

5.14 Public Services

PUBLIC SERVICES

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:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance criteria established by CEQA Guidelines, Appendix G.

5.14.1 Setting

Regional

United States Coast Guard

Portions of the project are located in and adjacent to San Francisco Bay. The U.S. Coast Guard (USCG) is the lead federal agency in charge of maritime security and law enforcement. Headquartered on Coast Guard Island in Alameda on the east side of the San Francisco Bay, the Eleventh District of the USCG encompasses California as well as three other states. The Eleventh District includes 48 units and employs over 2,600 active duty, reserve, and civilian employees (USCG, 2013). Sector San Francisco, whose area of responsibility covers Northern California, is stationed on Yerba Buena Island. The USCG is responsible for search and rescue, homeland security, law enforcement, marine safety, and aids to navigation in San Francisco Bay. They coordinate safe and efficient transit of vessels in San Francisco Bay. USCG personnel provide support to the San Francisco Fire Department (SFFD) when necessary.

Local

Fire Protection and Emergency Services

The SFFD provides emergency services for the City and County of San Francisco, including fire suppression; tactical rescue; emergency medical care; fire prevention; arson investigation; and response to natural disasters, mass-casualties, and hazardous materials incidents. SFFD resources consist of 43 engine companies, 19 truck companies, a fleet of ambulances, 2 heavy rescue squad units, 2 fireboats, and multiple special purpose units distributed through 51 stations (PG&E, 2012, p. 3.14-2). The SFFD fire stations closest to the project area are shown in Table 5.14-1.

Police Services

The San Francisco Police Department (SFPD) provides law enforcement services to the City and County of San Francisco, including the project area. The SFPD has 10 district stations divided into two divisions. The stations that would serve the project area are listed in Table 5.14-1. The SFPD also has a Marine Unit that patrols 64 square miles of the San Francisco Bay, maintaining direct contact with the USCG and other marine operators. The SFPD Marine Unit patrols the waterfront and conducts marine recovery operations. It maintains four vessels and two personal watercraft. (SFPD, 2011)

Currently the SFPD has approximately 200 fewer officers than the Charter-mandated minimum of 1,971 sworn officers. The department is moving forward on a five-year hiring plan to bring the number of sworn officers up to the required minimum by 2015. (SFPD, 2011)

Table 5.14-1. Emergency Services and Law Enforcement Providers

Station	Address	Project Segment	Distance
United States Coast Guard			
Sector San Francisco Bay	Yerba Buena Island	Marine	2 to 4 miles
San Francisco Fire Department			
Fire Station 1	676 Howard Street at Third Street	Embarcadero Landing to Embarcadero Substation	0.5 to 0.92 miles
Fire Station 35 [Fireboats, Guardian and Phoenix, are docked here]	Pier 22 ½, The Embarcadero at Harrison Street	Marine	0.2 miles (waterfront) to 0.3 miles (Fremont St. and Folsom St.)
Fire Station 25	3305 Third Street at Cargo Way	Potrero Landing to Potrero Switchyard	0.65 to 0.96 miles
San Francisco Police Department			
Southern Station (Company B)	850 Bryant Street	Embarcadero Landing to Embarcadero Substation	1.04 to 1.22 miles
Bayview Station (Company C)	201 Williams Street	Potrero Landing to Potrero Switchyard	1.84 miles

Source: PG&E, 2012, p 3.14-2.

Schools

The San Francisco Unified School District (SFUSD) has a total of 102 general schools, 13 preschools and 13 charter schools. Of approximately 95,000 school-aged children in San Francisco, SFUSD had an enrollment of 52,989 students in October 2012 (SFUSD, 2013).

There are no public schools within 0.5 miles of the project area. However, the day care center at Bright Horizons/Marin Day School, Hills Plaza Campus, would be adjacent to the proposed transmission line route and near the proposed northern HDD transition area on Spear Street south of Harrison Street. This day care and preschool is licensed for 52 children from infant to four years old (MDS, 2013).

Parks

The San Francisco Recreation and Park Department builds, maintains, and renovates 4,113 acres of parks, open space, and recreation facilities in San Francisco (SFRPD, 2013). Existing parks in the vicinity of the project are also operated by the San Francisco Port Authority and the San Francisco Municipal Transportation Agency. Section 5.15 (Recreation) lists existing parks nearby to the project area, including eight-nine existing parks and one park with recreational boater access that is within 0.75 miles of the marine segment of the project. There are no parks adjacent to the project route.

Other Public Facilities

The San Francisco Bay Trail is a bicycle and pedestrian trail that will eventually allow continuous travel around the shoreline of San Francisco Bay. Senate Bill 100, authored by then-state Senator Bill Lockyer and passed into law in 1987, directed the Association of Bay Area Governments (ABAG) to develop a plan for this "ring around the Bay," including a specific alignment for the Bay Trail. The Bay Trail Plan, adopted by ABAG in July 1989, includes a proposed alignment; a set of policies to guide the future

selection, design and implementation of routes; and strategies for implementation and financing, including a trail design policy to “[i]ncorporate necessary support facilities, using existing parks, parking lots, and other staging areas wherever possible.” (ABAG, 2013)

As of 2013, approximately 330 miles (530 km) of trail, over 60 percent of its ultimate length, have been completed. When finished, the Bay Trail will extend over 500 miles (805 km) to link the shoreline of nine counties, passing through 47 cities and crossing seven toll bridges. (ABAG, 2013) The project would cross under the Bay Trail as buried cable at The Embarcadero near Pier 30/32. In the area of the southern segment, the Bay Trail runs along Illinois Street adjacent to the existing Potrero Switchyard.

Applicant Proposed Measures

There are no Applicant Proposed Measures for public services.

5.14.2 Environmental Impacts and Mitigation Measures

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:

a) Fire protection?

LESS THAN SIGNIFICANT. As stated in Section 4.9 (Project Overview), PG&E’s primary purpose of the project would not be to increase the capacity of the system, but rather to improve transmission system reliability. The current system lacks sufficient capacity to serve current and expected future Embarcadero loads when both existing 230 kV cables into Embarcadero are out of service, for example, in the event of concurrent unplanned outages following a major seismic event, or in the event of a forced outage of one existing 230 kV cable while the other existing 230 kV cable is subject to a planned outage. PG&E states that the Proposed Project is warranted based upon the risk of an overlapping outage of both existing 230 kV Martin-Embarcadero cables; the impact that such an outage would have upon its customers in San Francisco; and the ability of the Proposed Project to mitigate the risk of outage. Thus, the Proposed Project would not induce growth in the project area.

Construction activities are not anticipated to increase the demand for fire protection services in a way that would result in the need for new or altered facilities or that would impact fire protection or fire suppression objectives. Fire risk would not be greater than at any other construction site.

Construction activities and future maintenance activities for the transmission line in the streets of San Francisco would be performed according to applicable regulations of the San Francisco Municipal Transportation Agency and San Francisco Department of Public Works to ensure that adequate access is maintained for emergency service providers. As described in Section 5.16, Transportation and Traffic, PG&E would coordinate any lane closures with emergency service providers so that response times would not be affected. Coordination with emergency responders would occur prior to construction, and during the construction phase, information would be exchanged daily with all first responders regarding crew locations and areas under construction. In addition, in the event that access is needed by emergency responders where trenching work is being performed, steel plates would be kept on hand that could immediately be placed over the trench to provide access, as described in Section 4.11.2 (Traffic Controls and Lane Closures). (PG&E, 2012)

Following construction, operation of the underground and submarine transmission line and substations could result in instances requiring fire protection services. However, the project would be built to comply with CCR Sections 1250 through 1258 and would comply with CPUC General Orders (GO) 95 (Rules for Overhead Electric Line Construction) for the overhead switchyard and transmission line components, GO 128 (Rules for Construction of Underground Electric Supply and Communication Systems) for the underground transmission components and GO 165 (Inspection Cycles for Electric Distribution Facilities) for project inspection requirements for fire prevention and safety (see also Section 5.8, Hazards and Hazardous Materials). Fire risk would be comparable to that from other existing electrical infrastructure in the area, and this would not create the need for new or physically altered fire protection facilities. Impacts on local or regional fire protection would be less than significant.

b) Police Protection?

LESS THAN SIGNIFICANT. The Proposed Project would not require additional police services during construction or operation and maintenance. As with fire services discussed in Item (a) above, the construction and operation of the Proposed Project would not induce growth in the project area, would not result in a need for additional police facilities and would not affect response times or other service performance. The result would be a less than significant impact with regard to police protection.

c) Schools?

NO IMPACT. Construction and testing of the Proposed Project would last for approximately 22 months and would require a peak of about 75 construction workers (including switchyard workers, supervisors and inspectors) at any one time. Once the project is built and energized, PG&E's existing local maintenance and operations group would assume monitoring and control duties and maintenance, inspection, and security roles, as needed, with support from a marine contractor. Aside from contracted stand-by marine transportation and technical support, no additional staff would be hired by PG&E after construction is completed. In addition, as discussed in Item (a) above, the Proposed Project would not induce growth in the project area.

Because of the large available labor pool in the project area, most construction workers are expected to commute, and few construction workers are expected to temporarily or permanently relocate to the area. Since the Proposed Project would not increase the local population nor induce growth in the project area, no increase in demand for school facilities would occur, and no new school facilities would be required.

Section 5.3 (Air Quality) and Section 5.12 (Noise) address short-term construction impacts to sensitive receptors, including the day care at Bright Horizons/Marin Day School, Hill Plaza Campus. Section 4.15 provides information regarding electric and magnetic fields (EMF) associated with electric utility facilities, including PG&E's "no cost" and "low cost" magnetic field reduction steps, and the potential effects of the Proposed Project related to public health and safety.

d) Parks?

NO IMPACT. As described in Item (c) above regarding schools, the Proposed Project would not increase the region's population. While it is possible that workers traveling to the area may use existing public services or amenities such as parks, this potential increase in demand would be minimal and temporary due to the short duration of construction and small workforce. Aside from contracted stand-by marine transportation and technical support, the project would be operated using existing operation and maintenance staff, so no additional PG&E personnel would be required after construction is completed. Consequently, the project would not increase any long-term demands on existing parks in the project area, and no new or expanded park facilities would be required because of the Proposed Project.

See Section 5.15 (Recreation) for a complete discussion the Proposed Project's potential impacts to parks and other recreational facilities.

e) Other Public Facilities?

NO IMPACT. The Proposed Project would not increase population and would not affect other governmental services or public facilities so as to require new or expanded facilities be developed. The project would cross underneath and in close proximity to the San Francisco Bay Trail along The Embarcadero and Illinois Street, respectively. However, it would not preclude trail access during construction or operation and would not affect future trail design objectives, capacity or use. Therefore, no impact on other public facilities is expected.

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