

Comments from Public Agencies

This section provides responses to comments from 21 public agencies and their representatives that provided written comments on the Draft EIR, as listed in Table 2. Some agency representatives also provided oral comments at the Public Participation Hearings in August; responses to those comments follow the comments.

Comment Set A



TOWN OF COLMA
PLANNING DEPARTMENT

1190 El Camino Real • Colma, California 94014
Phone: (650) 985-2590 • FAX: (650) 985-2578

August 14, 2003

Ms. Billie Blanchard, CPUC
Aspen Environmental Group
235 Montgomery Street, Suite 935
San Francisco, CA 94104

RE: Jefferson-Martin 230 kV Transmission Line Project DEIR

Dear Ms. Blanchard:

Thank you for providing the Town of Colma this opportunity to comment on the Draft EIR for the 230 kV Transmission Line Project. The Town of Colma supports and strongly recommends selection of the environmentally superior alternative known as the "Modified Underground Existing 230 kV Collocation Alternative" for several reasons:

- We agree with the analysis set forth in the Draft EIR identifying the environmentally superior alternative easterly of San Bruno Mountain noting that the route is shorter than the preferred route west of the mountain and it would affect less sensitive land uses.
- The environmentally superior alternative would avoid imposing another large-scale construction project, generated by an outside agency, on the Town. The 230 kV project is estimated to take at least 12 months once it begins. Cemeteries and other business owners in the Town of Colma have, for the past four years, been inconvenienced by two major construction projects generated by outside agencies:
 - 1) The BART line extension through the center of Town to SFO, and
 - 2) The Colma Creek Flood Control project through the center of Town.
- Impacts related to the preferred route through Town are understated in the DEIR. The preferred route would affect one brand new road (Lawndale Boulevard), one freshly reconstructed road (Hillside Boulevard), and would pass the entrance to the Lucky Chances card club, entrances to 10 cemeteries, and our brand new Hillside Historical and Community Park.

We understand that the project is needed to insure the adequacy of the power supply to San Francisco and northern San Mateo County and that the underground portion that would be constructed through Colma, if the preferred route is selected, involves the installation of three cross-linked, polyethylene-

A-1

Comment Set A, cont.

Ms. Billie Blanchard, CPUC, August 14, 2003, Page 2

insulated (XLPE) solid dielectric, copper-conductor cables, buried in a concrete-encased duct bank system. If the preferred route is selected approximately 30%, 3.2 miles of the 12.4 mile underground portion, would be built through the Town of Colma.

A-1

COMMENTS ON THE DEIR – Volume 1

Our review of the DEIR found various instances where we believe the information presented is incorrect. We have listed page and section numbers for ease of reference:

General

- Various maps and written text refer to McClellan Drive or McLellan Extension for the preferred route segment. The segment through the Town of Colma follows Lawndale Boulevard. We recommend that all references be corrected accordingly.
- Various places in the text refer to Hillside Drive and Lawndale Drive instead of Hillside Boulevard and Lawndale Boulevard.
- The Town of Colma was contacted by Robert Masuoka, P.G. & E., during the development of potential alternative routes, and later by you (B. Blanchard) and Susan Lee, V.P. of the Aspen Group. In a letter to R. Masuoka dated September 19, 2002 we endorsed the preferred route. In a letter to Hedy Born, Aspen Project Assistant, dated February 18, 2003, we noted that our endorsement of the preferred route was based on an assumption that the P.G. & E. project would coincide favorably with the construction of Lawndale Boulevard and the reconstruction of Hillside Boulevard. Copies of these letters are attached.

A-2

A-3

P. B-63, Para. 6:

We understand that restoration of paved surfaces and restoration of landscaping would be done as part of the project. These are really mitigation measures for construction impacts and should be identified as such. We recommend that these actions be identified as mitigation measures made a part of the project and included as part of the mitigation measures listed in Table D.2-17. We recommend additional clarification of the mitigation as discussed below.

A-4

The new trench cut on the proposed route would affect either the newly landscaped median or the eastbound or westbound pavement areas of Lawndale

Comment Set A, cont.

Ms. Billie Blanchard, CPUC, August 14, 2003, Page 3

Boulevard. Mitigation for placement in the landscaped median must include repair to any portion of the irrigation system that is damaged and replacement of landscaping. Mitigation for placement in either of the pavement areas must include repaving of the affected roadway from the curb to the median. We strongly recommend selection of the westbound pavement area if the pavement area option is selected because it is farther away from El Camino High School and existing residences in South San Francisco.

A-4

The new trench cut on the proposed route would affect either the newly landscaped median or the northbound or southbound pavement areas of Hillside Boulevard. Mitigation for placement in the landscaped median must include repair to any portion of the irrigation system that is damaged and replacement of landscaping. Mitigation for placement in the pavement area must include repaving of the affected roadway from the curb to the median. We recommend selection of the northbound pavement area if the pavement area option is selected.

Trench cuts for any of the alternative routes should be similarly identified and mitigated.

P. B-64, Table: B-6:

Lawndale Boulevard should be substituted for McLellan Extension.

A-5

P. C-24, Bullet 1:

Lawndale Boulevard and Hillside Boulevard should be substituted for Lawndale Drive and Hillside Drive.

P. C-24, Bullet 2:

Colma did not suggest the Junipero Serra Boulevard alternative. That alternative route proposal was generated by P.G. & E. in 2001. The Town of Colma is on record objecting to that route (see letter Town dated August 28, 2001 and letter from Town to Robert Masuoka – P.G. & E., dated September 4, 2001). Following Serramonte Boulevard east from Junipero Serra Boulevard to Hillside Boulevard would involve narrower and more traveled roads than the preferred route. The intersection of Serramonte Boulevard and Junipero Serra Boulevard already functions at Level of Service F during the weekday

A-6

Comment Set A, cont.

Ms. Billie Blanchard, CPUC, August 14, 2003, Page 4

afternoon and Saturday midday peak travel hours. The route along Serramonte Boulevard would involve a road with just two lanes in each direction, no median, no bicycle lane and no parking lanes. Serramonte Boulevard carries over 10,400 vehicles per day (1998) in the eastbound direction while Hillside Boulevard, north of Serramonte Boulevard carries only 6,400 vehicles (1998). Serramonte Boulevard is the primary road through the core commercial area of Colma passing the Serra Shopping Center and the Colma Auto Row. Construction work along this segment would be highly disruptive to commerce.

A-6

P. D.2-5, Table D.2-6:

Hillside Boulevard should be substituted for Hillside Drive. The list of sensitive receptors is incomplete. The Hillside Boulevard route would pass Holy Cross Cemetery, Cypress Lawn Cemetery, Home of Peace Cemetery, Hills of Eternity, Salem Cemetery, Eternal Home Cemetery and Japanese Cemetery on the west. On the east it would pass Hoy Sun Cemetery, Golden Hills Cemetery, Pet's Rest Cemetery, Serbian Cemetery, Cypress Lawn's Hillside Cemetery, and Olivet Memorial Park. We also consider our new Hillside Historical and Community Park to be a sensitive receptor.

A-7

P. D.2-15, Fig. D.2-2b:

Lawndale Boulevard should be substituted for McLellan Drive on the map and in the Segment 3 Legend. The Colma General Plan land use has not been shown. A copy of the General Plan land Use Map is enclosed.

A-8

P. D.2-25, Para. 1:

The commercial designation where Hillside Boulevard passes Serramonte Boulevard is associated with the Lucky Chances Card Club. Auto dealerships and auto service facilities are located farther to the west.

P. D.2-25, Para. 3:

Land on the south side of Hoffman Street is not entirely designated for Cemetery/Open Space use. It includes a residential designation associated with a brand new 18-unit residential condominium project.

Comment Set A, cont.

Ms. Billie Blanchard, CPUC, August 14, 2003, Page 5

<u>P. D.2-49, Table D.2-15:</u>	Hickey Boulevard should be substituted for Hickey Drive. With the exceptions of the Serra Shopping Center, at the west end, and City Hall, at the east end, the north side of Serramonte Boulevard is lined entirely with auto dealerships between Junipero Serra Boulevard and El Camino Real. Greenlawn and Greek Orthodox cemeteries are located 300 to 500 feet north of the right-of-way. The same can be said of the portion of Serramonte Boulevard east from El Camino Real to Hillside Boulevard. Salem Cemetery abuts the north side of the roadway but auto dealership, auto service facilities and the Lucky Chances Card Club line the south side of the street. Home of Peace and Hills of Eternity Cemeteries are more than 400 feet south of the right-of-way. Also, see comment above related to P. C-24, Bullet 2.	A-9
<u>P. D.2-50, Comparison:</u>	For the reasons stated above we do not believe that the Junipero Serra Alternative would have the same number of impacts as the proposed project. The Junipero Serra alternative, as designed, would be highly disruptive to commerce. The preferred route would be disruptive to cemeteries, the Lucky Chances Car Club and a new City park.	A-10
<u>P. D.5-15, Table D.5-3:</u>	Although not all cemeteries are defined as historic there is a much longer list of cemeteries abutting the preferred route than has been included in the table. Please see comment above re P. D.2-5, Table D.2-6. We believe all cemeteries to be cultural resources.	A-11
<u>P. D.5-26, Table D.5-7:</u>	Please see comment re P. D.2-5, Table D.2-6. The Junipero Serra alternative would pass Cypress Lawn Hillside Cemetery, Salem Cemetery, Eternal Home Cemetery, Olivet Memorial Park and Japanese Cemetery. It would also pass the state listed Colma Historical Association Museum building at 1500 Hillside Boulevard (part of the Hillside Historical and Community Park).	A-12
<u>P. D.5-26, Comparison:</u>	We do not believe that the Junipero Serra alternative would significantly reduce the impacts to cultural resources. The Junipero Serra alternative would avoid impacts to Holy Cross Cemetery, Cypress Lawn	A-13

Comment Set A, cont.

Ms. Billie Blanchard, CPUC, August 14, 2003, Page 6

	Cemetery, Hoy Sun Cemetery, Golden Hills Cemetery, Pet's Rest Cemetery, Serbian Cemetery, Home of Peace and Hills of Eternity but would still affect the cemeteries and historic buildings noted above in our comment on P. D.5-26, Table D.5-7.	A-13
<u>P. D.7-31, Para. 6:</u>	Lawndale Boulevard and Hillside Boulevard should be substituted for McLellan Drive and Hillside Drive.	A-14
<u>P. D.8-24, Para. 4:</u>	We do not believe there is any likelihood of unreported hazardous materials contamination along the Serramonte Boulevard segment of the Junipero Serra alternative. A single Chevron station exists at the northeast corner of Junipero Serra Boulevard and Serramonte Boulevard and soil remediation was completed in conjunction with a renovation of the station some years ago.	A-15
<u>P. D.8-43, Para. 5:</u>	EMF levels will range from 30 mG to 70 mG along the preferred route through the Town of Colma. If the preferred route is selected we recommend implementing the EMF low cost mitigation measure consisting of burying the cables five feet (5') deeper wherever they are adjacent to sidewalks or bicycle lanes through the Town.	A-16
<u>P. D.9-3, Table D.9-1:</u>	Three recreational resources; El Camino High School (SSF), Gellert Park (DC) and Westmoor Park (DC) are incorrectly listed as being in Colma. On the other hand the new Hillside Historical and Community Park, at Hillside Boulevard and F Street in Colma, has been omitted.	A-17
<u>P. D.10-16, D.10.5.5:</u>	The Junipero Serra Boulevard alternative route would increase the likelihood of air-borne dust nuisance affecting businesses along Serramonte Boulevard. Colma experiences frequent high winds from the ocean. This route passes through Colma's Auto Row and would result in dust blowing onto the sales inventory of each business causing an increase in the amount of washing necessary to maintain vehicles in a salable condition.	A-18

Comment Set A, cont.

Ms. Billie Blanchard, CPUC, August 14, 2003, Page 7

<u>P. D.12-4, Para. 2:</u>	Lawndale Boulevard should be substituted for Lawndale Drive. The road extends west from Hillside Boulevard to Mission Road. The name changes to McLellan Drive from Mission Road west, through South San Francisco, to El Camino Real.	A-19
<u>P. D.12-4, Para. 3:</u>	Lawndale Boulevard should be substituted for Lawndale Drive.	
<u>P. D.12-4, Para. 4:</u>	Olivet Cemetery should be substituted for Oliver Cemetery.	
P. D.14-24, Para. 3:	The Town of Colma Public Works Department earlier reported that Junipero Serra Boulevard is wide and does not contain many utilities. However, the decision by the EIR drafters to follow Serramonte Boulevard east to Hillside Boulevard was not addressed by the Town. This segment would involve crossing Hetch Hetchy water transmission pipes that cross Serramonte Boulevard at two locations; one about 650 feet west of El Camino Real and the second along the west side of El Camino Real. It would also involve crossing the recently installed flood control box culvert located in the El Camino Real median.	A-20
<u>P. F-9, Table F-1:</u>	The following 5 Colma Capital Improvement Projects should be added to the list of Approved and Pending Projects: <ul style="list-style-type: none">• The Hillside Historical and Community Park / Phase II – Town Project No. 945.• The Hillside Boulevard Beautification Project includes Utility Undergrounding and Full Pavement Rehabilitation – Town Project No. 901• The Junipero Serra Boulevard Beautification Project includes Utility Undergrounding and Full Pavement Reconstruction – Town Project No. 906• El Camino Real Median Landscaping / 4-Corners at Serramonte Blvd.– Town Project No. 941• Parking Lot Expansion – Hillside Community Center – Town Project No. 953	A-21

Comment Set A, cont.

Ms. Billie Blanchard, CPUC, August 14, 2003, Page 8

COMMENTS ON THE DEIR – Volume 2

P. Ap.1-106, Para. 3: The Town of Colma did not suggest consideration of a route following Junipero Serra Boulevard from South San Francisco through Colma to Daly City. And, we did not recommend a route following Serramonte Boulevard through the core commercial area of the Town. See comment above re P. C-24, Bullet 2.

A-22

P. Ap.2-4-5, Land Use: Despite early interviews between the CPUC and the Town of Colma Planning Department prior to beginning work on the DEIR, there is no reference to the Colma General Plan Land Use Element. This comment applies to the lack of reference to the Colma General Plan for all environmental topics discussed in the DEIR.

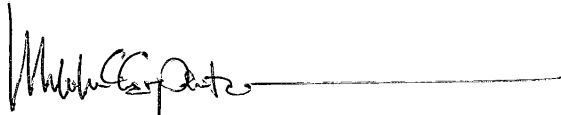
A-23

P. Ap.2-8, Cultural: The list of references completely ignores the importance of cemeteries. The Town of Colma is the only recognized Necropolis in the United States with more than 75 percent of its land area devoted to cemeteries. For reference please see the numerous significant historical resources documented in the book, City of Souls, San Francisco's Necropolis at Colma, available from the Colma Historical Association (650) 757-1676. Many of these resources are also documented in the Historical Resources Element of the Colma General Plan.

A-24

Please call me at (650) 985-2590 if you have questions or need clarification regarding comments submitted in this letter. For questions regarding streets and utilities contact Supervising Engineer, Ellen Ellsworth at (650) 757-8888.

Sincerely,



Malcolm C. Carpenter, AICP
City Planner
MCVC/s

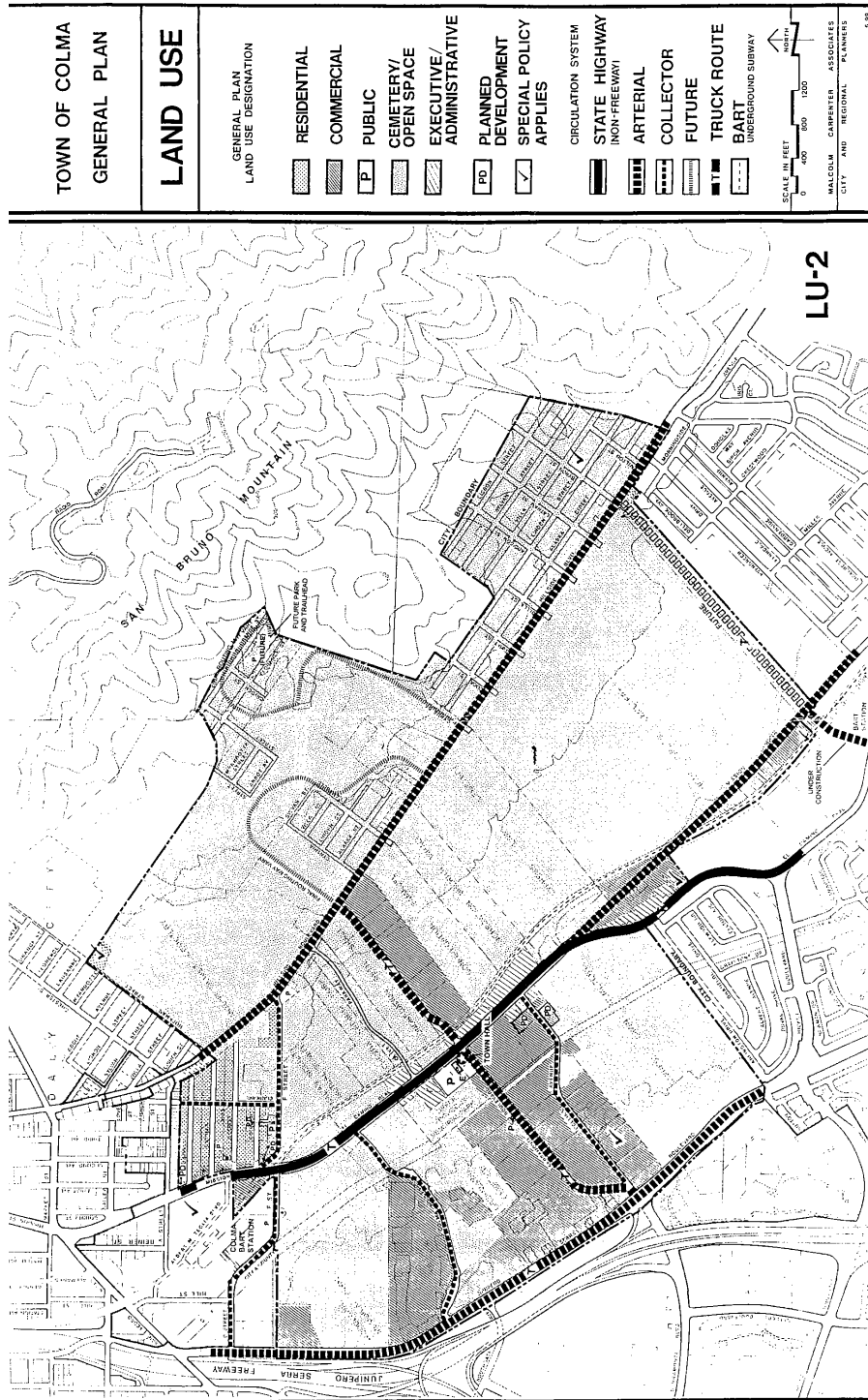
Cc. City Manager
Ellen Ellsworth, Supervising Engineer

Comment Set A, cont.

Ms. Billie Blanchard, CPUC, August 14, 2003, Page 9

Enclosures: Colma General Plan Land Use Map
Letter from P.G. & E. to Town dated August 28, 2001
Letter to Robert Masuoka (P.G. & E.), September 4, 2001
Letter from P.G. & E. to Town dated September 13, 2002
Letter to Robert Masuoka (P.G. & E.), September 19, 2002
Letter to Hedy Born, Aspen Environmental, February 18, 2003

Comment Set A, cont.



Comment Set A, cont.



Robert M. Masuoka
 Principal Planner
 Building and Land Services
 (415) 973-8273

245 Market Street, Room 1054B
 San Francisco, CA 94105
 Mailing Address:
 Mail Code N10A
 P.O. Box 770000
 San Francisco, CA 94177

August 28, 2001

Malcom C. Carpenter, AICP
 Director of Planning
 Town of Colma
 1190 El Camino Real
 Colma, CA 94014

Jefferson-Martin 230 kV Transmission Project

Dear Mr. Carpenter:

Since our last meeting, we have identified two routes between the proposed transition sites and Pacific Gas and Electric Company's (PG&E) Martin Substation in Brisbane. I have enclosed a copy of a map with the proposed routes highlighted.

As mentioned at our meeting, PG&E has retained Black and Veatch to evaluate the routes and they would be contacting your Public Works/Engineering Department shortly to obtain additional information on the various streets in the Town of Colma.

The two routes were developed using preliminary information provided by you and neighboring cities, and performing a site review.

The following is a brief description of the routes.

Route JMUG-A

Segment	Node	Node	Distance (Miles)
San Bruno Ave.	APN 19-043-49	El Camino Real	1.70
El Camino Real	San Bruno Ave.	McLellan Dr.	3.09
McLellan Dr.	El Camino Real	Hillside Dr.	0.87
Hillside Dr.	McLellan Dr.	Hoffman St.	1.52
Hoffman St.	Hillside Dr.	Orange St.	0.43
Orange St.	Hoffman St.	Guadalupe Cnyn. Pkwy.	0.22
Guadalupe Cnyn. Pkwy.	Orange St.	Bayshore Blvd.	3.91
Bayshore Blvd.	Guadalupe Cnyn. Pkwy.	Martin Substation	0.65

Total Distance = 12.39

AUG 30 2001

Comment Set A, cont.

Malcom C. Carpenter, AICP
 August 28, 2001
 Page No. 2

The segments along Route JMUG-A in the Town of Colma are El Camino Real, McLellan Dr. (proposed), Hillside Blvd., and Hoffman St.

Route JMUG-B

<i>Segment</i>	<i>Node</i>	<i>Node</i>	<i>Distance (Miles)</i>
Highway 35	Sneath Lane Substation	Sneath Lane	0.09
Sneath Lane	Highway 35	Sequoia Ave.	0.22
Sequoia Ave.	Sneath Lane	Fleetwood Dr.	0.04
Fleetwood Dr.	Sequoia Ave.	Westborough Blvd.	1.52
Westborough Blvd.	Fleetwood Dr.	Junipero Serra Blvd.	1.13
Junipero Serra Blvd.	Westborough Ave.	Collins Ave.	1.91
Collins Ave.	Junipero Serra Blvd	El Camino Real	0.57
El Camino Real	Collins Ave.	Serramonte Blvd.	0.17
Serramonte Blvd.	El Camino Real	Hillside Blvd.	0.39
Hillside Dr.	Serramonte Blvd.	Hoffman St.	1.52
Hoffman St.	Hillside Dr.	Orange St.	0.43
Orange St.	Hoffman St.	Guadalupe Cnyn. Pkwy.	0.22
Guadalupe Cnyn. Pkwy.	Orange St.	Bayshore Blvd.	3.91
Bayshore Blvd.	Guadalupe Cnyn. Pkwy.	Martin Substation	0.65


Total Distance = 12.78

The segments along Route JMUG-B in the Town of Colma are Junipero Serra Blvd., Collins Ave., El Camino Real, Serramonte Blvd., Hillside Blvd, and Hoffman St..

We plan to incorporate comments from you and other agencies to select the preferred alternative. We would greatly appreciate any comments you have by the end of September 2001.

I am available to meet with you to discuss the proposed alternatives. Please do not hesitate to call me at 415.973.8273.

Sincerely,



Robert M. Masuoka, P.L.S.
 Principal Planner

Comment Set A, cont.

Malcom C. Carpenter, AICP
August 28, 2001
Page No. 3

Enclosures

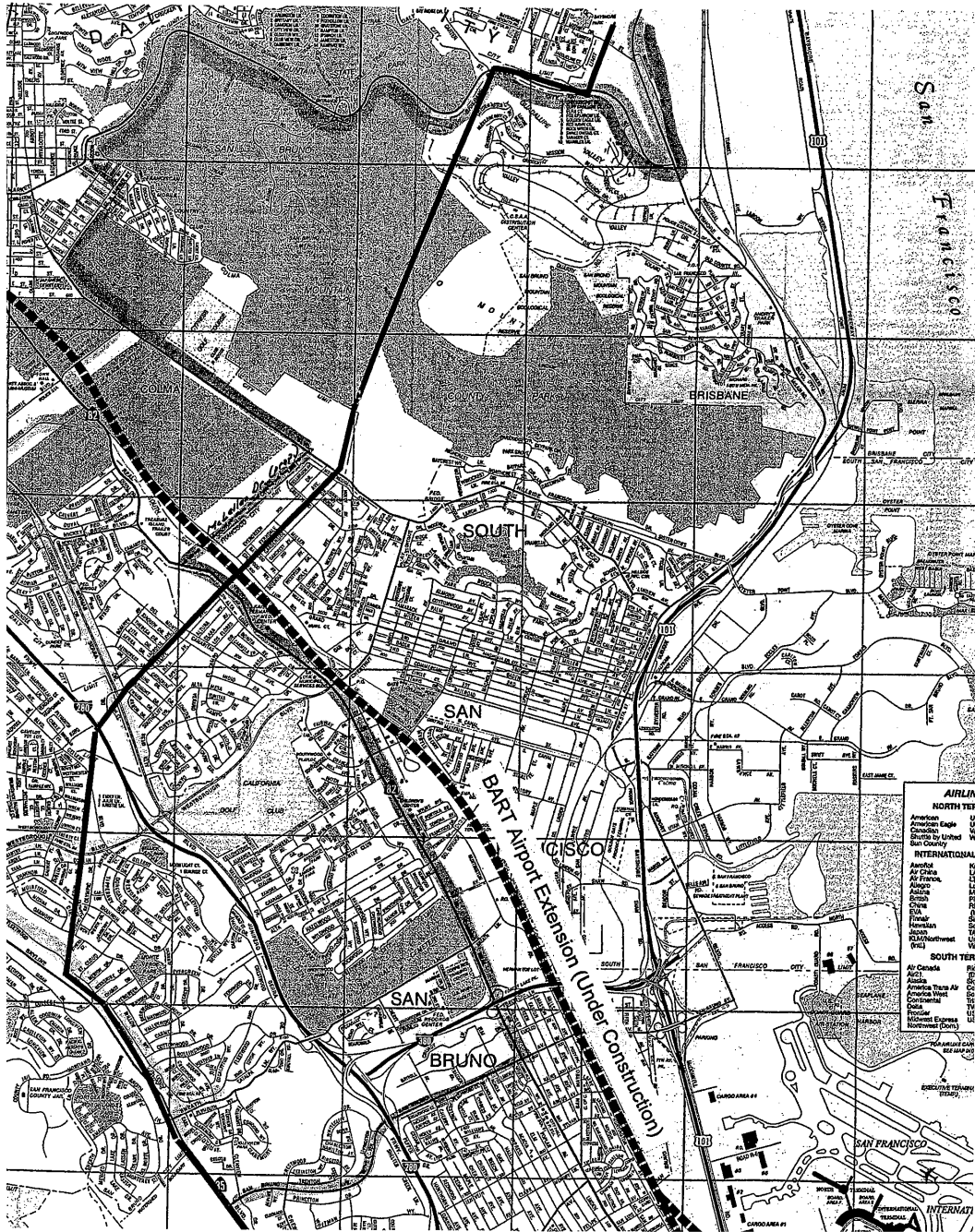
- Route map
- Assessor Parcel Maps

c: Ellen Ellsworth
Public Works/Engineering Department
Town of Colma
1188 El Camino Real
Colma, CA 94104-3212

Alain Billot, Pacific Gas and Electric Company

Albert J. Tharnish, P.E.
Black & Veatch Corporation
4004 Kruse Way Place
Lake Oswego, OR 97035

Comment Set A, cont.



Comment Set A, cont.



TOWN OF COLMA
PLANNING DEPARTMENT

1190 El Camino Real • Colma, California 94014
Phone: (650) 985-2590 • FAX: (650) 985-2578

COPY

September 4, 2001

Mr. Robert Masuoka, P.L.S.
Principal Planner, P.G. & E.
Building and Land Services
245 Market Street, Room 1054B
San Francisco, CA 94105

RE: Comments on the Jefferson-Martin 230 kV Transmission Project

Dear Mr. Masuoka:

We understand that the transmission line(s) will be placed underground regardless of the route chosen. I have reviewed the alternative routes with our Public Works/Engineering staff and we recommend Route A, McLellan Drive to Hillside Boulevard through Colma for the following reasons:

Positive Aspects of Route A

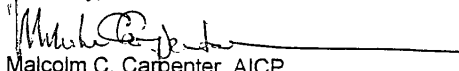
1. Route A is shorter than Route B.
2. McLellan Drive is not yet improved therefore no roadway repair would be necessary.
3. Hillside Boulevard has not yet been upgraded through the Town of Colma therefore no recent improvement would be adversely affected.
4. Hillside Boulevard could accommodate construction equipment with minimal interference to through traffic.

Negative Aspects of Route B

1. Serramonte Boulevard is the principal arterial into and out of the Town of Colma. There are two traffic lanes in each direction and no on-street parking. Construction equipment could result in significant interference with through traffic.
2. The Junipero Serra Boulevard/Serramonte Boulevard/Collins Avenue intersection is one of the busiest in Colma and is near two major retail destinations, the Auto Plaza and the Serra Shopping Center. Serramonte Boulevard is also the only access point from Colma to Highway 280. Construction work at this location could result in significant interference with through traffic.

Please keep us informed as your process continues. Thank you.

Sincerely,


Malcolm C. Carpenter, AICP
City Planner
MCC/s

Comment Set A, cont.



Robert M. Masuoka
Principal Planner
Building and Land Services

(415) 973-8273

245 Market Street, Room 1054B
San Francisco, CA 94105

Mailing Address:
Mail Code N10A
P.O. Box 770000
San Francisco, CA 94177

September 13, 2002

Malcom C. Carpenter, AICP
Director of Planning
Town of Colma
1190 El Camino Real
Colma, CA 94104

Jefferson-Martin 230 kV Transmission Project

Dear Mr. Carpenter:

Pacific Gas and Electric Company (PG&E) has completed its evaluation of alternative routes for the proposed Jefferson-Martin 230 kV Transmission Project (Project). The information and comments you provided greatly assisted us in the development and analysis of the alternatives we reviewed.

The alternative that PG&E has selected to recommend for approval by the California Public Utilities Commission (CPUC) for a Certificate of Public Convenience and Necessity (CPCN) is to rebuild the existing overhead 60 kV power line to a 230/60 kV transmission line from Jefferson Substation in San Mateo County to CalTrans' vacant parcel at San Bruno Avenue and Skyline Boulevard, and install a new underground 230 kV cable in the remaining section to Martin Substation in Brisbane. The proposed underground route would traverse along San Bruno Avenue, BART's right-of-way, McLellan Drive Extension, Hillside Boulevard, Hoffman Street, Orange Avenue, Market Street, Guadalupe Canyon Parkway and Bayshore Boulevard. I have attached a project map for your reference.

The siting and routing of this Project is subject to the CPUC's exclusive jurisdiction through PG&E's application for a CPCN. PG&E is scheduled to file its CPCN application on September 30, 2002. This application will include detailed analysis of the proposed Project for the CPUC's review and consideration. The CPUC will evaluate the application and perform an environmental review of the Project and alternatives under the California Environmental Quality Act. The CPUC environmental review and CPCN processes will involve communities and local agencies directly affected by the Project and provide opportunities for the public to participate.

SEP 15 2002

Comment Set A, cont.

Malcom C. Carpenter, AICP
September 13, 2002
Page No. 2

As part of the CPUC's application requirements, we are required to request a brief position statement from each governmental agency with which route reviews have been undertaken. In the absence of a written agency position statement, PG&E may submit a statement of its understanding of the position of such agencies. Your comments are important and will be incorporated into our application if received on or before September 25, 2002.

I look forward to continue working cooperatively with you on this important project. Please do not hesitate to call me at 415.973.8273 if you have any questions.

Sincerely,



Robert M. Masuoka, P.L.S.
Principal Planner

Attachment

c: Ellen Ellsworth
Public Works/Engineering Department
Town of Colma
1188 El Camino Real
Colma, CA 94104-3212

Helen Fiscaro, Pacific Gas and Electric Company
Alain Billot, Pacific Gas and Electric Company

Comment Set A, cont.

COPY



TOWN OF COLMA
PLANNING DEPARTMENT

1190 El Camino Real • Colma, California 94014
Phone: (650) 985-2590 • FAX: (650) 985-2578

September 19, 2002

Mr. Robert Masuoka, P.L.S.
Principal Planner
Pacific Gas & Electric Company
245 Market Street, Room 1054B
San Francisco, CA 94105

RE: Jefferson-Martin 230 KV Transmission Line Through Colma

Dear Mr. Matsuoka:

The Engineering and City Planning staffs have both reviewed the final routing recommendation described in your letter of September 13, 2002, and find it to be acceptable. We have some additional information to provide that may affect your project.

The portion you refer to as the McLellan Drive Extension is actually to be named Lawndale Boulevard through the Town of Colma. The final link, from Mission Road to Hillside Boulevard, is currently being constructed. South San Francisco is acting as the project manager for this construction. I recommend that you contact John Gibbs, Director of Public Works, immediately, to coordinate. His number is (650) 877-8500.

The Town of Colma will be undergrounding overhead utility lines along Hillside Boulevard, as a Capital Improvement Plan project during fiscal years 2002-03 and 2003-04. The first increment will be at the north end of Hillside Boulevard in conjunction with a new park now under construction. Hillside Boulevard will be repaved as part of a Capital Improvement Plan project scheduled for fiscal years 2004-05 and 2005-06. These Town of Colma projects may coincide with the timing of your project and would allow P.G. & E. to construct its underground transmission line with payment to Colma for your estimated cost of pavement reconstruction. We ask that you coordinate with City Engineer, Richard Mao on this matter. He can be reached at (650) 757-8888.

Sincerely,

A handwritten signature in black ink, appearing to read "Malcolm C. Carpenter".

Malcolm C. Carpenter, AICP
City Planner
MCC/s

Cc. City Engineer

Comment Set A, cont.

COPY



TOWN OF COLMA
PLANNING DEPARTMENT

1190 El Camino Real • Colma, California 94014
Phone: (650) 985-2590 • FAX: (650) 985-2578

February 18, 2003

Ms. Hedy Born, Project Assistant
Aspen Environmental Group
235 Montgomery Street, Suite 800
San Francisco, CA 94104

RE: PG &E 230 KV Jefferson-Martin Transmission Line Project
EIR Scoping Information

Dear Ms. Born:

Objection to Proposed Route. On Thursday, January 23, 2003 I met with Ms. Billie Blanchard, Regulatory Analyst with the State Public Utilities Commission, and with Susan Lee, Vice-President of the Aspen Environmental Group to discuss the above project. I informed them that the Town of Colma, in September 2001, had endorsed PG &E Alternative Route A through Colma because we thought the PG &E project would coincide favorably with road projects being planned or about to be started in the Town of Colma.

Recommended Alternative Route. Any route affecting the Town of Colma should be placed underground. We are now recommending that an alternative route along Mission Road, El Camino Real and A Street be pursued because construction has not begun on the PG &E 230 KV project and we do not want two new streets through Town to be torn up. The new streets are: 1) Lawndale Boulevard from Mission Road to Hillside Boulevard nearing completion this month, and 2) Hillside Boulevard from South San Francisco to Daly City that is going to be rebuilt beginning August 2003.

The alternative route we recommend would follow roads that are not brand new. Mission Road and El Camino Real, through Colma, involve roads that will be subject to utility under-grounding projects in future years. A Street, through portions of Daly City and unincorporated San Mateo County is in poor physical condition and it has overhead utilities.

Development Projects in the Town of Colma. In your letter of February 7, 2003, you ask for a list of any current or pending projects within ½ mile of the proposed and alternative 230 KV routes. The following project locations are marked on the Thomas Brothers Map that accompanied your letter:

- **A** Hillside Boulevard Utility Under-grounding and Beautification (CIP project Scheduled to begin August 2003)

Comment Set A, cont.

Ms. Hedy Born, February 18, 2003, Page 2

- **B** Cypress Lawn Hillside Boulevard Cemetery (Under construction)
- **C** Hoffman Court – 18 residential units (Under construction)
- **D** Hillside Community and Cultural Park (Under construction)
- **E** Colma Police Facility (CIP project scheduled to begin 2003)
- **F** Verano at Colma – 63 residential units (Under construction)

Please contact me if you have questions or need clarification.

Sincerely,

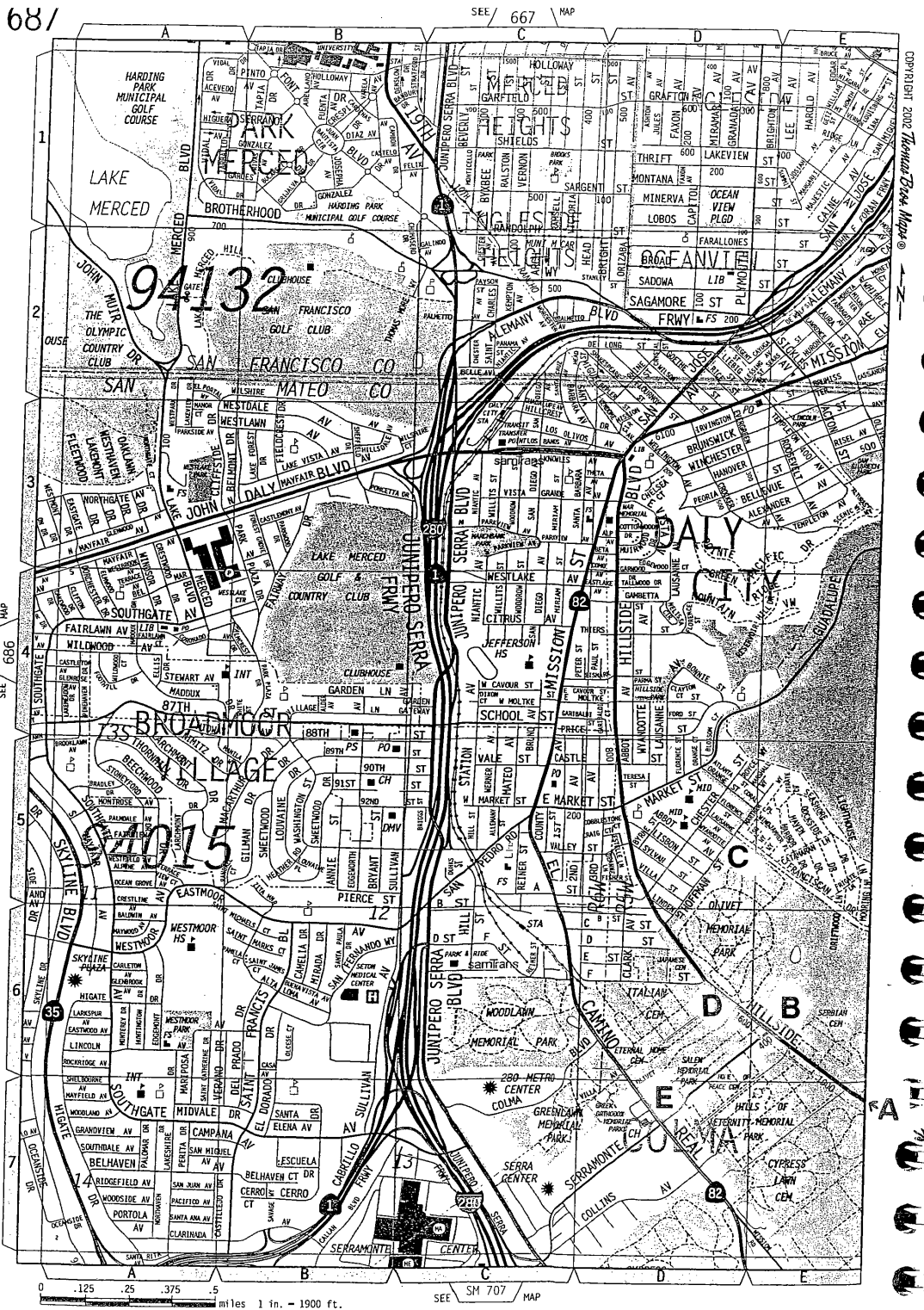


Malcolm C. Carpenter, AICP
City Planner
MCC/s

Cc. City Manager
City Engineer

Enclosure: Map Showing Project Locations

Comment Set A, cont.



Responses to Comment Set A – Town of Colma

A-1 The Town's preference for the Modified Underground Existing 230 kV Collocation Alternative in the northern project area is acknowledged. The Final EIR finds that this alternative and the underground segment of the Proposed Project route are both environmentally superior to the other northern segment alternatives considered in the EIR. It is also noted that Section E.2.2.7 (Proposed Project vs. Junipero Serra Alternative) finds that PG&E's Proposed Project would have fewer impacts than the Junipero Serra Alternative, consistent with the conclusions of the Town of Colma.

Impacts of the Proposed Project and alternatives that would affect the Town of Colma are thoroughly defined in the EIR, and a wide range of mitigation measures are presented to reduce the level of severity of identified impacts. The effects described in this comment (on roads, businesses, historic properties, and parks) are addressed in the appropriate EIR sections. See Responses to Comments A-2 through A-24 (below) for specific information on each issue.

A-2 EIR maps have been corrected to refer to Lawndale Boulevard and Hillside Boulevard, where appropriate. In some instances, McLellan was not deleted, but is referenced in parentheses so that readers of the EIR who are not familiar with the name change can understand the area and streets discussed.

A-3 The Town's preference for PG&E's proposed route over other alternatives that would affect the town is acknowledged. Regarding the project effects on newly constructed Lawndale Boulevard, please see the Response to Comment A-4 (below).

A-4 Restoration of paved surfaces and restoration of landscaping is part of the Proposed Project as identified in the Project Description (Section B) in the sixth paragraph on page B-63 of the Draft EIR. There is no need to identify these project components as mitigation measures since they would be required to be implemented as part of the project.

However, to ensure that irrigation systems associated with landscaped mediums are repaired if damage occurs during construction, modifications to the Transportation and Traffic (Section D.12) Impact T-3 (Physical Impacts to Road ROWs) discussion and associated Mitigation Measure T-3a (Repair Damaged Road ROWs) have been incorporated into the Final EIR.

A-5 Table B-6 and page C-24 have been revised in this Final EIR to note the correct street names. Text throughout the Final EIR has been corrected where appropriate. In some instances, McLellan has not been deleted, but is referenced with Lawndale Boulevard so that readers of the EIR who are not familiar with the name change can understand the area and streets discussed.

A-6 According to meeting notes of both the CPUC Project Manager and the CPUC's consultant, City Planner Malcolm Carpenter suggested that Junipero Serra Boulevard be considered as a possible alternative route for the transmission line project. This information was also documented in the Scoping Report, Section 2.4.2 (Alternatives Suggested), which was published in April 2003 and a copy provided to the Town.

Section D.12.5.5 (Transportation and Traffic) of the Final EIR has been revised to include the cited existing conditions of Serramonte Boulevard. The business and traffic impacts that could be created by construction of the Junipero Serra Alternative along Junipero Serra and Serramonte Boulevards are documented in Sections D.2.5.5 (Land Use) and D.12.5.5 (Transportation and Traffic).

- A-7 Table D.2-6, Proposed Route from Colma to Martin Substation, has been revised in this Final EIR to note the correct street name and add the sensitive receptors.
- A-8 The text within Section D.2.2.1, Town of Colma General Plan, and Figure D.2-2b, General Plan Land Use Designation (Northern Segment), have been revised in this Final EIR to note the correct street names, land use designations, and sensitive receptors.
- A-9 The text in Table D.2-15, Land Use and Sensitive Receptors: Junipero Serra Boulevard Alternative, has been revised in this Final EIR to note the correct street name of Hickey Boulevard and the sensitive receptors along Serramonte Boulevard.
- A-10 The conclusions of the EIR are consistent with this comment; the EIR in Section E.2.2.7 finds that the Proposed Project is preferred to the Junipero Serra Alternative. A summary comparison of impacts by issue area is presented in Table E-9.
- A-11 These cemeteries were not included in the Draft EIR because they do not appear on any historic register. However, because the City of Colma deems them to be historically significant, they have been added to the EIR. These properties have been added to Section D.5.3.5 and to the Mitigation Monitoring Table. In addition, specific mitigation monitoring protection has been defined following the cultural resources table in Section D.5.3.5.
- A-12 The additional cemeteries requested by the Town of Colma have been added to the discussion of the Junipero Serra Alternative (D.5.5.5) and the Mitigation Monitoring Table.
- A-13 EIR preparers believe that the Junipero Serra Alternative has less potential for affecting cultural and historic resources than the Proposed Project, as documented in Section D.5.5.5. All of the cultural resources in the Junipero Serra alternative are known historic properties with defined boundaries. These properties are relatively easily avoided by confining construction within the curb lines of the street. Other alternatives contain subsurface sites with unclear boundaries, and multiple archaeological high probability areas. Though the number of *historic* properties avoided by the different alternatives varies, existing historic structures and properties are much more easily avoidable, irregardless of quantity, than known and unanticipated subsurface sites. However, as noted in the Response to Comment A-1, overall the EIR finds that the Proposed Project would have fewer impacts than the Junipero Serra Alternative.
- A-14 The text on page D.7-31 in Section D.7.5.5, Junipero Serra Alternative, has been revised in this Final EIR to note the correct street names.
- A-15 The potential for unreported hazardous materials is indicated consistently in developed areas given the length and extent of development throughout most of the San Francisco Peninsula. Note that, consistent with this comment, Table E-9 states that the Junipero Serra Alternative would likely have fewer contaminated sites than the Proposed Project route.
- A-16 EIR Section D.8.7.4, under Proposed Project, Underground Segment, indicates that magnetic field would range from 70 to 15 mG in roadways, and would be about 9 mG at sidewalks. PG&E's EMF Mitigation Plan will be revised when the CPUC approves a specific route to apply the EMF mitigation (approximately four percent of project cost) to areas adjacent to the highest priority sensitive receptors (schools and residences). See also General Response GR-1 regarding the EIR's approach to EMF impact analysis.

- A-17 The text in Table D.9-1, Recreational Resources by Jurisdiction along Proposed Project Route, has been revised in this Final EIR to correctly list the recreational resources in the appropriate jurisdictions. Hillside Historical and Community Park is already listed in Table D.9-1 in the Draft EIR, therefore, it has not been added. However, the text in the table has been changed to delete “Proposed” from its listing.
- A-18 Businesses are less sensitive to construction related dust than residences, schools, and hospitals. Each of the Northern Area Alternatives could be expected to cause a temporary nuisance to businesses, such as car dealerships. Trenching through Serramonte Boulevard under the Junipero Serra Alternative would create a limited amount of dust because much of the activity would be on paved surfaces. The impacts would be similar to those that would occur with any type of street work. As identified under Mitigation Measure A-1a (Control Dust Emissions) (Draft EIR, p. D.10-9), and to be consistent with feasible dust control measures recommended by the Bay Area Air Quality Management District for reducing the likelihood of a nuisance, APMs 14.1 and 14.2 would be implemented at all construction sites.
- A-19 The text on page D.12-4 in Section D.12.1.1, Existing Roadway Network, has been revised in this Final EIR to note the correct street name and route of Lawndale Boulevard and the correct name of Olivet Cemetery.
- A-20 Every underground route would require crossing of major utilities in various locations along the route. Avoidance of each structure would be addressed during construction planning. Mitigation Measure U-1b (Protection of Underground Utilities) presents specific requirements that would protect existing utilities during construction.
- A-21 The text in Table F-1, Cumulative Scenario – Approved and Pending Projects, has been revised in this Final EIR to include five Colma Capital Improvement Projects. In addition, Figure F-1b, Cumulative Project Locations – Northern Segment, has been revised to incorporate the additions to the table.
- A-22 Please see Response to Comment A-6.
- A-23 The omission of the Colma General Plan and all other applicable general plans from the Bibliography of the Draft EIR was an oversight that has been rectified in this Final EIR. The general plans of all planning jurisdictions which the Proposed Project or alternatives to the project would traverse were carefully evaluated during preparation of the Draft EIR, including the *Town of Colma General Plan*. A brief summary of the results of the analysis of the project’s consistency with the Colma General Plan is provided on page D.2-25 of the Draft EIR.
- The References for Section D.2: Land Use on pages Ap.2-4 through Ap.2-5 of Volume 2 of the Draft EIR has been revised adding 13 planning documents that were used in preparation of the Draft EIR.
- A-24 A reference section lists sources used in preparation of and cited in a report, and unless otherwise stated, it does not constitute a comprehensive bibliography of a given subject matter. The purpose of this EIR was to identify known and potentially significant cultural resources and develop appropriate methods of avoiding them. For CEQA compliance and to provide adequate decisionmaking information, it is not necessary to provide overly detailed background information for the agencies and interested parties involved in reviewing the current EIR document. If the Cultural Resources section was limited in scope to the City of Colma, then a background section covering Colma history would have been included. In reality, the document covers most of San Mateo County and must remain less specific. No changes were made in response to this comment.