

5.19 Mandatory Findings of Significance

This section discusses mandatory findings of significance as well as potential cumulative and growth-inducing impacts. CEQA Guidelines §15065 requires that the lead agency make findings on whether the Proposed Project would individually or cumulatively have a significant effect on the environment.

MANDATORY FINDINGS OF SIGNIFICANCE				
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (<i>Cumulatively considerable</i> 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.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Significance criteria established by CEQA Guidelines, Appendix G.

5.19.1 Cumulative Projects

Under the CEQA Guidelines, a project “has possible environmental effects 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.” 14 Cal Code Regs §15065(a)(3). CEQA Pub. Res. Code §21000 et seq., an EIR must discuss cumulative impacts if the incremental effect of a project, combined with the effects of other projects is “cumulatively considerable.” 14 Cal Code Regs §15130(a). Such incremental effects are to be “viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” 14 Cal Code Regs §15164(b)(1). Together, these projects comprise the cumulative scenario which forms the basis of the cumulative impact analysis.

There are two commonly used approaches, or methodologies, for establishing the cumulative impact setting or scenario. One approach is to use a “list of past, present, and probable future projects producing related or cumulative impacts.” 14 Cal Code Regs §15130(b)(1)(A). The other is to use a “summary of projects contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.” 14 Cal Code Regs §15130(b)(1)(B). This IS/MND uses the list approach to provide a tangible understanding and context for analyzing the potential cumulative effects of the project.

The San Francisco Planning Department anticipates total development in the Transit Center area of between 2005 and 2030 of approximately 6,100 new households (about 9,470 residents) and about 7 million square feet of commercial space, 90 percent of which would be office space, with most of the

remainder being hotel space and about 100,000 square feet of retail space (SF Planning Department, 2011). A list of cumulative projects used for this analysis is provided in Table 5.19-1 and Figure 5.19-1 shows the general location of the cumulative projects. Not every project currently proposed or under development in this area was included in the list due to the large amount of development underway. The list includes most major projects within a 0.5-mile radius of the Proposed Project. Large construction projects within a 0.5-mile radius would be expected to affect similar types of resources as the Proposed Project and potentially result in cumulative impacts. The projects were reviewed to identify whether the Proposed Project would result in a cumulatively considerable contribution to a significant cumulative impact when evaluated in combination with other related projects. While not every project proposed in this area is included in Table 5.19-1, the overall growth and development in the area was considered in the analysis as well as the individual projects to conservatively analyze any impacts of smaller projects not listed in Table 5.19-1.

Table 5.19-1. Cumulative Projects in the Project Vicinity

Project Name	Description/Location	Status	Proximity to Project Route (miles)
34th America's Cup	Permanent improvements to Pier 30/32	Ongoing	Adjacent
Golden State Warrior Pier 30/32 Project	Permanent improvements to Pier 30/32 consisting of a 740,000-square-foot and 135-foot-high venue with a seating capacity for 17,500 people. Includes parking and open space. New maritime uses including a ferry landing, fire boat/fire station facility accommodating three fire boats, water taxi landing, and kayak docking.	EIR expected June 2013; project to be completed by 2017-2018 basketball season.	Adjacent
Pier 36/Brannan Street Wharf	Demolish Pier 36 and build new 57,000 square foot recreational pier structure south of Pier 30/32	Completion expected June 2013	0.14
Transbay Transit Center	Construction of a new Transbay Terminal transit hub at First and Mission streets and extending Caltrain and California High Speed Rail underground from Caltrain's current terminus at 4th and King streets.	Under construction	0.25
Transit Center District Plan and Transit Tower	Market, Stuart, Folsom, & mid-block between Third and New Montgomery / 1,070 foot office tower	Approved, construction of Block 9 expected in early 2014.	Adjacent
Transbay Redevelopment Area, Block 6/7, Request for Proposal, north of Folsom Street	Folsom between Fremont & Beale / High-density residential project	In planning	Adjacent
SF MOMA Expansion & Fire Station Relocation	Third between Mission and Howard, and 935 Folsom between Fifth & Sixth / relocate fire station to new building with residential units	Construction expected between summer of 2013 and early 2016.	0.41
706 Mission Street – Mexican Museum & Residential Tower	NW corner of Third & Mission / 47-story tower	Under environmental review, Draft EIR published June 2012	0.47

Table 5.19-1. Cumulative Projects in the Project Vicinity

Project Name	Description/Location	Status	Proximity to Project Route (miles)
Academy of Art University Project	460,000 square feet institutional, 110,000 residential, 100,000 indoor recreational space expansion in the following Study Area blocks: (1) Study Area-8 – Mission, Fourth, Folsom, Fifth (2) Study Area-9 – Harrison, Second, Bryant, Third (3) Study Area-10 – Folsom, Main, Bryant, Beale (4) Study Area-11 – Brannan, First, Bluxome, Third (5) Study Area-15 – North of 16th: bounded by Fourth, waterfront, & China Basin St.; South of 16th: bounded by Illinois, 23rd & Pennsylvania	AAU is preparing an EIR	Varies between adjacent to 0.55
Pier 70 Master Plan (Port of San Francisco)	Master planning effort for a 69-acre site located in the City's Central Waterfront (between Mariposa and 22nd Streets) which is proposed to rehabilitate historic resources, provide new shoreline open space, allow infill development, and conduct environmental remediation where required. Generally east of Illinois Street between Mariposa and 22nd Streets.	Scheduled office work planned for completion before 2014. Additional development likely after PG&E project completion.	0.12
2290-2298 Third Street, Residential Retail Project 10	Corner of 3rd and 20th, adjacent to Dogpatch neighborhood	Approved	0.41
Southern Waterfront Gateway Sites (Port of San Francisco)	The Port has identified three Gateway Sites to promote economic development of the Southern Waterfront: Cargo Terminal Gateway, Third & Cargo Gateway, and Islais Creek Gateway.	In planning	0.53
Pier 40 – Phase II Rehabilitation (San Francisco Redevelopment Agency)	Rehabilitation work consisting of refurbishment of the historic Pier 40 shed, improved public access, and upgrades to the Pier 40 substructure.	In planning	0.37
Pier 24 Annex Rehabilitation (Port of San Francisco)	Rehabilitation of the Pier 24 Annex Building located along the Embarcadero at Harrison Street for use as a multi-use retail facility.	Existing (2009)	0.10
Pier 22½ Fireboat Station Rehabilitation and Alteration (Port of San Francisco)	Rehabilitation and alteration of Fire Station 35 at pier 22½.	Existing (2011)	0.10
Downtown Ferry Terminal Project (Port of San Francisco)	Plans for the Phase II development of the Downtown Ferry Terminal are currently being studied by the Water Emergency Transportation Authority (WETA).	In planning	0.34
Maintenance Dredging (Port of San Francisco)	Maintenance dredging of sediments from Fisherman's Wharf, Hyde Street Harbor, Pier 9, Berth 27, Berths 35 East and West, Pier 40, Berths 80A through D, Islais Creek and Approach, Berths 92 East and West, Berth 94, Berth 96, Downtown Ferry Terminal and other similar sites at the Port of San Francisco waterfront.	Ongoing at different piers through 2015.	0.12

Table 5.19-1. Cumulative Projects in the Project Vicinity

Project Name	Description/Location	Status	Proximity to Project Route (miles)
Ferry Building Area, Seawall Lot 351	Development of the existing 27,937-square-foot parking lot for restaurant/retail and parking uses in conjunction with 8 Washington Street.	Under environmental review, FEIS published 2/13	0.34
Blue Greenway Trail Project (Port of San Francisco)	Improvements to San Francisco's southern portion of the Bay Trail and the Bay Water Trail, which may include installation of tables, benches, lights, bollards, and bike racks. The Blue Greenway will follow Illinois Street	In planning	Adjacent
Agriculture Building located on The Embarcadero at Mission Street	Rehabilitation and seismic upgrades to the existing Agriculture Building, which may include the following uses: support for expanded ferry services, restaurant, retail, and office.	In planning	0.24
San Francisco Bicycle Plan	Includes near-term bicycle route improvement projects, long-term bicycle route network improvement projects, and minor improvements such as signage and pavement marking changes.	Ongoing	Adjacent
Embarcadero Hotel (Port of San Francisco)	Potential for 245 hotel rooms, current lease to Teatro Zinzanni, Seawall Lot 324 between Broadway and Vallejo Street.	In planning	0.16
Piers 48 – 50, Seawall Lot 337 Mixed Use Project (Port of San Francisco)	875 residential units; 500 hotel rooms; 181,000 square feet of institutional uses; 1,700,000 square feet of office uses; and 281,000 square feet of commercial uses.	In planning	0.43
Central Subway	Extend Muni's T-Third light rail line from the intersection of Fourth/King into Union Square and Chinatown. Utility relocation prior to tunnel boring is under way, and construction is scheduled to be completed by 2018.	Under construction, construction planned until 2018.	0.48
<u>Central Bayside System Improvements Project (SFPUC)</u>	<u>Part of SFPUC's Sewer System Improvement Program. CBSIP includes the following components: a tunnel to transport, via gravity, dry and wet-weather flows from the Channel and North Shore urban watersheds to the Southeast Treatment Plant (SEP); various microtunnels connecting existing local pump stations to the tunnel; a large all-weather pump station to lift flows into SEP; and combination of grey and green infrastructure installation of green technologies to manage stormwater.</u>	<u>In planning until September 2015; design phase October 2015 - August 2017</u>	<u>Likely adjacent (in planning)</u>
Embarcadero 230 kV Bus Upgrade	Reliability project involving replacement of 230 kV substation equipment at the PG&E Embarcadero Substation. Although this project will share facilities with the Proposed Project if both are built, construction will proceed independently.	Construction is tentatively scheduled to start in 2014 and end in 2016	Adjacent
Moraga-Potrero 230 kV Transmission Line	Electrical transmission line proposed to be built by PG&E between the Moraga Substation and Potrero Switchyard.	In preliminary planning stages	Adjacent

Table 5.19-1. Cumulative Projects in the Project Vicinity

Project Name	Description/Location	Status	Proximity to Project Route (miles)
Trans Bay Cable Black Start Project	Trans Bay Cable, LLC operates the TBC direct current (DC) line connecting Pittsburg to Potrero, with a converter station located across 23rd Street to the south from Potrero Switchyard. TBC is considering proposed solutions, known as the Black Start project, to provide dead bus energization and load restoration to San Francisco in the event of loss of service to their converter station through the 115 kV system. This project would add two 1.5 MW generators to provide redundant, fast ramping energy for rapid response to supply power to the TBC and energy to the TBC HVDC system's Potrero 115 kV bus.	CAISO Board Approved March 20, 2013	Adjacent
Potrero 115 kV Bus Upgrade Project	An upgrade the Potrero 115 kV bus by removing the tie-lines to the former Potrero Power Plant, moving the location of two elements, and adding two sectionalizing breakers.	CAISO Board Approved March 20, 2013	Adjacent
<u>Screening for Potrero 115 kV Switchyard</u>	<u>Either enclose a substantial portion of the existing switchyard within a building or construct a screen around the perimeter of the switchyard</u>	<u>Endorsed by San Francisco Port Commission</u>	<u>Adjacent</u>
75 Howard St. Project	Proposes to demolish the existing 8-story parking garage (containing 550 parking spaces). The project would construct a residential building, containing 175 residential units and a below-grade parking garage. The parking garage would contain accessory parking spaces for the residential units as well as approx. 100 non-accessory parking spaces to serve retail uses in the surrounding area that currently rely upon the 550 spaces within the existing garage	Under environmental review	0.2
201 Folsom	Entitled for up to 725 units, development with two towers, 350 feet and 400 feet in height, and two mid-rise podium buildings.	Under construction	0.1
325 Fremont	200-foot, 22-story building with 70 residential units	In planning	0.1
333 Fremont	8-story residential building entitled for 83 condominiums and 3 levels of underground parking.	Under construction	0.1
399 Fremont	New residential project with approximately 450 dwelling units and 240 parking spaces.	Building permits approved	0.1

Source: PG&E, 2012; SF Planning Department, 2013; SF Planning Department, 2011.

5.19.2 Cumulative Impact Assessment

The intent of the Proposed Project is to improve reliability of PG&E's transmission system for existing users, not to expand service or facilities, and long-term operational effects would be minor. Implementation of APMs and mitigation measures would minimize the short-term construction-related impacts related to aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation/traffic, and utilities and service systems. A discussion regarding each resource area is provided below.

Aesthetics

As described in Section 5.1, the viewshed of the Proposed Project is an urban setting and electric distribution and infrastructure are elements of the existing landscape. The setting has a history of development and continued urbanization is the likely trend for the foreseeable future with little change in its overall visual character. The impacts from the construction of the transmission line would be minimal because the work would be temporary in nature. Construction and operation of the transmission line would not require lighting. New lighting would be added to the Potrero Substation, but impacts would be less than significant with implementation of APM AE-1, that would require use of non-glare or hooded fixtures and directional lighting to reduce spillover into areas outside the substation site and minimize the visibility of lighting from off-site locations.

Other projects in the region are contributing to increased development and urbanization, including potentially increased lighting; however, the Proposed Project would not contribute any visual change associated with such land use changes in this area. The project would be underground for the onshore portion of the transmission line and under the bay for the offshore portion and would have no contribution to a cumulative aesthetic impact.

The new Potrero 230 kV Switchyard in conjunction with past and foreseeable projects such as the Trans Bay Cable Black Start Project would minimally contribute to the industrialization of the Dogpatch neighborhood. However, given the existing industrial nature of the location and the distance from sensitive viewers, the overall industrial development would not result in a cumulatively significant impact. Projects such as the Moraga-Potrero 230 kV line and the Trans Bay Cable Black Start Project could potentially contribute to visual impacts near the proposed Potrero Switchyard, but like the Proposed Project, would undergo CEQA review and would incorporate mitigation to reduce impacts such that it would not be out of character with the surrounding landscape and existing industrial facilities.

Agriculture and Forestry Resources

As discussed in Section 5.2, no agricultural or forestry lands exist within the project area and neither the Proposed Project nor any of the cumulative project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The project would not conflict with existing agriculture zoning or a Williamson Act contract. It would not conflict with existing zoning for or cause rezoning of forest land, nor would it result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the project would not contribute to potential cumulative impacts that may result in the loss of agriculture or forestry resources.

Air Quality

As discussed in Section 5.3, Table 5.3-2 (Attainment Status for BAAQMD), the region is currently designated as “nonattainment” for ozone, PM10, and PM2.5. Concurrent construction of other projects in close proximity to the Proposed Project would result in increased local air quality impacts for the duration of simultaneous construction activities, a significant cumulative impact. However, the maximum daily emissions generated by the project would be temporary in nature and would only occur during a small fraction of project construction. Simultaneous construction of City projects and other cumulative projects in close proximity to the project work sites would generally be subject to the San Francisco Dust Control Ordinance and would be likely to implement general BAAQMD recommendations for minimizing air quality impacts. All activities must comply with BAAQMD rules regarding dust control. Table 5.3-5 in Section 5.3 shows that construction-related criteria air pollutants would not exceed thresholds that indicate cumulatively considerable levels. Therefore, with the implementation of APMs AQ-1 through AQ-3 and Mitigation Measure A-1 (Achieve minimum emission standards), the Proposed Project would reduce its contribution to the impact to less than cumulatively considerable.



- Moraga-Potrero 230 kV Line
- Proposed Transmission Line
- Substation/Switchyard
- Proposed Project Location
- Proposed Project Location

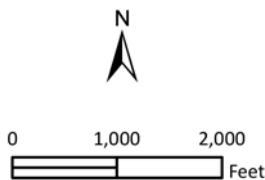


Figure 5.19-1
Cumulative Projects



Source: PG&E, 2012, and SF Planning Department, 2013 .

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The Proposed Project would generate diesel particulate matter (DPM) and residences and other sensitive receptors near the anticipated work areas would be temporarily exposed to increased concentrations of DPM and other toxic air pollutants from the construction-related mobile sources. Simultaneous construction of City projects and other cumulative projects in close proximity to the project work sites would also potentially expose sensitive receptors to construction-related emissions. If multiple foreseeable projects identified in Table 5.19-1 were under construction at the same time, they would all generate DPM and potentially result in a significant cumulative impact. The Proposed Project's underground transmission line work would occur over approximately 8 months, but construction at any one work site would last a much shorter time, and construction-related emissions would be sporadic as the different phases of construction would pass near receptors during the short-term. With the recommended APMs and mitigation, the project would achieve minimum performance standards for control of diesel exhaust, which would ensure that receptors would not be exposed to substantial concentrations of DPM or other toxic air contaminants. Other cumulative projects in close proximity to the project work sites would generally be subject to the San Francisco Dust Control Ordinance and would be likely to implement general BAAQMD recommendations for minimizing air quality impacts. With implementation of Mitigation Measure A-1, the Proposed Project's contribution to cumulative exposure of sensitive receptors to substantial pollutant concentrations would not be cumulatively considerable.

Biological Resources

As discussed in Section 5.4, potential impacts to biological resources would occur from construction of the Proposed Project, including adverse impacts to candidate, sensitive, or special-status wildlife species and impacts to migratory or nesting birds. Impacts from the Proposed Project would be less than significant with the implementation of APMs and mitigation measures discussed in Section 5.4. Construction of other projects in the area during the same construction timeframe may contribute to cumulative impacts through temporary effects to biological resources in the project area, mainly through work in and around the San Francisco Bay. Projects with the potential to affect resources within the bay include the Brannan Street Wharf project, the Golden Gate Warriors Pier, the Pier 70 Redevelopment Project, other pier projects and the America's cup, as well as dredging, a potentially cumulative significant impact. However, the Proposed Project's contribution to cumulative impacts would be reduced through implementation of APMs and mitigation measures to less than cumulatively considerable.

Construction disturbance during the breeding season could affect breeding birds. Multiple projects listed in Table 5.19-1 would have multi-year construction timeframes including residential development projects, the Central Subway, and the Transbay Transit Center, and could also result in disturbance to breeding birds near to the Proposed Project, a potentially significant cumulative impact. The Proposed Project's contribution to cumulative effects to nesting birds would be reduced to a less than significant contribution with implementation of Mitigation Measure B-4 that would require preconstruction surveys and appropriate protective measures.

Construction noise and vibration could disturb protected mammals including marine mammals. Multiple projects listed in Table 5.19-1 would have multi-year construction timeframes and could also result in noise and vibration both onshore (such as with the residential and commercial development) and offshore (such as with the Brannan Street Wharf project, the Golden Gate Warriors Pier, or other projects location in or adjacent to The Embarcadero). Construction of multiple on- and offshore projects at the same time would result in a potentially significant cumulative impact. The National Marine Fisheries Service has concluded in the Incidental Harassment Authorizations it has prepared for hydro-acoustic effects that boat traffic related to the America's Cup and other projects will have no or minimal effect on marine mammals and fish species, and therefore the vessel traffic in this area would not have an effect that could

contribute to a potential cumulative impact (PG&E, 2012). The Proposed Project's contribution to cumulative effects to marine life mammals would be reduced to a less than significant contribution with implementation of APMs BIO-1 and BIO-5 and Mitigation Measures B-1, B-2, and B-3 that specify protections for reducing potential impacts to marine life and marine mammals.

Impacts to biological resources of the Embarcadero Substation and Potrero Switchyard during operation and maintenance would be the same as those during current operation and maintenance practices; there would be some additional disturbance of the Central Bay for periodic maintenance and repair of buried cable but this would be on a small scale. Additional periodic disturbance of the Central Bay could eventually occur with the potential development of the Moraga-Potrero 230 kV transmission line but as with the Proposed Project, such disturbances would be infrequent or periodic, and on a small scale. Therefore, impacts would not be cumulatively considerable.

The Proposed Project would have no impact to riparian habitat or other sensitive natural community, would not affect federally protected wetlands, nor conflict with the provisions of an adopted Habitat Conservation Plan or other approved habitat conservation plan so would not contribute to the cumulative impact on these resources.

Cultural Resources

As noted in Section 5.5, the Proposed Project would result in less than significant effects to the historical resource Station A. Station A is located adjacent to the southern terminus of the Proposed Project, at the Potrero Switchyard, and could be impacted by other approved projects including the Trans Bay Cable Black Start Project and the Potrero 115 kV Bus Upgrade Project, a potentially significant cumulative impact to the historical resource. Implementation of APMs CUL-7 and CUL-8 will document and record the setting of Station A and its few remaining elements which would reduce the cumulative contribution of the Proposed Project to less than significant.

No known archaeological sites are present along the Proposed Project route but areas of low, moderate, and high sensitivity for prehistoric and historical resources have been identified. Potential impacts to prehistoric and historical resources could combine with impacts from the projects presented in Table 5.19-1 which are located along this same route to result in potentially significant cumulative effects. Implementation of APMs CUL-1 through CUL-5 and Mitigation Measures C-1 and C-2 would reduce the contribution to cumulative effects to less than significant.

The Proposed Project impacts to paleontological resources would be less than significant because of the moderate- to low-sensitivity of the underlying formations. Because the Proposed Project would only affect paleontological resources along the project route itself, it would not contribute to cumulative impacts to scientifically important paleontological resources. The Proposed Project is not anticipated to have any impact to human remains so would not contribute to cumulative impacts to such resources.

Geology and Soils

As discussed in Section 5.6, the Proposed Project would be located in an area mapped as likely to experience strong ground shaking, including ground shaking that could result in liquefaction-related phenomena and erosion. Projects located in Table 5.19-1 would also be located in areas mapped as likely to experience strong ground shaking potentially combining to expose people or structures to potential significant cumulative impacts. The Proposed Project would be designed as required by the Institute of Electrical and Electronic Engineers guidelines in the IEEE 693 (Recommended Practices for Seismic Design of Substations), and the 230 kV transmission line and associated structures would be designed as required by

CPUC General Order 128 (Rules for Construction of Underground Electric Supply and Communication Systems). Additionally, the Proposed Project would implement APM GS-1 (Appropriate soil stability design measures implementation) and APM GS-2 (Appropriate seismic safety design measures implementation) which would reduce the project's contribution to a cumulative impact to less than significant.

Greenhouse Gas Emissions

As discussed in Section 5.7, construction of the Proposed Project would result in emissions of GHGs from on-site construction equipment, marine vessel trips, and off-site motor vehicle trips. The most common GHGs associated with fuel combustion are CO₂, CH₄, and N₂O. Impacts from the Proposed Project would be less than significant because GHG emissions for the project would be well below existing numerical significance thresholds. The small quantity of GHG emissions from construction would occur over a limited term and not be cumulatively considerable.

Operation of the project would be incorporated into existing PG&E activities so GHG emissions from operation and maintenance activities would not notably increase as a result of this project. Small quantities of SF₆ emissions could potentially contribute to cumulative GHG impacts. Operational emissions would be reduced to a level that is less than significant with implementation of APM GHG-2 and would not be a significant contribution to a cumulative impact.

Hazards and Hazardous Materials

As discussed in Section 5.8, the project would create a less than significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and upset and accident conditions involving the release of hazardous materials. The Proposed Project would also handle hazardous materials within 0.25 miles of three day care centers. Projects listed in Table 5.19-1 would use similar hazardous materials associated with construction such as cleaning solvents, paints, adhesives, vehicle fuels, oil, and other. In order for a cumulative effect to occur, multiple projects would need to release hazardous materials at the same time in close proximity to each other which is unlikely because each project is required to implement safety measures to reduce the risk of hazardous materials release. There would be no cumulatively significant impact.

The southern segment of the Proposed Project would be located on and adjacent to several sites that are or have been listed as hazardous material sites. Proposed Project construction would result in exposure of construction workers to potential health hazards. Such exposure would be hazardous to people in the immediate vicinity of the contamination since the contaminant would either be limited to the medium in which it is discovered or would volatilize and become airborne. If fumes from potential contamination volatilized, risk of exposure would decrease as distance from the source of contamination increased due to dispersal of the fumes. While concurrent construction at projects located immediately adjacent to the Proposed Project would be subject to the same risk of encountering unknown contaminants and exposing workers to health hazards, such exposure is not likely to combine with effects of the Proposed Project to result in a significant impact because of the extremely localized nature of exposure to such contaminants. The contribution of the Proposed Project to a cumulative significant hazard would be less than significant.

The Proposed Project would not be located within an airport land use plan, vicinity of a private airstrip, impair the implementation of an adopted emergency response plan, or expose people or structures to a significant risk involving wildland fires so would not contribute to a cumulative effect.

Hydrology and Water Quality

As noted in Section 5.9, the Proposed Project could impact water quality due to leaks, spills, or releases of hazardous or potentially hazardous materials and due to the encountering of existing contamination in the project area. Similar impacts could result from the construction of the projects listed in Table 5.19-1, especially the projects that occur near or in the San Francisco Bay such as the projects along The Embarcadero or the maintenance dredging. As with the Proposed Project, each of the foreseeable construction projects would implement regulatory requirements to ensure implementation of a Stormwater Pollution Prevention Plan and BMPs to avoid adverse water quality effects. The construction of the past, present, and cumulative projects would not result in a significant cumulative impact to water quality as a result of releases of hazardous materials.

The Proposed Project could affect groundwater supplies through direct consumption of groundwater resources; indirect depletion of groundwater supplies such as conducting dewatering activities where the water is not returned to the subsurface; and/or introduce substantial new impervious areas or increased soil compaction such that the rate of infiltration of stormwater runoff to the subsurface is substantially affected. Construction projects presented in Table 5.19-1 would result in similar impacts to groundwater supplies, especially through direct consumption of groundwater resources during construction. Water supply requirements associated with the Proposed Project would be short-term and temporary, limited to the project's construction period. Recharge into the Downtown San Francisco Groundwater Basin would occur regardless of project-related dewatering activities. As such, the Proposed Project would not substantially deplete groundwater supplies as a result of water supply requirements and the contribution to cumulative groundwater depletion would be minimal.

The Proposed Project would not substantially alter existing drainage pattern of a site through substation erosion or siltation or through an increase in the rate or amount of surface runoff. No vegetation removal would occur due to the project, and the project would not introduce substantial new areas of impervious surfaces. Similarly, the projects listed in Table 5.19-1 are primarily infill which would occur on impervious surfaces or may increase the pervious surfaces in San Francisco such as with the Pier 70 Master Plan which includes new open space. The impact of the Proposed Project to drainage patterns would not be cumulatively considerable.

Portions of the proposed facilities, including the Potrero Switchyard, are located within a Tsunami Hazard Area identified by the California Emergency Management Agency. The projects in Table 5.19-1 that are located along the piers or The Embarcadero would also be within the Tsunami Hazard Area. The Proposed Project is subject to inundation by tsunami but would not alter existing potential for inundation by tsunami and would introduce facilities that are consistent with infrastructure and facilities in the project area. The project would not result in a cumulatively significant impact.

The Proposed Project would not create or contribute runoff water that would exceed existing or planning stormwater drainage systems, substantially degrade water quality, place housing within a 100-year flood hazard area, or expose people or structures to a significant risk of loss, injury or death involving flooding. Therefore the Proposed Project would not contribute to a cumulative impact to these criteria.

Land Use

As discussed in Section 5.10, the Proposed Project would not physically divide an established community or conflict with applicable habitat conservation plans or natural community conservation plans. The Proposed Project would not conflict with applicable land use plans, policies, or regulations and construction impacts to land use would be of short duration. The project is compatible with applicable land use

policies and regulations, and PG&E would provide access to residences and businesses during construction, provide advance notification of construction activities, and provide a public liaison person before and during construction. Therefore, the project's contribution to potential cumulative impacts to land use would be less than cumulatively considerable.

Mineral Resources

As discussed in Section 5.11, no commercial mineral resources are known to exist within the project area and the Proposed Project would not result in the loss of availability of a known mineral resource; therefore, the project would not contribute to potential cumulative impacts that may result in the loss of mineral resources.

Noise

As discussed in Section 5.12, the Proposed Project would expose persons to noise levels in excess of standards for the underground transmission line construction, horizontal directional drilling, submarine cable installation, and operation and maintenance of the line. For each of these construction elements there are multiple cumulative projects that could combine to result in a cumulative impact due to construction noise. However, the maximum noise levels of the Proposed Project construction activities would be mitigated to levels compliant with the San Francisco Police Code and would be further reduced through APMs NO-1 through NO-7. As such, with Mitigation Measures N-1 and N-2, the contribution of the Proposed Project to the cumulative exposure to noise levels in excess of standards would be less than significant.

The Proposed Project would result in temporary less than significant levels of groundborne vibration at the closest sensitive receptors to the Proposed Project, see Table 5.12-5. Potentially annoying vibration levels would be avoided where possible and limited in duration. The contribution of the Proposed Project to cumulative effects caused by groundborne vibration would be less than significant.

The Proposed Project would result in little to no permanent increase in ambient noise levels above existing conditions because noise would be limited to transformer and shunt reactor operations at the Potrero Switchyard and periodic maintenance along the route. Operation and maintenance would have only minimal contribution to a cumulative increase in ambient noise levels.

The Proposed Project would not be located within an airport land use plan or in the vicinity of a private airstrip so would not expose people residing or working in the project area to excessive noise levels.

Population and Housing

As discussed in Section 5.13, the Proposed Project would not result in impacts to population and housing. Approximately 20 percent of the workforce would be locally sourced, and adequate hotel and motel accommodations and rental housing within San Francisco would be available to accommodate the 65 workers that would potentially relocate temporarily to the area. The project would not displace any existing housing or people. The Proposed Project would not contribute to significant cumulative impacts because it would have no impacts on population and housing.

Public Services

As discussed in Section 5.14, the Proposed Project would not result in significant impacts to public services. The Proposed Project would not require the cessation or interruption of fire or police protection services, schools, or other public facilities. Construction and maintenance activities would be performed in accordance with the San Francisco Municipal Transportation Agency and San Francisco Department of

Public Works to ensure that adequate access is maintained for emergency service providers. The project would be built to the appropriate standards for fire prevention and safety. Therefore impacts to public services would be less than significant, and the project would not contribute to a cumulatively significant impact.

Recreation

As discussed in Section 5.15, the Proposed Project would not cause a substantial increase in the use of or physical deterioration of parks or recreational facilities. The project would have no effects on recreation and would not contribute to cumulative effects associated with other projects.

Transportation/Traffic

As discussed in Section 5.16, the Proposed Project would result in a less than significant increase in traffic and a less than significant impact to the level-of-service for designated roads or highways. Some road closures and one-way traffic controls would be required and would potentially decrease traffic flow, parking availability, and reduce LOS designations. Construction of the projects listed in Table 5.19-1 would likely also result in an increase in traffic and potential road closures in the areas adjacent to or near the Proposed Project. PG&E would coordinate traffic with the SFMTA, follow the recommendations of the California Joint Utility Traffic Control Manual, and would apply for permits from the City as required. Other construction projects would also be required to coordinate traffic with the SFMTA and apply for permits from the City and abide by the permit requirements. Implementation of APM TR-1 and all the required permits would reduce the contribution of the Proposed Project to cumulative traffic impacts to less than significant. Similarly, PG&E would coordinate with the U.S. Coast Guard to establish a Vehicle Safety Zone for the cable laying work to reduce impacts due to marine traffic to less than significant.

Construction of the project could result in closure of parking spaces on Spear Street, Folsom Street, and 23rd Street. These closures would be temporary in nature and would not constitute a long-term loss of parking capacity. The number of parking closures at a given time would be very small relative to the parking capacity in the Rincon Hill and Central Waterfront areas and the contribution of the project to a cumulative loss of parking would be temporary and less than significant.

The Proposed Project may result in a temporary impact to bikeways and short term disruptions to bus access that may require temporary relocations. PG&E would obtain all necessary road permits prior to construction and would comply with all the applicable conditions of approval. PG&E's Traffic Management Plan (to be prepared in consultation with the City) would establish methods for minimizing construction effects on transit service and bike facilities to ensure that PG&E's contribution to cumulative impacts would be less than significant.

Utilities and Service Systems

As noted in Section 5.17, the Proposed Project would not exceed wastewater treatment requirements and would result in a less than significant cumulative contribution to wastewater treatment facilities. Water would be obtained from existing supplies and would be sufficient for the short duration construction, therefore there would be no impacts to water or wastewater treatment facilities resulting in the need for new or expanded facilities and no contribution to the cumulative need for new or expanded facilities. The Proposed Project would not require the construction of new stormwater drainage facilities or expansion of existing facilities and would not contribute to the cumulative need for new or expanded facilities.

An estimated 6,300 cubic yards of excavated material from the trench and vault locations would be hauled off-site for disposal to an appropriately licensed facility or hauled to a commercial soil recycling facility, and 8,000 cubic yards of soil that is known to be contaminated would need to be exported for the proposed switchyard. The landfills serving the project area would have adequate capacity for the expected waste and the project's contribution to a cumulative increase in waste would be minimal and less than significant. The Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste so would have no contribution to the cumulative impacts to the statutes and plans.

Construction of the Proposed Project has the potential to disrupt existing collocated utility lines during underground and submarine construction. Similar disruptions may occur during construction of residential or commercial facilities that require ground disturbance adjacent to existing utility systems. With implementation of Mitigation Measure UT-1, the contribution of these impacts would not be cumulatively considerable.

5.19.3 Results of Mandatory Findings

- a. 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?***

LESS THAN SIGNIFICANT WITH MITIGATION. Project construction would use existing city streets and disturbed areas for the onshore portions of the route. There are no wetlands along the route and vegetation is largely limited to ornamental shrubs and trees. The potential to degrade the environmental quality for the onshore portion of the project is very low. Habitat in the onshore project area is generally marginal for special-status wildlife.

The offshore portion of the project would pass through natural and artificial intertidal, subtidal, and open-water habitats. There are at least 16 federally managed fish species (Magnuson-Stevens Act, see Applicable Regulations) that may be present in the project area. Additionally, the San Francisco Bay is federally designated as critical habitat for the federally listed southern Distinct Population Segment (DPS) of North American green sturgeon and for the federally listed DPS of Central California Coast steelhead.

Project-related work would require mitigation to provide environmental awareness training, protect San Francisco Bay special-status fish, marine mammals, and aquatic habitat, limit the work window to avoid special status species spawning times, avoid impacts to nesting birds, and protect the western red bat (APM BIO-1 through APM BIO-5 and Mitigation Measures B-1, B-2, and B-3). Impacts to aquatic habitat for special-status marine species would be reduced to less than significant by APM BIO-1, APM BIO-3, APM BIO-4, APM BIO-5, and APM BIO-6 and Mitigation Measures B-1, B-2, and B-3. Potential for direct take of species, population, or community through habitat loss or modification is unlikely, though direct impacts may occur if species encounter equipment and construction personnel during the cable installation and HDD. Impacts would be less than significant with implementation of Mitigation Measure B-1, and APM BIO-1, APM BIO-3, APM BIO-4, APM BIO-5, and APM BIO-6.

As noted in Section 5.5, the project would impact one historical building, Station A, and would incorporate measures (APMs CUL-7 and CUL-8) to document and record the setting of Station A and its few remaining elements, resulting in a less than significant change. Areas of low, moderate, and high prehistoric and historical resources sensitivity occur within the proposed route. APMs CUL-1 through CUL-5

and Mitigation Measure C-1 include environmental awareness training of crews, avoidance of resources, construction monitoring for areas designated as moderate to high sensitivity, recordation and investigation of resources that cannot be avoided, and actions to implement in the event that human remains are encountered during construction. These measures would ensure that the Proposed Project would not eliminate examples of major period of California history or prehistory.

b. 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, effects of other current projects, and the effects of probable future projects.)

LESS THAN SIGNIFICANT WITH MITIGATION. A cumulative impact consists of an impact that is created as a result of the combination of the Proposed Project together with other projects causing related impacts. An EIR may determine that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project’s contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact (CEQA Guidelines §15130(a)(3)).

Sections 5.19.1 and 5.19.2 indicate that the Proposed Project has the potential to result in cumulative impacts to some resources. For all potentially significant cumulative impacts, implementation of APMs and mitigation measures would reduce the Proposed Project’s contribution to cumulative impacts to less than cumulatively considerable as described above.

c. Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?

LESS THAN SIGNIFICANT WITH MITIGATION. The preceding sections of this Initial Study discuss various types of impacts that could have adverse effects on human beings, including:

- Changes to air quality during project construction resulting from fugitive particulate matter emissions, diesel particulate matter emissions, and exhaust emissions (see Section 5.3, Air Quality)
- Potential release of hazardous materials associated with construction during transport, use, and disposal (see Section 5.8, Hazards and Hazardous Materials)
- Noise and vibration generated by project construction activities (see Section 5.12, Noise)
- Disrupt existing utility systems or cause a collocation accident (see Section 5.17, Utilities and Service Systems).

These are primarily impacts associated with the limited duration of project construction activities. Each type of impact with the potential to cause substantial adverse effects on human beings has been evaluated, and this Initial Study concludes that all of these potential impacts are either less than significant or can be mitigated to a less than significant level with the implementation of measures presented herein (see also Section 6, Mitigation Monitoring Plan, for a complete listing of the mitigation measures including Applicant Proposed Measures). Therefore, the Proposed Project does not involve any activities, either during construction or operation, which would cause significant adverse effects on human beings that cannot be readily mitigated to a less than significant level. The proposed operation and maintenance activities would be the same as current operation and maintenance practices of similar lines in the area which have minimal impacts on human beings. The potential beneficial effects of the project include improving the reliability of the existing transmission system in San Francisco.