Avenue and US 101. Approximately 0.2 mile north, between Towers 6/52B and 6/53A, the line spans the interchange of Interstate 380 and US 101 in the City of San Bruno.

At Tower 6/53A, the line enters an area designated as Mixed Industrial within South San Francisco. Also designated as a Loft Overlay District, this area adjacent to the downtown has been designated to provide a broad mix of housing and small business and multimedia incubation sites. Existing uses in the area include industrial and commercial warehouses.

Between Towers 7/54 and 7/55, the line crosses to the east of US 101. This area, occupied by industrial facilities, office buildings, and hotels and designated as Business Commercial and Mixed Industrial, is part of the *South San Francisco East of 101 Area Plan*.

The line spans South Airport Boulevard and Colma Creek between Towers 7/55 and 7/60. Most of the area on both sides of the right-of-way between Towers 7/57 and 8/65 is designated as Business Commercial. A brief section of the line, between Tower 7/61 and East Grand Avenue east of the right-of-way, is designated as Business and Technology Park. This is also the site of the East Grand Substation.

Near Tower 8/63, the line spans Gateway Boulevard and turns to the northwest. At Tower 8/65, the line traverses the Caltrain right-of-way and, between Tower 8/66 and 8/67, crosses back to the west of US 101. This area is designated as Mixed Industrial and Business Commercial. The Irish Town Greens Park, a small city park, is located immediately adjacent to the line on the north side of Tower 8/67. The area from Towers 8/67 to 9/69, designated as Parks and Recreation, is open grassland used as a utility corridor.

Between Towers 9/69 and 9/70, the line spans Sister Cities Boulevard and a narrow strip designated as Parks and Recreation that is surrounded by an area designated and in use as Low Density Residential within the City of South San Francisco before entering San Bruno Mountain State and County Park.

Between Towers 9/70 and 10/75 in unincorporated San Mateo County, the line spans San Bruno Mountain State and County Park and surrounding open space in an area designated as Public Recreation, west of an area designated as Residential. The line spans the Buckeye Canyon Open Space property within Brisbane between Towers 10/75 and 10/78. The line spans one of the trails and two fire roads at Towers 9/74 and 10/75. The line then crosses over Quarry Road at Tower 10/78 and enters an area designated as Trade Commercial. Crocker Industrial Park at Tower 10/79, consisting primarily of large-scale leased commercial, trade, and industrial space, occupies this area.

Between Towers 10/80 and 11/85, the line spans an area known as the Guadalupe Hills area in the San Bruno Mountain Habitat Conservation Plan. This area, designated for a mix of Open Space and Residential uses, consists of new residential development adjacent to the line and south of Guadalupe

Canyon Parkway. The line then spans Guadalupe Canyon Parkway, where it enters an area designated as Subregional Commercial/Retail/Office and Marsh. At this point, the route turns northeast and traverses a narrow piece of property owned by PG&E. Bayshore Boulevard is located immediately to the east, and a residential area lies approximately to the west of Tower 11/86. The area to the east along Bayshore Boulevard is being developed with office buildings. The power line reaches the northern terminus at the Martin Substation, located at the corner of Bayshore Boulevard and Geneva Avenue in Brisbane.

Martin Substation. The Martin Substation is located in Brisbane. The land use designation is Commercial/Retail/Office in Brisbane and the area surrounding the substation is dominated by industrial uses to the south and west and commercial and residential uses to the east and north.

Land Use Policies. This section describes land use and recreation plans and policies relevant to electrical facilities in San Mateo County and the cities crossed by the proposed project. The following subsections list by jurisdiction potentially applicable policies.

City of San Mateo General Plan. The Land Use and the Conservation, Open Space, Parks, and Recreation sections of the general plan were reviewed for consistency with the project. The *City of San Mateo General Plan* contains no applicable policies.

Millbrae Station Area Specific Plan and City of Millbrae General Plan. The Land Use Element and the Parks, Open Space, and Conservation Element were reviewed for consistency with the project. The *Millbrae Station Area Specific Plan* and the *Millbrae General Plan* contain no applicable policies.

City of Burlingame General Plan. The Land Use and Open Space Elements of the *Burlingame General Plan* were reviewed for consistency with the project, and contain no applicable policies. The *Burlingame Bayfront Specific Area Plan* notes PG&E's 140-foot-wide right-of-way that "runs parallel and adjacent to the Bayshore Freeway in the Inner Lagoon and tidal slough," but does not contain any policies that apply to the project.

City of San Bruno General Plan. The Land Use Element, Circulation Element, and Conservation, Scenic Corridors Elements were reviewed for consistency with the project. The *San Bruno General Plan* contains no applicable policies.

City of South San Francisco General Plan. The Land Use Element and the Parks, Public Facilities, and Services Element of the general plan were reviewed for consistency with the project. The *South San Francisco General Plan* Parks, Public Facilities, and Services Element contains the following applicable policies:

- 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 right-of-ways.
- Parks, Public Facilities, and Services Policy 5.1-I-6: Work with BART, PG&E, and the San Francisco Public Utilities Commission to lease and develop linear parks on existing public utility and transportation right-of-ways in the city, where appropriate and feasible.

San Bruno Mountain Master Plan. The entire master plan was reviewed for relevant land use, utility, or recreation policies. The *San Bruno Mountain Master Plan* contains no applicable policies.

San Bruno Mountain Habitat Conservation Plan (SBMHCP). The route spans areas within the *SBMHCP* boundaries between Towers 9/69 and 10/78 and in the Guadalupe Hills area between Towers 10/80 and the line terminus at the Martin Substation. The *SBMHCP* divides geographical areas within the *SBMHCP* boundaries into management units. The project spans the “PG&E Fee” Management Unit, which includes the open spaces south of Martin Street. This unit also contains the Martin Substation, but the policies contained in the *SBMHCP* apply only to the open space portions of the Martin Substation parcel.

The *SBMHCP* was reviewed for relevant land use, utility, or recreation policies. The following objectives and obligations apply to the project area.

- Operating Program Obligations: PG&E has the following obligations.
 - Compliance with the mitigation measures set forth for Management Units 1-11-01 and 2-07-01:
 - 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.
 - Participation in the regulatory provisions of the *SBMHCP*.
 - 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 that may encroach into the conserved habitat area. Routine line patrols that 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 proposed project.
- PG&E Fee 2. 1-12-02: This parcel (open space area only) is contained in the transmission and gas line corridor that is adjacent to the Rio Verde Heights Area. It contains the open space portion of PG&E fee south of Martin Street. The same mitigation measures set forth for Management Units 1-11-01 and 2-07-01 above apply to the open space area of the parcel.

City of Brisbane General Plan. The Land Use, Open Space, and Recreation and Community Services chapters were reviewed for consistency with the project. The *Brisbane General Plan* contains no applicable policies.

City of Daly City General Plan. The Land Use Element was reviewed for consistency with the project. The *Daly City General Plan* contains no applicable policies.

San Mateo County General Plan. The General Land Use, Urban Land Use, Park and Recreation Resources, and Soil Resources chapters were reviewed for consistency with the project. The *San Mateo County General Plan* contains no applicable policies.

Significance Criteria

The significance criteria for this analysis is based on Appendix G of the CEQA Guidelines. The proposed project is considered to have a significant impact if it would:

- 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 on environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Explanation of Land Use and Planning Checklist

a. Physically Divide an Established Community	No Impact
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The proposed project would involve upgrading an established electrical transmission system. Changes to this system would occur primarily within existing utility and transportation corridors and at existing substation sites. Since the proposed project would not result in the construction of long-term physical or visual barriers, the proposed project would not divide an established community.

b. Conflict with Adopted Land Use Plan or Policy	No Impact
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The proposed project would be located primarily within PG&E's existing transmission right-of-way and substation sites. The proposed project would replace an existing transmission line and modify existing substations to accommodate the line upgrade. As a result, the proposed project would not alter or introduce new conflicts with land use designations of general plans along the project corridor. Moreover, the applicable policies identified from the *South San Francisco General Plan* would not be impeded by the modifications of the existing lines and substations. The conversion project would maintain the existing towers and substations located in South San Francisco in their original configuration, and, as a result, would not conflict with the City's ability to convert the existing right-of-way to linear paths or bikeways. Therefore, no significant long-term land use impacts are anticipated as a result of construction of the project. The project would not conflict with any jurisdictional agency plans, policies, or regulations in the project area.

c. Conflict with Habitat Conservation Plan	Less-Than-Significant with Mitigation Incorporated
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There are no natural community conservation plans that address the proposed project area; therefore, the project would have no impacts on natural community conservation plans. The proposed project,

however, spans areas within the *SBMHCP* boundaries. The project would have the potential to affect areas subject to the *SBMHCP* because construction staging would possibly encroach upon sensitive areas within San Bruno Mountain. Staging areas and requirements can only be identified just prior to construction. Section B.4, Biological Resources, contains MM BIO-1, which requires agency review and approval of a Construction Staging Plan Form. The Construction Staging Plan Form would be reviewed by the *SBMHCP* Operator or Habitat Manager prior to construction on San Bruno Mountain within the habitat conservation plan area to ensure that construction staging would not conflict with the *SBMHCP*.

The project would not result in any significant disturbance to lands within the *SBMHCP*, as the conversion activities would occur almost entirely within the existing utility easement. In addition, the project would be constructed according to the *SBMHCP* Objectives, Operating Program Obligations, and previously-identified policies. Provided PG&E complies with its operating program obligation and MM BIO-3, there would be less-than-significant impacts.