

## 5.10 Land Use and Planning

### LAND USE 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 an environmental effect? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Significance criteria established by CEQA Guidelines, Appendix G.

### 5.10.1 Setting

The Proposed Project would be located entirely in the City and County of San Francisco between the Embarcadero Substation at the corner of Fremont and Folsom Streets and the Potrero Switchyard on 23rd Street at Illinois Street. The project route would be primarily underground in paved city streets and offshore in the San Francisco Bay. The project location is shown in Figure 4-1 and 4-2 in Section 4 (Project Description).

The segment of the project from Embarcadero Substation to the bay would be located underground travelling east along Folsom Street to Spear Street, then south on Spear Street to the cul-de-sac just past the Bay Bridge (PG&E, 2012a, p. 3.10-4). This portion of the Proposed Project would be located in franchise (public right-of-way [ROW]) in city streets or in PG&E-owned property. Near the end of Spear Street the project would transition to the bay via horizontal directional drilling (HDD), also within franchise in city streets and areas owned by Caltrans (for the portion under the Bay Bridge) (PG&E, 2012a pg. 2-33). Land uses along Folsom Street include commercial and residential uses, apartment and condominium towers, parking lots and the Transbay Temporary Terminal, see Table 5.10-1 for land uses and zoning along the Proposed Project route and Figure 5.10-1 and 5.10-2 at the end of this section. The Transbay Temporary Terminal is located on the west side of Folsom Street between Main and Beale Streets and will be at this location until completions of the new Transbay Terminal scheduled for 2017. The Marin Day School Hills Plaza Campus is located at the corner of Spear and Harrison.

The Proposed Project would cross under The Embarcadero into the bay between Pier 28 and Pier 30/32 which house two restaurants, Hi Dive and Red's Java House, respectively. Pier 30/32 is used as an overflow location for cruise ships (PG&E, 2012a, p. 3.10-4).

After the line transitions to the bay, it runs more than a quarter-mile offshore, past the marina at Pier 40 and the San Francisco Giants ballpark, and returns to land at 23rd Street. PG&E proposes to obtain a license from the Port for use of Port property (PG&E, 2012a, p. 2-34). This portion of the bay does not include anchoring areas and is inland from the shipping lanes and existing Trans Bay Cable, see Section 5.16, Transportation and Traffic.

After returning to land, the project runs along 23rd Street to the new 230 kV Potrero Switchyard on property owned by GenOn Energy, Inc. and part of the former Potrero Power Plant site. Adjacent land uses include commercial facilities, a storage facility, and the Trans Bay Cable facility. Two sections of the cable along the southern line would be located in private property, 760-feet in the DHL property and a

second 100-foot long portion connecting the proposed Potrero Switchyard to the cable in franchise (public ROW) in 23rd Street (PG&E, 2012a, pp. 2-33 and 2-34). A Temporary Construction Easement 50-feet wide and a permanent 30-feet wide easement would be acquired from the private property owner beyond the DHL gate.

Schools within 0.25 miles of the project alignment include the Marin Day School at 2 Harrison Street, the Bright Horizons/Marin Day School Hills Plaza Campus, a private day care center, at 220 Spear Street, and the Youth Chance High School in the YMCA building at 169 Stuart Street.

**Table 5.10-1. Zoning and Land Use Adjacent to Proposed Facilities Embarcadero-Potrero 230 kV Transmission Project**

| Project Location   | Zoning <sup>1</sup>  | Existing Land Use   |
|--|--|---|
| Embarcadero Substation   | RH DTR – Rincon Hill Downtown Residential  | <ul style="list-style-type: none"> <li>▪ Embarcadero Substation</li> </ul>  |
| Folsom between Fremont and Spear   | RH DTR – Rincon Hill Downtown Residential<br>RC-4 – High Density Residential-Commercial Combined<br>TB DTR – Transbay Downtown Residential | <ul style="list-style-type: none"> <li>▪ Coppersmith building containing commercial offices</li> <li>▪ Pharmaceutical company with apartments above</li> <li>▪ Parking lots</li> <li>▪ Dimension7.com</li> <li>▪ Idea Couture</li> <li>▪ Gap Inc. corporate offices</li> <li>▪ Transbay Temporary bus terminal</li> <li>▪ Infinity Towers – residential towers with ground-floor restaurants, dentist</li> <li>▪ Vacant parcels in Transbay Redevelopment Project Area currently used for construction staging</li> </ul> |
| Spear between Folsom and Harrison  | RH DTR – Rincon Hill Downtown Residential<br>RC-4 – High Density Residential-Commercial Combined   | <ul style="list-style-type: none"> <li>▪ Bright Horizons/Marin Day School Hills Plaza Campus</li> <li>▪ Hills Plaza – Apartments with ground-floor commercial including The Melt Restaurant, Hang Sang Press, Sports and Spine chiropractor, Crunch Fitness, Wharton/San Francisco business school, Hills Plaza Cleaners, Gordon Biersch</li> <li>▪ Infinity Towers – residential towers with ground-floor restaurants, dentist</li> <li>▪ Digital Realty</li> </ul>  |
| Spear between Harrison and Embarcadero                                     | RH DTR – Rincon Hill Downtown Residential<br>M-1 – Light Industrial<br>M-2 – Heavy Industrial  | <ul style="list-style-type: none"> <li>▪ Gap Inc. corporate offices</li> <li>▪ Parking lot</li> <li>▪ Live/work lofts at Spear and Harrison</li> <li>▪ Offices with artists, engineers, architects</li> <li>▪ Bay Bridge footing</li> </ul>   |
| Embarcadero Landing  | Pier 28 – M-1 – Light Industrial<br>Pier 30/32 – M-2 – Heavy Industrial  | <ul style="list-style-type: none"> <li>▪ Pier 28 – Commercial offices, Hi Dive Restaurant</li> <li>▪ Pier 30/32 – Red’s Java House, parking, currently under reconstruction for America’s Cup improvements</li> <li>▪ Embarcadero – Pedestrian walkway</li> <li>▪ Bryant &amp; Main – Apartments with ground-floor retail</li> <li>▪ Bryant &amp; Beale – Apartments</li> </ul>   |
| <b>New 230 kV Potrero Switchyard – 23rd Street east of Illinois Street</b> |  |   |
| Potrero Landing on 23rd St.  | PDR-1-G – Production, Distribution Repair, General<br>M-2 – Heavy Industrial   | <ul style="list-style-type: none"> <li>▪ Potrero (now GenOn/Mirant) Power Plant</li> <li>▪ DHL facility</li> </ul>  |

**Table 5.10-1. Zoning and Land Use Adjacent to Proposed Facilities Embarcadero-Potrero 230 kV Transmission Project**

| Project Location             | Zoning <sup>1</sup>  | Existing Land Use  |
|------------------------------|--|--|
| Landing to 23rd and Illinois | PDR-1-G – Production, Distribution Repair, General<br>M-2 – Heavy Industrial | <ul style="list-style-type: none"> <li>▪ Potrero (now GenOn/Mirant) Power Plant</li> <li>▪ DHL</li> <li>▪ Storage</li> <li>▪ Trans Bay Cable facility</li> <li>▪ American Medical Response emergency transport</li> <li>▪ Various PDR uses including Gino’s Detail Service, Zonic Wholesale, American Industrial Center</li> </ul> |
| New Potrero Switchyard Site  | M-2 – Heavy Industrial   | <ul style="list-style-type: none"> <li>▪ Utility: Part of GenOn Station A</li> </ul>   |

Source: City of San Francisco, 2012a; PG&E, 2012a.

1 - Zoning Map of the City and County of San Francisco; incorporates Board of Supervisor ordinances enacted through April 2012.

## Regulatory Setting

### Federal

**Coastal Zone Management Act.** The authority to evaluate projects conducted, funded, or permitted by the federal government in the coastal zone is granted to coastal states through the federal Coastal Zone Management Act (CZMA) of 1972, United States Code (U.S.C.) Title 16, Sections 1451 et seq., as amended in 1990 under the Coastal Zone Act Reauthorization Amendments. The CZMA requires that federal actions be consistent to the maximum extent practicable with federally approved state coastal plans. The Proposed Project would require a permit (i.e., a federal action) from the U.S. Army Corps of Engineers (USACE) under the Clean Water Act and Rivers and Harbors Act because of the marine cable installation in San Francisco Bay. These permits are discussed further in Section 5.4, Biological Resources, and Section 5.9, Hydrology, and are listed in Table 4-6 in Section 4.14 (Other Permits and Approvals). The USACE is required to obtain a consistency determination from the San Francisco Bay Conservation and Development Commission (BCDC) to confirm that the Proposed Project is consistent with the BCDC’s amended coastal zone management program for San Francisco Bay (i.e., the San Francisco Bay Plan), as approved by the Department of Commerce.

### State

**McAteer-Petris Act (California GC Section 66000 et seq.).** The McAteer-Petris Act of 1965 as amended directs BCDC to exercise its authority to issue or deny permit applications for placing fill, extracting materials, or changing the use of any land, water, or structure within the area of its jurisdiction, in conformity with the provisions and policies of both the McAteer-Petris Act and the San Francisco Bay Plan (PG&E, 2012a). BCDC’s jurisdiction includes the tidal waters of the bay and a 100-foot shoreline band, salt ponds, managed wetlands, tidal marshes 5 feet above mean sea level, and certain named tributary waterways, such as rivers (California Government Code, McAteer-Petris Act, Section 66610, updated 2/26/2010). The BCDC adopted the San Francisco Bay Plan in 1968. It has been amended periodically since, with the latest amendments in 2011. BCDC has also adopted the San Francisco Waterfront Special Area Plan (2010), as well as the San Francisco Bay Area Seaport Plan (amended January 2012) (BCDC and MTC, 2012).

**Port of San Francisco Waterfront Land Use Plan.** In 1968, the State transferred its responsibilities for the San Francisco waterfront to the City and County of San Francisco through the Burton Act. As a condition of the transfer, the State required the City to create a Port Commission that has the authority to manage the San Francisco waterfront for the citizens of California. The Port is responsible for 7.5 linear

miles of waterfront and adjacent seawall lots in the City and County of San Francisco stretching from Hyde Street Pier in the north to India Basin in the south. PG&E is operating under the understanding that all offshore portions of the project are within Port jurisdiction (PG&E, 2012a; Brian Bugsch, letter to PG&E, 2012). The Port's responsibilities include promoting commerce, navigation, and fisheries; water-related recreation, habitat preservation, and open space. Although the Port is a department of the City and County of San Francisco, the Port receives no financial support from the City, and relies almost solely on its ability to generate revenues from the use of properties under its stewardship (PG&E, 2012a). A Port license would be required for portions of the project that would be located on Port property including a portion of the new 230 kV Potrero Switchyard area, the submarine cable, and a portion of the underground cable near the waterfront. The Port has jurisdiction over the bay and waterfront lands in the vicinity of Piers 28 and 30, near the northern landing, and Pier 70 and 23rd Street near the southern landing.

**California Department of Education Power Line Setback Exemption Guidance, May 2006.** Title 5, California Code of Regulations, Division 1, Chapter 13, Subchapter 1, § 14010 provides standards for school site selection. Section 14010(c) sets a 150 foot distance from the edge of a school site to the edge of a 220-230 kV easement. The California Department of Education Power Line Setback Exemption Guidance notes that setbacks for existing underground transmission line easements would be 25 percent of that stated in the *Title 5* setbacks, specifically 37.5 feet from the easement for 220-230 kV lines (California Department of Education, 2006).

### **Local**

**City and County of San Francisco General Plan.** The San Francisco General Plan contains 10 Area Plans that set specific policies and guidelines for certain neighborhoods in the City (San Francisco Planning Department, 2012a). The project area is located within the boundaries of three of these area plans: the Northeastern Waterfront Plan, of which South Beach Subarea is a part; the Rincon Hill Area Plan; and the Central Waterfront Plan. The General Plan does not contain a separate Land Use Element. Instead, policies regarding land use are found in various elements throughout the General Plan. The Embarcadero Substation and the underground transmission cable alignment down Folsom Street are located adjacent to the Transbay Redevelopment Project Area along Folsom Street (San Francisco Redevelopment Agency, 2005). The City of San Francisco is in the process of taking over management of the Transbay Redevelopment Area from the dissolved San Francisco Redevelopment Agency (City of San Francisco, 2012).

**Rincon Hill Area Plan.** The 12-block planning area for Rincon Hill is bounded generally by Folsom Street, The Embarcadero, Bryant Street, Beale Street, the Bay Bridge approach, and Essex Street. The Rincon Hill Area Plan (San Francisco Planning Department, 2005) is intended to transform Rincon Hill into a mixed-use downtown neighborhood with a significant housing presence, while providing the full range of services and amenities that support urban living. Under the Rincon Hill Area Plan, Folsom Street will become a grand civic boulevard through the Rincon Hill and Transbay neighborhoods with ground-floor neighborhood retail on both sides of the street (San Francisco Planning Department, 2005). The Plan would widen sidewalks and narrow and remove lanes where feasible on Harrison, First and Fremont Streets.

The Embarcadero Substation is located within the boundaries of the Rincon Hill Area Plan in an area that is designated Rincon Hill Downtown Residential. The underground portion of the project would be installed through the planning area in Spear Street and Folsom Street, which divides the boundaries of the Rincon Hill Area Plan and the Transbay Redevelopment Project Area.

**Northeastern Waterfront Area Plan/South Beach Subarea.** The South Beach Subarea of the Northeastern Waterfront Area Plan generally extends along the waterfront from the Pier 22 Fire Boat House to just north of AT&T Park. The Northeastern Waterfront Area Plan aims to capitalize on the area's proximity to the bay to enhance the economic vitality of the area by encouraging redevelopment on and near the piers to provide enhanced public access and entertainment for residents. Currently, piers in this area encompass a mix of uses. Pier 36 was removed in 2012 to make room for a new Brannan Street Wharf, a project started in 2012 and expected to be completed in 2013. Pier 30/32 currently houses a public parking lot and a small restaurant, and has recently been proposed as a future bayside arena for the Golden State Warriors.

The HDD portion of the northern submarine cable landing would pass under a thin strip of the South Beach Subarea on the north side of Pier 30-32 before it transitions to the landing zone on Spear Street in the Rincon Hill area.

**Central Waterfront Area Plan.** The general boundaries of the Central Waterfront are from Mariposa Street south to Islais Creek and from Interstate 280 east to the bay (San Francisco Planning Department, 2008), and include the southern segment of the project. The Central Waterfront Area Plan envisions an area that accommodates both new housing and commercial services while maintaining both its role as an area of important economic activity and its mix of unusual uses. Central Waterfront land uses are almost entirely light to heavy industrial PDR uses, including maritime-related uses on Pier 70 as well as construction, transportation, warehousing/distribution, printing, and publishing.

The new 230 kV Potrero Switchyard and the southern underground segment of the cable would be located east of Illinois Street within the Central Waterfront planning area in an area designated as "Pier 70 and Power Plant Site" on the Central Waterfront Area Plan's Generalized Zoning Districts Map (San Francisco Planning Department, 2008).

The Bay Trail Plan, adopted by the Association of Bay Area Governments (ABAG), describes a 500-mile-long trail that encircles the bay (ABAG, 1999). It was designed to have continuous waterfront access unless the shoreline location clearly conflicts with active maritime use. The project would cross under the Bay Trail as buried cable at The Embarcadero near Pier 30/32. The Bay Trail will extend along Illinois Street in the vicinity of Pier 70 (San Francisco Board of Supervisors, 2011); therefore the southern end of the cable would not intersect the Bay Trail.

The Eastern Neighborhoods Streets and Open Space Concept Map (adopted December 2008) is included in the Central Waterfront Area Plan. The concept map shows an expanded Planned Open Space area at Warm Water Cove, which will stretch south to the end of 25th Street and north to the end of 23rd Street. The concept map also shows Illinois Street and 22nd Street and 24th Street as Green Connector Streets, and the shoreline at the end of 22nd Street is broadly defined as an area to "acquire and develop sites for open space or neighborhood parks in the general vicinity." The Eastern Neighborhoods Pedestrian/Bicycle/Traffic Calming Improvements Map (adopted December 2008), which is also part of the Central Waterfront Area Plan, shows improved pedestrian connections down 20th, 22nd, and 23rd Streets.

### ***Other Plans and Policies***

**San Francisco Bay Conservation and Development Commission.** The buried submarine cable and the HDD segments of the project would be located in BCDC jurisdiction in the bay. The cable would cross the 100-foot shoreline band underground, and the transition areas and vaults would be located outside the 100-foot shoreline band. BCDC defines priority uses for the San Francisco Bay shoreline through the San Francisco Bay Plan. According to the Bay Plan (Part IV, Developing the Bay and Shoreline: Findings and Policies), priority uses include ports, water-related industry, water-oriented recreation, airports, and wildlife refuges.

Policy 5 of Part IV, Other Uses of the Bay and Shoreline, states the following:

*High voltage transmission lines should be placed in the Bay only when there is no reasonable alternative. Whenever high voltage transmission lines must be placed in the Bay or in shoreline areas:*

- a. New routes should avoid interfering with scenic views and with wildlife, to the greatest extent possible; and*
- b. The most pleasing tower and pole design possible should be used. High voltage transmission lines should be placed underground as soon as this is technically and economically feasible.* (BCDC, 2005).

**San Francisco Waterfront Special Area Plan.** The submarine cable would traverse BCDC's San Francisco Waterfront Special Area Plan. This plan works to provide for and guide development of existing piers not otherwise designated for removal for uses consistent with the Public Trust Doctrine and the Port's legislative trust grant, and to reconcile the BCDC policies and the policies in the Port's Waterfront Land Use Plan, including its Design & Access Element, and the City's General Plan. This plan does not have any explicit policies regarding the placement of utilities.

The San Francisco Waterfront Special Area Plan designates priority uses for certain areas of the San Francisco Bay shoreline. According to the San Francisco Bay Plan, The Embarcadero between Piers 28 and 32 and Potrero Point are not designated for priority uses (BCDC, 2010, Map 4). The portion of Pier 70 planning area affected by the project is not designated for any priority use (BCDC, 2010, Map 6).

There are three applicable waterfront developments mentioned in the San Francisco Bay Plan:

- **Brannan Street Wharf Open Basin.** Open Water Basins, Policy 2d of the San Francisco Bay Plan, calls for the creation of a Brannan Street Wharf Open Water Basin between Piers 32 and 38, including the removal of Piers 34 and 36. Both Pier 34 and Pier 36 have been removed (PG&E, 2012a). Permitted uses of an Open Water Basin are water-related recreation, water transportation, limited public access, and at Pier 32 only, limited bay-oriented commercial recreation and bay-oriented public assembly. At Pier 32, berthing facilities for cruise ships may be allowed. The submarine cable would be located in the bay sediments outside of the Brannan Street Wharf Open Water Basin.
- **Brannan Street Wharf.** Public Plazas, Policy 1 calls for the creation of a new Brannan Street Wharf, a major waterfront park in the former area of Piers 34 and 36. Construction began in 2012 and is expected to be completed in 2013 (PG&E, 2012a). Brannan Street Wharf is approved as a new 57,000-square-foot recreational wharf extending into the bay. Brannan Street Wharf would be part of a proposed PortWalk, a continuous public access system between Pier 35 and China Basin. The submarine cable would be located approximately a quarter-mile from the future Brannan Street Wharf.
- **Central Basin including Pier 70.** The San Francisco Bay Plan states that the Central Basin should be developed for public access and waterfront recreation in accordance with the Recreation and Open Space Element of the City of San Francisco General Plan. Map 6 of the San Francisco Bay Plan shows an expansion of the Warm Water Cove north to Potrero Point.

**San Francisco Bay Area Seaport Plan.** The Seaport Plan (BCDC and MTC, 2012) designates port priority use areas as areas to be protected for marine terminals and other directly related uses (Findings and Policies Concerning Ports on the Bay, Policy #3 [BCDC, 2012]). There are no port priority use areas designated in the vicinity of Pier 30/32 on the northern end of the submarine cable. The Seaport Plan designates the northernmost portion of Pier 68/70 north of 20th Street as a port priority use area for ship



repair, and the area has a channel depth of 40 feet. All project facilities are located outside of this priority use area; the submarine cable crosses approximately 1,500 feet offshore from Pier 68/70. PG&E is working with the Port to ensure that the submarine cable would be installed deep enough such that no port priority uses would be affected (PG&E, 2012a).

**San Francisco General Plan Recreation and Open Space Element.** The Recreation and Open Space Element Policy 2.8 is to “Develop a recreational trail system that links city parks and public open space, ridge lines, and hilltops, the Bay and ocean, and neighborhoods, and ties into the regional hiking trail system.” The Regional Open Space System states that the Bay Trail should traverse the eastern edge of San Francisco and link waterfront parks and open spaces including improved access to Warm Water Cove located at the east end of 24th Street.

Policy 3.5 states that

*Eastern Shoreline, Warm Water Cove. As opportunities arise, extend the park to the north bank of the channel along the shoreline in front of the PG&E facility. When and if that facility is deactivated, give priority to expanding the public open space along the shoreline (San Francisco Planning Department, 2010.)*

The southern HDD segment would cross under the proposed shoreline access from the north to Warm Water Cove in front of the former Potrero Power Plant owned by GenOn.

**Port of San Francisco Waterfront Land Use Plan.** The Waterfront Land Use Plan identifies areas where public access to the waterfront should be enhanced. Primary goals for future development are to continue to meet the needs of maritime industry, encourage new investment, and host a diverse array of maritime, commercial, entertainment, civic, open space, recreation, and other activities. The Waterfront Land Use Plan calls for, among other goals, the creation of a PortWalk and Bayside History Walk along The Embarcadero and piers, and coordinating access with and, where feasible, implementing the Bay Trail.

The South Beach/China Basin Waterfront is a subarea plan of the Waterfront Land Use Plan. It identifies the Bryant Street Mixed Use Opportunity Area, which includes Piers 30-32 and Seawall Lot 330, as an area for potential development, including the potential for berthing ships, public entertainment, and a portion of the PortWalk. The site has been identified by the Port as a possible future cruise terminal. Port staff report that Piers 30/32 are currently used as an overflow location for cruise ships, and the Port periodically dredges to 40 feet in the area (PG&E, 2012a). The Port Plan also calls for the removal of Piers 34 and 36 to create the Brannan Street Open Water Basin and Brannan Street Wharf (Port of San Francisco, 2012b), a project being completed in 2012. The Port Plan designates the pedestrian walkway on the bay side of The Embarcadero (part of the Bay Trail) as “Other Public Access and Open Space Areas.” The submarine cable and northern HDD segment of the project would pass under The Embarcadero to the north of the Bryant Street Mixed Use Opportunity Area. In addition, the project would not interfere with current surface land uses, and is designed to allow, wherever feasible, 40-foot dredging depth limits. PG&E and the Port of San Francisco have agreed to a term sheet governing the issuance of a license for the project from the Port, in which the parties addressed the Port’s dredging requirements. That agreement provides that in the HDD portions of the License Area, the Port may dredge up to a depth of forty feet below mean lower low water (MLLW) in the HDD portions of the License Area, if the Port reasonably determines dredging to such depth is required to support or advance maritime operations and use within Port jurisdiction; the Port would not dredge within five vertical feet of the HDD conduits. As part of that agreement, PG&E would put the HDD as near to the bedrock surface as possible to allow dredging.

All project facilities would be located outside of the boundaries of the Waterfront Land Use Plan in the Southern Waterfront (Port of San Francisco, 2004, p. 163A).

**Pier 70 Preferred Master Plan and Slipways Park.** Adopted by the Port in April 2010, the Pier 70 Preferred Master Plan broadens land use in the planning area from heavy industrial to encompass more mixed uses, including residential, office, biotech, commercial, research and development and production, distribution and repair uses. The Pier 70 Preferred Master Plan calls for the creation of Slipways Park along the waterfront edge of Pier 70. The four existing slipways will be enhanced as a series of outlooks extending into the bay. The park design includes trail connections to Warm Water Cove through the Power Plant Shoreline Access to the south and street connections to 20th and 22nd Streets to the west. The Power Plant Shoreline Access would round the point from the shoreline on 23rd Street and connect to the end of 24th Street. This would, in turn, follow 24th Street to connect with the Blue Greenway/Bay Trail (Port of San Francisco, 2011b). The Pier 70 Preferred Master Plan has the following objective:

*Objective 3. Integrate the Bay Trail, the Bay Water Trail, and the Blue Greenway into the design of the Pier 70 open space network, which creates an inter-connected path that links public open spaces along the shoreline, includes areas that support natural habitat for wildlife, and provides access into or on the Bay.*

The new 230 kV Potrero Switchyard and the associated HDD landing and underground segment on 23rd Street would be located outside of the planning area for Pier 70 and the cable would not traverse the future Slipways Park, though the HDD segment would be drilled under the future shoreline access between Slipways Park and Warm Water Cove.

### Applicant Proposed Measures

PG&E proposes to implement measures during the design, construction, and operation of the Proposed Project to ensure it would occur with minimal environmental impacts in a manner consistent with applicable rules and regulations. Applicant Proposed Measures (APMs) are considered part of the Proposed Project in the evaluation of environmental impacts. CPUC approval would be based upon PG&E adhering to the Proposed Project as described in this document, including this project description and the APMs, as well as any adopted mitigation measures identified by this Initial Study (see Table 5.10-2).

**Table 5.10-2. Applicant Proposed Measures (APMs) Related to Land Use and Planning**

| APM Number                   | Issue Area  |
|------------------------------|---|
| <b>Land Use and Planning</b> |   |
| APM LU-1                     | <p><b>Provide Construction Notification and Minimize Construction Disturbance.</b> A public liaison representative will provide the public with advance notification of construction activities, between two and four weeks prior to construction. The announcement shall state specifically where and when construction will occur in the area. Notices shall provide tips on reducing noise intrusion, for example, by closing windows facing the planned construction. PG&amp;E shall also publish a notice of impending construction in local newspapers, stating when and where construction will occur.</p> <p>All construction activities will be coordinated with the City and Port of San Francisco at least 30 days before construction begins in these areas. Work will be coordinated to minimize any potential conflicts with other construction or recreational projects.</p> |
| APM LU-2                     | <p><b>Provide Public Liaison Person and Toll-Free Information Hotline.</b> PG&amp;E shall identify and provide a public liaison person before and during construction to respond to concerns of neighboring residents about noise, dust, and other construction disturbance. Procedures for reaching the public liaison officer via telephone or in person shall be included in notices distributed to the public as described above. PG&amp;E shall also establish a toll-free telephone number for receiving questions or complaints during construction.</p>   |



## 5.10.2 Environmental Impacts and Mitigation Measures

### ***a. Would the project physically divide an established community?***

*NO IMPACT.* The Proposed Project would be located underground in existing street ROW, under The Embarcadero, or in the bay. Construction of the Potrero Switchyard would be adjacent to the existing 115 kV switchyard on a parcel owned by GenOn Energy, Inc. PG&E would need to acquire this property through a fee simple transaction or condemn the property for utility use. No facilities would divide an established community.

### ***b. Would the project 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?***

*LESS THAN SIGNIFICANT.* Residential, commercial, and industrial uses located along Folsom, Spear, and The Embarcadero in the north and 23rd Street in the south would be affected by temporary impacts associated with construction including noise, dust, odors, pedestrian and vehicle access restrictions, and increased traffic during HDD activities and in-street trenching. The Proposed Project would be adjacent to the Bright Horizons/Marin Day School at Hills Plaza, and adjacent to residential uses along Folsom and Spear Streets, where in-street trenching is proposed. Trenching would progress at an approximate rate of 50 feet per day, and approximately 150 feet to 300 feet of trench would be open at any one time. Within the four month period of trench excavation and manhole installation along Folsom and Spear Streets, trenching within 100 feet of any single location would be limited in duration to about four days as crews would gradually move along the linear work zone. The total duration of trench excavation and manhole installation for the northern underground segment is estimated to take approximately four months and two months for the southern underground segment. In addition, HDD activities would take six to seven weeks for each HDD transition. The Marin Day School–Hills Plaza is located approximately 200 feet from the proposed HDD transition area, and the street-level Harbor Lofts at 400 Spear Street would be approximately 25 feet from the nearest edge of the HDD transition. Temporary construction impacts from dust and odors are addressed in Section 5.3, and noise impacts are analyzed in Section 5.12; impacts to air quality and noise would be less than significant with mitigation. Traffic impacts are analyzed in Section 5.16 and would be less than significant. AMP LU-1 would require PG&E to provide the public with advance notification of construction activities, between two and four weeks prior to construction and AMP LU-2 would require PG&E to identify and provide a public liaison person before and during construction to respond to concerns of neighboring residents about noise, dust, and other construction disturbance. Because the impacts to existing land uses would be short-term in nature and because PG&E would provide advanced notification to the public and provide a public liaison to respond to concerns raised by neighboring residents, impacts would be less than significant.

**Marin Day School–Hills Plaza.** The proposed underground transmission line would be placed in the street adjacent to this day care facility. At this location, the duct bank centerline would be about 25 feet or more away from the day care facility property line. Under PG&E's design guidelines for the project, the conductors for the transmission line would be placed in the right-of-way at the greatest possible distance from the day care, except where the location of existing underground utilities prevent strategic line placement (see Section 4.15.3). Although policies regarding school sites would not be directly applicable to this project, the distance from the transmission line to the day care center property line could be less than the easement setback of 37.5 feet for 220-230 kV underground lines recommended by the California Department of Education for school sites near underground utility lines.

**Rincon Hill.** On the northern end of the project, the underground cable would be installed in Spear and Folsom Streets in the Rincon Hill planning area. Placement of the cable in city streets would not adversely affect future development of the neighborhood as a mixed-use downtown neighborhood. All construction activities required to connect the new 230 kV cable to the existing Embarcadero Substation would occur within city streets and existing PG&E property boundaries and construction associated with the underground cable would be short term in nature, see expected construction duration above. There would be no effect to existing or planned land use associated with the project. Access to residences and businesses would be maintained during construction through temporary plating or night construction as determined in coordination with the City. Furthermore, Mitigation Measure N-2 would ensure that PG&E obtains the special permit from the Director of Public Works or Building Inspection in anticipation of 24-hour HDD activity.

**San Francisco Waterfront Special Area Plan.** In the Waterfront area, project facilities would include a buried cable passing north of Pier 30/32 and under The Embarcadero. The submarine cable would be located in the bay sediments outside of the Brannan Street Wharf Open Water Basin and approximately a quarter-mile from the future Brannan Street Wharf. Installation of the cable via HDD north of Pier 30/32 would not affect redevelopment or use of the pier, nor would it affect the Port's ability to develop the Bryant Street Mixed Use Opportunity Area because the project infrastructure would be located below the ground surface. According to Port staff, Piers 30/32 are currently used as an overflow location for cruise ships, and the Port periodically dredges to 40 feet in the area (PG&E, 2012a). PG&E is working with the Port to ensure the cable would be drilled or buried deeply enough within Berth 30 and in the rest of the route to avoid obstructing future dredging activities or berthing vessels. The submarine cable would require a license from the Port.

The HDD rig and staging area on the northern segment of the transmission cable would be located along Spear Street and would not affect use or development of the PortWalk or Bayside History Walk. Construction noise associated with the HDD rig and use of the staging area is addressed in Section 5.12, Noise. After completing the HDD installation, the transmission line would not disrupt aboveground use.

The buried submarine cable and the HDD segments of the project would be within BCDC jurisdiction in the bay. As noted above, Policy 5 of Part IV, Other Uses of the Bay and Shoreline, states that high voltage transmission lines should be placed in the bay only when there is no reasonable alternative. Prior to filing the application for the Proposed Project and the Proponent's Environmental Assessment (PEA) with the CPUC, PG&E considered developing the transmission line along underground routes in the city streets. PG&E determined that retrofitting the existing transmission lines would not be practical, and new underground construction would have greater costs, would be likely to cause greater construction disruptions to existing land uses, and would be less desirable from an engineering perspective when compared with the offshore route (PG&E, 2012a). See Section 1.4 (PG&E PEA Alternatives Considered) for more information on the alternatives considered and why each was not selected.

The proposed transmission line would not conflict with existing land uses or state and local land use plans and policies in the Northeastern Waterfront area.

**Central Waterfront.** On the southern end of the project in the Central Waterfront, the underground transmission line would be drilled under the shoreline area and would have no impacts on use of the shoreline area for public access once in place. Currently, there is no public access at the transition location on the extension of 23rd Street, and the underground cable would not affect a future improved pedestrian connection down 23rd Street. The buried underground and submarine transmission line would not affect water-dependent activities or be incompatible with future efforts to improve public access to Pier 70 or Warm Water Cove. Existing access to Warm Water Cove is along 24th Street and would not be

affected by the project. The buried transmission line would not affect future development of the Bay Trail system or the Blue Greenway.

Two sections of the cable along the southern line would be located in private property, 760-feet in the DHL property and a second 100-foot long portion connecting the proposed Potrero Switchyard to the cable in franchise (public ROW) in 23rd Street. A Temporary Construction Easement 50-feet wide and a permanent 30-foot wide easement would be acquired from the private property owner beyond the DHL gate.

The transmission line would be installed in 23rd Street, outside of the planning area for the Pier 70 Preferred Master Plan and Slipways Park and there would be no direct impact to the planning area. The main access to the park would be on 22nd Street and it would not be affected by the project.

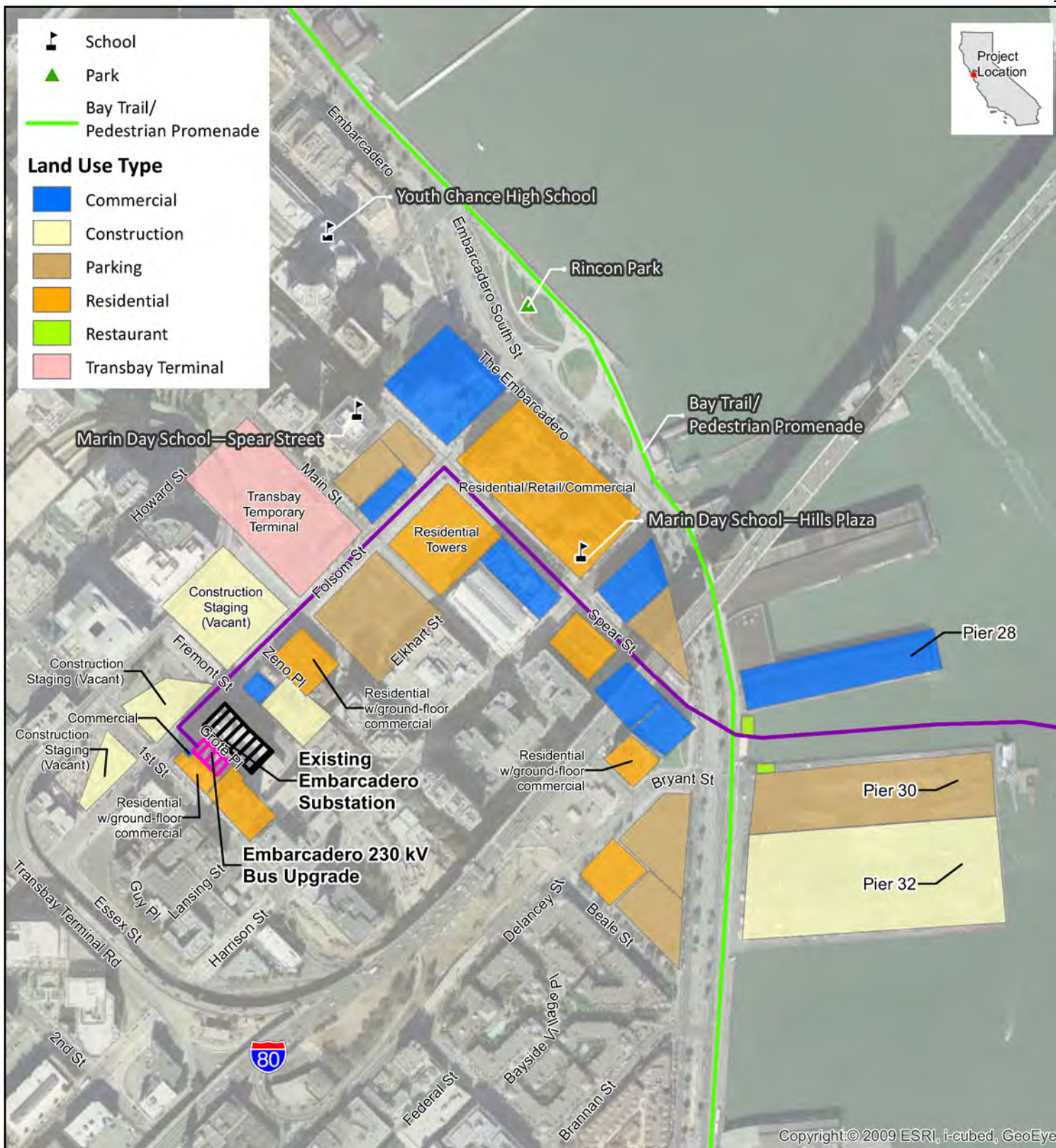
**Potrero Switchyard Site.** The new Potrero 230 kV Switchyard would not be located within BCDC jurisdictional areas because it is located outside the planning area of either the Waterfront Land Use Plan or the Pier 70 Preferred Master Plan. Construction activity related to transferring the pipe and casing of the HDPE conduit from 23rd Street would be within BCDC jurisdiction at the shoreline, which is covered by riprap; the pipe would be connected to a small boat and dragged until the pipe is floating on the water for positioning along the surface of the water to each HDD exit. Once the HDPE pipe would be floated into place, the front end would be sunk and hooked up to the drill pipe, and the pullback would proceed. The Potrero Switchyard is within the City's Central Waterfront planning area. The new 230 kV switchyard would be constructed with a surrounding landscaped wall, similar to facilities found on the opposite side of 23rd Street along the Trans Bay Cable facility, and would be compatible with other current or planned industrial or mixed use developments in the area. The site is zoned for Heavy Industrial and development of a new switchyard at the site would be compatible with existing land use and land planning and zoning in the area. Therefore there would be no impact.

***c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?***

*NO IMPACT.* No habitat conservation plan or natural community conservation plans cover the project area.

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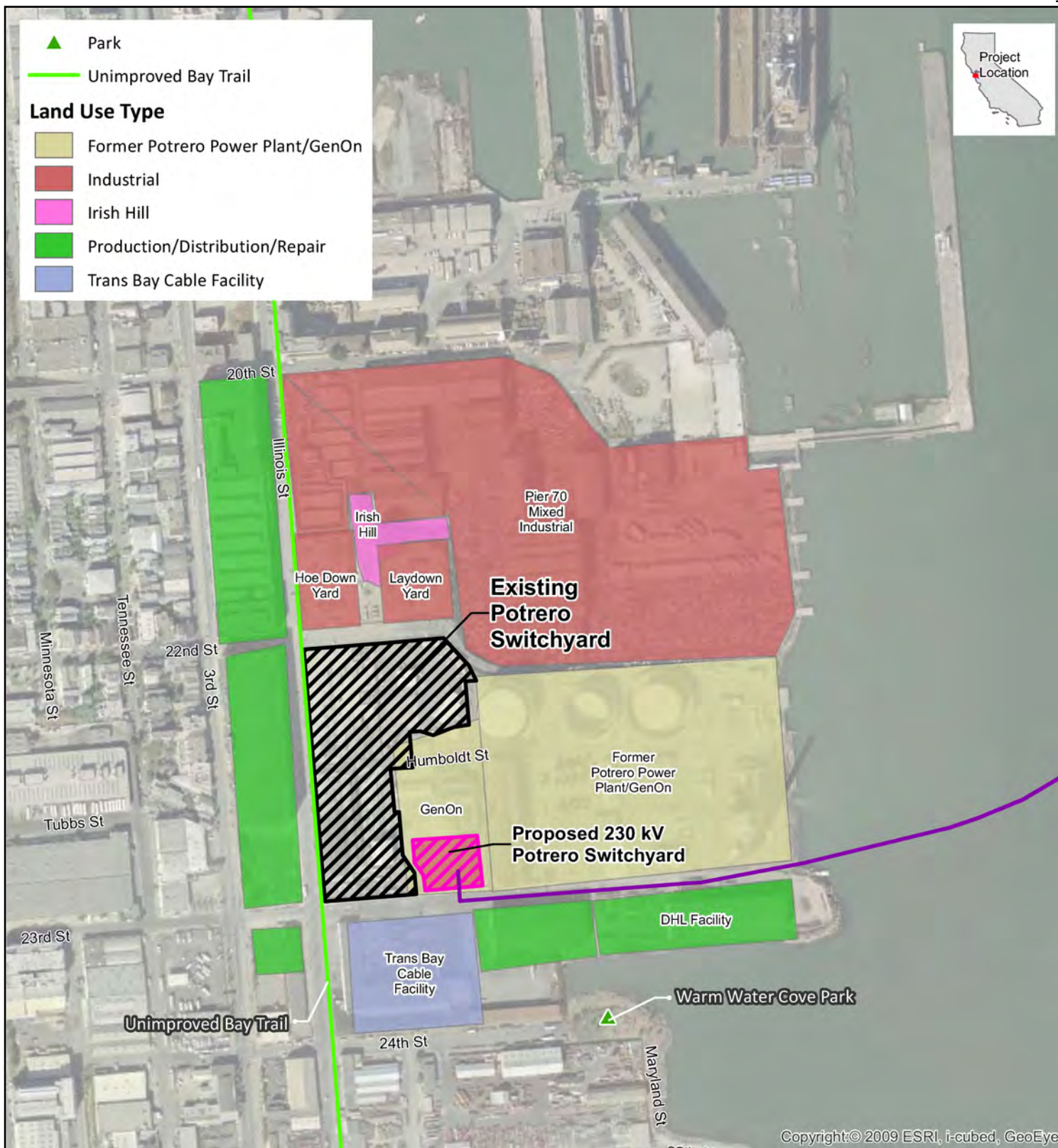


Source: PG&E, 2012.

**Figure 5.10-1**  
**Embarcadero Area**  
**Existing Land Use**

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