
C.10 SOCIOECONOMICS AND PUBLIC SERVICES

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C.10 SOCIOECONOMICS AND PUBLIC SERVICES

C.10.1 ENVIRONMENTAL BASELINE AND REGULATORY SETTING

C.10.1.1 Regional Overview

The nine county Bay Area is one of the largest and most dynamic metropolitan areas in the country. Its employment and population have grown and are expected to continue to grow at a substantial rate. Between 1990 and 2000, Bay Area population is estimated to have grown by more than 900,000 people to a nine county total of approximately 6.9 million. At the same time, regional employment grew from 3.2 million to approximately 3.7 million, matching the 15 percent increase in population growth. Projections suggest an employment growth rate of 27 percent between 2000 and 2020, or the addition of one million new jobs. Since the population growth rate is only forecast to be 16 percent during the 20 year time span, a population growth of approximately 1.1 million, there is likely to both be an increase in labor force participation and a growth of in-commuting to Bay Area jobs from the surrounding counties.

The proposed project and alternatives are located in southern Alameda County and northeast Santa Clara County, including the cities of Fremont, San Jose, Milpitas, and Santa Clara.

C.10.1.2 Environmental Setting

The community socioeconomic characteristics that are analyzed for the region and project area include employment patterns, income, and population and household trends. The data presented are primarily from the 1990 US Census and the Association of Bay Area Governments' (ABAG) Projections 2000. The latter is the basis for regional planning activities by ABAG, the Metropolitan Transportation Commission (MTC), and many other agencies. Other sources include the state Department of Finance's population estimates and employment data compiled by the California Employment Development Department (EDD). Although the 1990 census data are somewhat dated, the 2000 data will not be released in time for inclusion in this EIR.

Information on public services and public utilities was derived from planning documents and key informant interviews with agency representatives.

C.10.1.2.1 *Employment Patterns*

Table C.10-1 illustrates employment trends in Alameda and Santa Clara Counties, as well as the cities of Fremont and San Jose. Santa Clara is the leading Bay Area county in job growth, and although its percentage increase forecast from 2000 to 2020, at 21 percent, is not the highest, the projected absolute growth of 231,000 would represent the largest of any Bay Area county. This employment growth, along with the associated population and household growth, is the driving force behind the need to expand the electrical capacity of the area.

Both the Fremont and San Jose General Plans describe the cities interest in job growth to improve jobs/housing balance and to generate a strong and vibrant tax base.

Table C.10-1 Project Area Employment Trends: 1990-2020

Area	1990	2000	2010	2020	2000-20 growth #	2000-20 growth %
Alameda County	644,100	725,800	848,300	945,300	219,500	30%
- Fremont	75,100	95,200	114,600	121,700	26,500	28%
Santa Clara County	890,900	1,077,200	1,213,300	1,308,200	231,000	21%
- San Jose	329,100	411,000	468,700	510,400	99,400	24%

Source: ABAG Projections 2000

All industrial sectors are expected to increase their employment with manufacturing and services employment showing the most growth. The construction industry within the two counties is large and growing as well. In Alameda County, there are approximately 38,500 persons employed in the construction industry in 2000. In Santa Clara County, construction industry employment for 2000 is projected to be 47,100, a 52 percent increase during the last decade.

C.10.1.2.2 Population and Housing

Table C.10-2 illustrates the anticipated population growth in Alameda and Santa Clara Counties from 2000 through 2020. Although the population growth rate is below the increase in employment, it is still substantial. The anticipated growth of 261,400 residents in Santa Clara is the largest absolute growth of any Bay Area county. Approximately half of the anticipated growth is expected in San Jose, which by the year 2010 will become the first and only Bay Area city with more than a million residents.

Table C.10-2 Corridor Population Trends: 1990-2020

Area	1990	2000	2010	2020	2000-20 growth #	2000-20 growth %
Alameda County	1,276,200	1,462,700	1,615,900	1,617,700	155,000	11%
- Fremont	173,340	209,200	230,200	235,000	25,800	12%
Santa Clara County	1,479,600	1,755,300	1,919,000	2,016,700	261,400	15%
- San Jose	821,720	972,200	1,053,000	1,101,500	129,300	13%

Source: ABAG Projections 2000

Table C.10-3 provides some demographic information on Fremont and San Jose, and Table C.10-4 provides household and housing information. There are few significant differences in socioeconomic characteristics between the cities as a whole and the areas containing elements of the proposed project. Zip code area 95002, which includes northern San Jose areas focused around Alviso, contains a population that is largely of Hispanic heritage, with 72 percent of the 1990 Census population so reporting compared with 27 percent for the City as a whole. Likewise, the two San Jose northern areas have a significantly lower Asian population than the City as a whole.

Table C.10-3 Population, Race, Hispanic Origin: 1990

	Population	% White	% Black	% Asian	% Hispanic
Fremont	173,340	71%	4%	19%	13%
-zip code 94538	45,343	76%	4%	11%	18%
San Jose	821,720	63%	5%	20%	27%
-zip code 95002	2,190	86%	0%	1%	72%
-zip code 95134	4,343	85%	4%	5%	15%

Source: 1990 US Census

The western portions of Fremont to be crossed by the proposed project are very similar to City averages for median household income, but display a somewhat lower proportion of owner-occupied housing units. In San Jose, the median income for the Alviso area, zip code area 95002, was significantly lower than the median income for the City, and the home ownership rate was somewhat below the City average. Housing vacancy surveys for 1999 reported by the California Department of Finance showed rates comparable to those shown in Table C.10-4 from the 1990 Census.

Table C.10-4 Housing Characteristics: 1990

	Households	% owner occupied	Vacancy rate	Median household income
Fremont	60,200	65%	3.5%	\$51,200
-zip code 94538	15,820	54%	3.8%	\$49,930
San Jose	250,220	61%	3.4%	\$46,200
-zip code 95002	571	49%	5.0%	\$33,640
-zip code 95134	1,225	94%	2.9%	\$46,910

Source: 1990 US Census

C.10.1.2.3 Public Services

Fire Protection. As of April 1, 2000, the Fremont Fire Department had 14 fire stations with 14 fire engines and two ladder trucks. The Department has equipment associated with hazardous material response and search-and-rescue operations. In July 2000, Union City will create its own fire department and assume control of three stations that are operated by Fremont, leaving the City with 11 stations. The closest stations to the project area include one on South Grimmer Boulevard, southeast of the interchange of Auto Mall Parkway and I-880. The newest station also serves the project area, a temporary station on Landing Parkway, west of I-880 and east of Fremont Boulevard in the Bay Side Technical Park. The Department is negotiating to purchase a nearby permanent site; it is scheduled to replace the temporary station by 2002. The Fremont Fire Department employs 202 people, of whom 179 are fire-fighting personnel. All stations are staffed 24 hours a day.

The San Jose Fire Department has 31 stations and over 600 employees. The closest stations to the project area are Fire Station # 25 on Gold Street in Alviso, and a new Station #29 on Innovation Drive, near North First Street and the Montague Expressway. Three search-and-rescue units and one Hazardous Materials

Unit have average response times of 2 to 4 minutes for the first response unit (unit closest to the emergency) and 4.5 to 6.5 minutes for the second response unit. Both the Fremont and San Jose Fire Departments have four-wheel drive vehicles that could access the off-road parcels in the project area.

Police Protection. The Fremont Police Department has 205 sworn officers and 117 civilian employees. The single police station is located on Stevenson Boulevard, adjacent to Fremont Central Park. The City is divided into three zones that each have three to five officers available 24 hours a day to respond to calls. The project area is in a 25 square mile zone of the City of Fremont bounded by Washington Boulevard, I-680, the San Francisco Bay, and extending south to Milpitas.

The San Jose Police Department has 1,393 sworn officers, and a total staff of more than 1,800. The police station is located in the civic center area on West Mission Street. San Jose is divided into 16 districts, with a total of 96 “beats” whose boundaries are defined by the number of calls received from the geographic areas.

Schools. The Fremont Unified School District operates 30 elementary schools, five middle schools, and six high schools, serving more than 31,000 students. There are no schools located west of I-880 in Fremont, and thus none in the project vicinity. The San Jose Unified School District includes 31 elementary schools, seven middle schools, and seven high schools. There are no schools in the vicinity of the project.

Hospitals. Fremont has one general hospital, Washington Hospital, located on Mowry Avenue, approximately six miles northeast of the Newark Substation, the northern starting point for the proposed project. San Jose has six major hospitals, the closest being the San Jose Medical Center on East Santa Clara Street, approximately seven miles southeast of the proposed Los Esteros Substation.

C.10.1.2.4 Public Utilities

Water. The Alameda County Water District (ACWD) provides water for the City of Fremont. Sources include groundwater, the State Water Project, and the Hetch Hetchy Aqueduct. The District has a maximum production capacity of 72 million gallons per day (mgd), but currently supplies approximately 60 percent of the capacity. The network in the project area includes a 12-inch line that ends at Noble Drive, south of Auto Mall Parkway.

The City of San Jose receives water from three different companies or agencies. The Municipal Water District supplies water to North San Jose and Alviso, serving the area between the Guadalupe River and Coyote Creek down to Trimble Road in the south. The San Jose Water Company provides water to the southern portion of the proposed project, including the Trimble-Montague 115kV upgrade. A 6-inch main serves the south side of Trimble Road and Montague Expressway, ending at O’Toole Avenue. There is a City of Milpitas water line on the north side of Montague Expressway.

Sewer. The Union Sanitary District provides sewer service to the City of Fremont. Their treatment plant is located on Benson Road in Union City. The District has a pumping station at Fremont Boulevard and West Warren Avenue, adjacent to the proposed 230kV line. The City of San Jose provides sewer service to the southern portion of the proposed project area. Wastewater is treated at the San Jose/Santa Clara Water Pollution Control Plant, located at Esteros and Zanker Roads, north of the proposed Los Esteros Substation site.

Solid Waste. There are three landfill or transfer stations in the project vicinity. The Tri-Cities Waste Management landfill is located at 7010 Auto Mall Parkway, west of the Newark Substation. The Milpitas Landfill (Newby Island) is located at the west end of Dixon Landing Road. The Zanker Road Landfill, located at Los Esteros Road, is located approximately one mile from the proposed Los Esteros Substation.

Natural Gas, Electricity, and Telephone. PG&E Co. currently serves both the San Jose and Fremont portions of the project area with natural gas and electricity. A description of electricity demand and current capacity is presented in Section A of this EIR. The majority of the project area is currently open space and underground utilities are not likely to be present. Underground utilities such as water, sewer, telephone, cable, fiber optics, irrigation, and gas lines may be present along the Trimble Road/Montague Expressway corridor where an existing 115 kV wood pole line would be replaced with a new tubular steel pole line.

Telephone service for the entire project area is provided by Pacific Bell. However, PG&E Co. will install, own, maintain, and operate fiber optic communications for the Los Esteros Substation and the 230 kV transmission line. A Pacific Bell entrance cable will be installed to provide telephone service to the substation.

C.10.1.3 Applicable Regulations, Plans, and Standards

Planning policies of Fremont and San Jose anticipate the level of economic growth that is occurring in the two cities. Both have policies addressing the need to maintain and grow their public service and public utility facilities. For example, the Fremont General Plan, adopted in 1991, has the following public facility goals:

GOAL PF1: A range of public facilities and services to meet the health, safety, leisure, cultural, and general government needs of all Fremont residents

GOAL PF3: Water, sewer, and flood control systems designed to serve the level of development contemplated in the General Plan (Fremont General Plan, page 7-19)

Implementation of these goals led to Fremont's addition of a fire station in the industrial area west of the freeway in order to maintain an adequate response time. Fremont also has a policy to "prohibit development of habitable structures within the 100-year flood zone shown on Figure 10-6 of the General Plan Inundation Hazards Map, unless the structures are designed to comply with existing National Flood

Insurance Program criteria for construction. According to the map, the area along Cushing Parkway and the planned southern extension of Fremont Boulevard are within the 100-year flood zone (see discussion in Section C.6, Hydrology and Water Quality).

San Jose has set a number of service standards for public services and utilities. Examples relevant to the proposed project include the following:

Sewage Treatment

7. The City should monitor and regulate growth so that the cumulative sewage treatment demand of all development can be accommodated by San Jose's share of the treatment capacity of the San Jose/Santa Clara Water Pollution Control Plant.
8. The operation of the Water Pollution Control Plant should comply with the water quality standards for the South San Francisco Bay established by the Regional Water Quality Control Board.

Storm Drainage and Flood Control

12. New projects should be designed to minimize potential damage due to storm waters and flooding to the site and other properties.
13. In designing improvements to creeks and rivers, adjacent properties should be protected from flooding.

Other Services

16. For police protection, achieve a response time of six minutes or less for 60 percent of all Priority 1 calls... For fire protection, a 4-minute average response time to all calls. (San Jose 2020 General Plan, pages 80-81.)

C.10.2 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED PROJECT

C.10.2.1 Introduction

The proposed project could affect socioeconomic conditions and public services both directly and indirectly. Construction and operation of the transmission line could create a direct demand for, or disruption to, public services along the alignment. The construction labor force could impact local employment patterns, population growth, and demand for housing. Acquisition of property could displace businesses and residents. These factors could have an indirect impact on public service demands. The operation of the facilities could result in availability of new infrastructure in the area that could induce further employment and population growth, which would also directly impact need for public services. The presence of a new transmission line could affect adjacent property values.

The evaluation of employment impacts is developed by collection of background employment trends in the project corridor, verification of the applicant's projections of construction labor force required, and assessment of the location and duration of construction employment generated by the project. Large construction projects can attract a new labor force to an area, which can be factored into temporary and

permanent housing availability, and thus into demand for public services. Projections of direct project impacts on public services are generated based on knowledge of the nature of the activities and discussion with representatives of public service providers.

C.10.2.2 Definition and Use of Significance Criteria

Following are definitions of impact significance for several potential impacts within the socioeconomics and public services areas.

Socioeconomics

Temporary Employment. The impact of the project on the construction period employment patterns could be beneficial or adverse. If unemployment in the region is reduced without causing a large influx of new employees into the region, it would be considered a beneficial impact (**Class IV**). If, however, labor shortages result in a competition for labor that drives up wage rates or an influx of workers who compete for existing housing, the employment impacts could be significant (**Class I** or **Class II**).

Temporary Housing. The impact on temporary housing would be considered significant (**Class I** or **Class II**) if the demand for such housing takes up more than 25 percent of the supply of such housing that is utilized by the visitor market during the peak visitor season. If competition for temporary housing takes less than 25 percent of such supply, it would be considered an adverse, but not significant, impact (**Class III**). If temporary housing demand is such that it utilizes housing that is normally vacant during the peak season, it would be a beneficial or **Class IV** impact.

Permanent Housing. The impacts on permanent housing would be significant if demand for housing generated by project inducing immigration resulted in: (a) increases in housing rent or prices by more than 10 percent, (b) decreased vacancy rates to less than five percent, or (c) decreased vacancy rates by more than 20 percent if already below five percent. Lesser housing impacts would be considered adverse (**Class III**).

Business in the Transmission Corridor. Project construction could impact businesses along the route by displacing them or by disrupting access and/or business activities. Any impact that causes the permanent displacement or relocation of a business would be a significant impact. A temporary business disruption would be considered either significant (**Class I/II**) or adverse (**Class III**) impact depending on the nature and extent of disruption. Businesses that benefit by selling supplies to the contractors or labor force could be beneficially impacted (**Class IV**).

Community Attitudes and Values. A substantial project in a rural area may adversely affect local community attitudes and values. Temporary or permanent community growth or visual impacts resulting from the project could adversely affect community attitudes and values. Depending on the nature of such impacts, these effects could be classified as significant (**Class I/II**) or adverse (**Class III**).

Public Services

Public Protection. Impacts would be considered significant if the project causes a temporary or permanent increase in need for police and fire protection personnel or equipment that is not matched by availability of such services and the financial resources to acquire such additional services.

Schools. For schools with available capacity, any project-related temporary or permanent increase in enrollment that exceeds such capacity or results in the need to hire additional teachers or staff would be a significant impact. For schools with no reserve capacity, any project-related enrollment increase will represent a significant impact.

Water. A significant (**Class I or Class II**) impact would occur if the project or project-related growth would generate a demand that exceeds the ability of water utilities to supply the needed water.

Wastewater. A significant (**Class I or Class II**) impact would occur if the project or project-related population growth would result in wastewater flows that exceed the capacity of the collection and treatment facilities.

Solid Waste. A significant (**Class I or Class II**) impact on landfill capacity would occur if the project or project-related population growth would generate solid waste in excess of landfill capacity.

C.10.2.3 Applicant Proposed Measures

PG&E Co. has committed to implementing several measures to reduce impacts in its *Proponent's Environmental Assessment (1998)*:

- In order to mitigate the displacement of businesses and residents from the Los Esteros Substation, PG&E Co. will comply with all the provisions of the California Uniform Relocation Act, which provides for relocation assistance to owners and tenants. The payments to owners include the fair market value for the property, as well as moving costs, re-establishment costs, and assistance in finding comparable replacement property, whether business or residential. Tenants are also eligible for relocation assistance, including payments for several years if the rent on the replacement property is higher than on the subject property. In addition to the payments to owners and renters, PG&E Co. will retain the services of a relocation assistance consultant to advise the affected parties (page 5-3)
- Measure 15.1a: To ensure that existing underground and aerial utilities are not affected by construction, PG&E Co. will conduct surveys of all utilities in the project area and contact Underground Service Alert to verify the location of existing underground utilities. (page 15-3).

In addition, in order to compensate property owners for easements, PG&E Co. will purchase easements at fair market value.

C.10.2.4 Environmental Impacts and Mitigation Measures

C.10.2.4.1 *Employment Patterns*

Project Construction. In a rural area with an insufficient local construction labor force, construction workers often commute large distances or rent rooms on a temporary basis. A small proportion actually move their families temporarily to an area. When the project is in a large urban region such as the San Francisco Bay Area, it is anticipated that the majority of the labor force would be workers already living in the area.

The construction period for the transmission lines and substation is expected to be nine to ten months. PG&E Co. projects a daily average of 45 workers involved in construction, and a maximum of 95 workers during peak construction periods. This will be split between activities such as site clearing and construction of the substation and foundation, structure fabrication, and stringing of wire from tower to tower.

Current Bay Area unemployment rates are at historically low rates, 2.2 percent in Santa Clara County and 2.8 percent in Alameda County, according to the California Employment Development Department's February 2000 estimates. However, given the large local labor force in the construction industry in general and required trades specifically, there should be little need for construction workers to move to the Bay Area to work in this project. Thus, construction of the project should not have adverse impacts on primary or secondary employment patterns.

Direct permanent employment associated with the proposed project is minimal, limited to monitoring and inspection. The need for the project is directly related to the forecasts for employment growth in the North San Jose area, which are contained in approved community plans and ABAG's forecasts of regional growth, as described in the setting section. Thus the project should have a beneficial impact (**Class IV**) on permanent secondary employment.

Los Esteros Substation. Some of the greenhouses on the site are in production, and employ a small number of people on a seasonal basis. This activity will be displaced from the site. Compliance with the provisions of the California Uniform Relocation Assistance Act will provide relocation benefits to displaced businesses, potentially including moving costs, re-establishment costs, and assistance finding replacement property. Therefore, the impact on current site businesses and workers is considered an adverse impact (**Class III**).

C.10.2.4.2 *Population and Housing*

Los Esteros Substation. There are approximately five dwelling units, including one freestanding house and units attached to mixed use greenhouse buildings. According to the applicant, there were approximately 25 residents in January 1999, all of whom were owners or relatives of the owners (Data

Request Response 1-4, January 1999). Construction of the substation will result in the displacement and relocation of these households. Compliance with the provisions of the California Uniform Relocation Assistance Act will provide relocation benefits to displaced households, potentially including moving costs, re-establishment costs, and assistance finding replacement housing. With this step, the impact on current site residents is considered an adverse but not significant impact (**Class III**).

C.10.2.4.3 Economic Impacts

Fiscal. The proposed project would have small but positive fiscal impacts on local government finance. PG&E Co. will pay property tax on the value of improvements. This will generate revenue for City and County governments, and other agencies that receive a portion of property tax receipts. However, as part of an large and growing metropolitan area, the incremental revenue to the City of Fremont, City of San Jose, and other agencies will not be significant.

Property Values. Proposed transmission line projects often raise concerns about their potential effects on property values. In this specific case, a property owner in the Bayside Business Park in Fremont has indicated concern that “the adverse effect on the computer and electronic equipment used by businesses along the new proposed route would dramatically reduce the value of the property in the Bayside Business Park” (letter to CPUC from Joseph Paul Weber, attorney for ProLogis Limited Partnership-I, October 22, 1999).

The proposed 230kV transmission line route includes transmission towers and lines located at the edge of the property behind a series of one story industrial and research and development type buildings along the west side of Fremont Boulevard. At the present time, two transmission lines pass through the industrial park, located parallel and midway between Fremont Boulevard and Bayside Parkway.

Review of the literature on the effects of overhead transmission lines on property values indicates that considerable study has been devoted to evaluating such potential impacts on residential and agricultural property values, but the literature contains minimal discussion of impacts on commercial or industrial use. Studies have either been based on appraisal comparisons of like property proximate or not proximate to transmission lines, attitudinal studies of qualitative perceptions, or statistical analyses using statistical tools on data derived from appraisals and other field study methodologies (Kroll & Priestley, page i). The conclusions of impacts on residential and agricultural property can be summarized by the following points:

- 1) Overhead transmission lines have the potential to reduce the sales price of residential and agricultural property.
- 2) The effect, especially for single family homes, is generally small (from zero to 10 percent), but has been estimated to be greater than 15 percent in some specialized cases of rural areas.
- 3) Other factors (e.g. neighborhood factors, square footage, size of lot, irrigation potential) are much more likely than overhead transmission lines to be major determinants of the sales price of property.
- 4) Effects are most likely to occur to property crossed by or immediately next to the line, but some impacts have been measured at longer distances.

- 5) Positive impacts may also occur, where the right-of-way is attractively landscaped and/or developed for recreational use.
- 6) Impacts may be greater for small properties than for larger properties.
- 7) Impacts may be greatest immediately following construction of a new line (or a major increase in size in an older right-of-way), diminishing over time. (Kroll & Priestley, page iii).

The two impacts the transmission line could have on industrial property values would be adverse visual impacts or impacts on the usage of electronic equipment; these issues are addressed directly in Sections C.9 (Public Safety, Health, and Nuisance) and C.12 (Visual Resources). Section C.12.2.6.3 addresses visual impacts of the proposed project in the Bayside Business Park, concluding that the impacts are adverse but not significant (**Class III**). The impacts on electronic equipment should be reduced to non-significant levels through implementation of Mitigation Measures PS-1 and PS-2 (see discussion in Section C.9.2.2, Public Safety, Health, and Nuisance), which would reduce transmission line interference with equipment.

Section 15131 of the CEQA Guidelines includes the following language:

- (a) Economic or social effects of a project shall not be treated as significant effects on the environment
- (b) Economic or social effects of a project may be used to determine the significance of physical changes caused by the project
- (c) Economic, social, and particularly housing factors shall be considered by public agencies together with technological and environmental factors in deciding whether changes in a project are feasible to reduce or avoid the significant effects on the environment identified in the EIR.

It has been established that CEQA was not designed to protect against the possible decline in the commercial value of property adjacent to a project (Hecton v. People of the State of California, 1976, 58 Cal.App. 3d 653, 656). The potential visual and electronic interference impacts resulting from the proposed project are addressed in other sections of this EIR. For these reasons, the possible reduction of property values does not constitute a significant impact and no mitigation measures are recommended.

C.10.2.4.4 Public Services

Construction. The demand for public services such as fire and police protection, schools, hospitals, and maintenance of public facilities will not increase during construction of the project. PG&E Co. will work directly with local public works departments regarding construction schedules and work along roadways such as Zanker Road and Trimble Road/Montague Expressway. Impacts would be less than significant, as most construction would be outside of the roadways. Construction activities will not physically affect local hospitals because no hospitals are present in the project area. Given the size of local hospital facilities and the number of construction workers relative to the number of physicians, potential medical

emergencies among the construction crews will not place an undue burden on the local hospitals. This impact is less than significant (**Class III**).

Operation. No impacts would result to public services during operation of the project. PG&E Co. maintains transmission lines and substations on a regular basis and there is no need for local government involvement in maintenance activities.

C.10.2.4.5 Public Utilities

Construction. Construction of a 230 kV transmission line and substation would not have an adverse impact on any local utilities in the project area, with the potential exception of the San Jose/Santa Clara Water Pollution Control Plant (WPCP).

Installation of a new telephone line to the substation would not result in an impact to public telecommunication services. Along the Trimble Road/Montague Expressway corridor, project construction could inadvertently contact underground facilities during the setting of new transmission poles, potentially leading to short-term service interruptions. Telephone, cable television, and other telecommunication services that are currently on PG&E Co. poles would need to be taken down and rehung on the new poles. A temporary impact to these services could occur.

Water use during construction would be minimal and would be limited to dust control or other incidental uses, resulting in a less than significant impact to the overall available water supply. PG&E Co. will coordinate construction of the transmission line with the WPCP plant's operation staff. Project construction would result in a temporary increase in the total amount of waste generated in the region. An estimated 4,600 tons of debris would be removed from the site of the proposed Los Esteros Substation. Waste that is generated during construction will be disposed of in an environmentally responsible manner in the Zanker Road Landfill and impacts would be less than significant because it would not affect available landfill capacity.

Operation. The project is needed by the year 2000 to meet customer electric demand without overloading the existing facilities. In the past three years, the greater San Jose area has experienced a steady economic expansion with a related increase in electric demand of about 80 MW per year. Based on historical data, the current area economic outlook, and known customer development plans, PG&E Co. and Santa Clara County forecast that electrical demand for these areas will grow at an average rate of 115 MW per year through 2000, and 46 MW per year beyond 2000. Therefore, completion of the project would benefit local businesses and residences because service interruptions resulting from demand and storm outages would be less likely. By increasing the amount of energy available during peak demand in the area, the project would make the existing systems more efficient while reducing the possibility of power shortages.

Operation of the project would not increase the demand for public water supply nor would it jeopardize the water quality of the public water supply system. The only post-construction demand for water would

be for domestic use by PG&E Co. personnel. Potable water for drinking and restroom use would likely be supplied from water lines along Zanker Road. Wastewater discharge would be via a sewer line connection to existing lines along Zanker Road.

The presence of towers or overhang of the power lines over the WPCP sludge drying beds is considered a safety concern by WPCP personnel and equipment. However, it may be that the only way to avoid the drying beds, and not block the access road, would be to locate the towers outside of the fence, toward Coyote Creek. This location may affect the stability of the Coyote Creek levee. The following mitigation measure is recommended to ensure that the line adjacent to the WPCP is located in the safest place.

Impact: The presence of towers or overhand of the power lines over the WPCP sludge drying beds could present a safety concern for WPCP personnel and equipment (**Class II**).

S-1 PG&E Co. shall meet with WPCP management to review the exact location and height of each tower and shall minimize safety and other impacts to WPCP operations by re-locating poles where possible.

C.10.2.5 Cumulative Impacts and Mitigation Measures

There are a considerable number of public works, industrial, and commercial projects approved or pending in the project vicinity. This includes extensions of the Bayside Business Park in Fremont, the Catellus Pacific industrial park in Fremont, new buildings for Cisco Systems and other firms in San Jose, and improvements to the I-880/SR 237 interchange. These projects are anticipated and within existing plan and zoning standards - thus anticipated in regional infrastructure planning. Although requiring a concurrent construction effort, the Bay Area has recently been in a phase of public and private construction that has expanded the size of the construction labor force. There may be some attraction of additional construction labor to the Bay Area, but in a market with 2.4 million housing units, of which approximately one million are in the rental market, the incremental demand would not have a significant adverse impact on housing availability.

Public services and public utilities have the capacity to serve the projected activity, and thus cumulative impacts will not be significant.

C.10.3 ALTERNATIVE TRANSMISSION LINE ALIGNMENTS AND SUBSTATION SITES

Each of the alternatives would pass through the same cities and counties, and thus the socioeconomic and public services setting is the same as described in Section C.10.1. The same employment patterns, population trends, and public services exist.

In terms of impacts, there will be few discernable differences between the alternatives. The labor force requirements will not be significantly different by alternative, and none of the alternatives will cause

significant disruption of business or residential patterns in the corridor. Depending on visual impacts, each alternative will have slightly different impacts on specific parcels in terms of possible property value impacts.

C.10.3.1 Underground Through Business Park

Underground construction through the Bayside Business Park will temporarily disrupt parking availability at specific businesses. By constructing in relatively small increments and/or providing temporary replacement parking, this impact can be minimized. With implementation of the following mitigation measure, this impact will be reduced to levels that are not significant (**Class II**).

S-2 PG&E Co. shall coordinate with the Fremont Police Department and local businesses to ensure that access is maintained to all buildings and that street and/or lane closures do not cause safety hazards or contribute to peak period congestion.

An underground transmission line will have less potential impact on the use and/or value of buildings than the proposed project.

C.10.3.2 I-880-A Alternative

This alternative would have the same impacts as the proposed project, except it potentially affects more industrial buildings located along Northport Loop West (south of Auto Mall Parkway and west of I-880).

C.10.3.3 I-880-B Alternative

This alternative, running along Cushing Parkway and the west side of I-880 maximizes the distance in proximity to industrial and hotel buildings located in Fremont business and industrial parks.

C.10.3.4 Westerly Route and Westerly Upgrade Alternatives

These alternatives would have the least impact on industrial and commercial buildings in the Fremont area. The transmission line locations into the proposed substation would follow Zanker Road so would have less impact on the WPCP than the proposed route, which might impact the drying beds.

C.10.3.5 Substation Alternatives

C.10.3.5.1 Northern Receiving Station Alternative

While only re-conductoring is required along Lafayette Street, a new transmission line would be installed crossing North 1st Street south of Alviso and along SR 237 south of the Summerset Mobile Estates residential area north of SR 237 and west of the Guadalupe River. This alignment would have adverse

but not significant visual impacts on the above-mentioned residential areas, which are considered low-income communities. However, because the minimum distance to the mobile home park is more than 500 feet and the distance to Alviso is more than 2,000 feet, this would be considered an adverse (**Class III**) impact.

This alternative would eliminate the business and residential dislocation that would be caused by the construction of the substation at the Los Esteros site.

C.10.3.5.2 Zanker Road Substation Alternative

This alternative would require right-of-way acquisition from a public agency, the Valley Transportation Authority, for an easement along Zanker Road and for the proposed substation site, which would be located south of the agency's Cerone Bus Maintenance Facility. This alternative could adversely affect the use of the existing facility and would preclude the potential expansion of the facility. This would represent a potentially significant impact (**Class II**) that could be mitigated to non-significant levels by the following mitigation measure:

S-3 If the Zanker Road Alternative substation site is selected, PG&E Co. shall either (a) utilize only the parcels designated as "excess" by the VTA, or (b) develop a revised site plan for the Cerone facility consistent with the needs of the Valley Transportation Authority, and fund the facility alterations required to maintain the usability of the site.

C.10.3.6 Trimble-Montague 115kV Upgrade Alternatives

C.10.3.6.1 Barber 115kV Alternative

This alternative would include a new transmission line between the proposed Los Esteros Substation and the existing Montague Substation located just east of I-880. It would pass through portions of Milpitas, whereas the proposed project segment (on Montague Expressway and Trimble Road) would be located in the City of San Jose, but it would not have differential impacts on socioeconomic, public services, or public utilities.

C.10.3.6.2 Underground Trimble-Montague 115kV Alternative

Underground construction along Montague will temporarily disrupt parking access at specific businesses. By constructing in relatively small increments and/or providing temporary replacement parking, this impact can be minimized. With implementation of the following mitigation measure, this potentially significant impact will be reduced to insignificant (**Class II**) levels.

S-4 PG&E Co. shall coordinate with the San Jose Police Department and local businesses to ensure that access is maintained to all buildings and that street and/or lane closures do not cause safety hazards or contribute to peak period congestion.

C.10.4 THE NO PROJECT ALTERNATIVE

Under this alternative, the proposed transmission line and substation would not be built. Unless some other technique is found to bring more electricity to the north San Jose area, economic development would be limited by the shortage of electrical supply. This would be inconsistent with San Jose policies encouraging economic development in the north San Jose area.

C.10.5 MITIGATION MONITORING PROGRAM

Table C.10-5 presents the mitigation monitoring program for socioeconomics and public services.

C.10.6 REFERENCES

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Table C.10-5 Mitigation Monitoring Program

Impact (Class)	Mitigation Measures	Location	Responsible Agency	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
Proposed Project						
Potential impacts to Water Pollution Control Plant (Class II)	S-1 PG&E Co. shall meet with WPCP management to review the exact location and height of each towers and shall minimize safety and other impacts to WPCP operations by re-locating poles where possible.	Adjacent to WPCP	CPUC, WPCP	CPUC to review documentation of final pole locations and notes of discussions with PG&E Co. and WPCP	Coordination minimizes operational impacts on WPCP	Before start of construction
Underground Through Business Park						
Disruption to parking availability (Class II)	S-2 PG&E Co. shall coordinate with the Fremont Police Department and local businesses to ensure that access is maintained to all buildings and that street and/or lane closures do not cause safety hazards or contribute to peak period congestion.	Bayside Business Park	CPUC, Fremont Police	CPUC to review documentation of coordination	Coordination eliminates or reduces parking problems	Before the start of construction in Fremont
Zanker Road Substation Alternative						
Adversely affect the use of the Cerone Bus Maintenance Facility and would preclude the potential expansion of the facility (Class II)	S-3 If the Zanker Road Alternative substation site is selected, PG&E Co. shall either (a) utilize only the parcels designated as "excess" by the VTA, or (b) develop a revised site plan for the Cerone facility consistent with the needs of the Valley Transportation Authority, and fund the facility alterations required to maintain the usability of the site.	VTA property	CPUC	CPUC to review site plans	VTA development can occur in coordination with Zanker Road Substation	Before substation construction
Underground Trimble-Montague 115 kV Alternative						
Disruption to parking access (Class II)	S-4 PG&E Co. shall coordinate with the San Jose Police Department and local businesses to ensure that access is maintained to all buildings and that street and/or lane closures do not cause safety hazards or contribute to peak period congestion.	Trimble Road and Montague Expressway	CPUC, San Jose Police	CPUC to review documentation of coordination	Coordination eliminates or reduces parking problems	Before the start of construction in Fremont